The National Archives

The National Archives Education Service

Significant Events

What happened then?

Printable Source Pack

Contents

Source One: Domesday Book (E31/2/1, E31/2/3) 3

Source Two: Magna Carta, 1225 (DL 10/71) 4

Source Three: Magna Carta Drama (COPY 1/ 442 f651) 5

Source Four: England Faces the Armada (SP12/213 ff164-5) 6

Source Five: Gunpowder plot uncovered (SP 14/216/ Pt1. f11a) 7

Source Six: Guy Fawkes poster (COPY 1/272 f32) 8

Source Seven: Great Fire of London 1666 (ZJ 1/1) 9

Source Eight: Attempt to steal the Crown Jewels (SP 29/289/187) 10

Source Nine: Glorious Revolution 1688 (SP 8/1/224) 11

Source Ten: Iron Bridge (NSC 25/505) 14

Source Eleven: Act of Union 1801 (PC 2/157) 15

Source Twelve: Battle of Waterloo 1815 (MPH 1/387/3) 16

Source Thirteen: Peterloo massacre 1819 (MPI 1/134/19) 17

Source Fourteen: Early railway transport 1825 (RAIL 1148/1/f6) 18

Source Fifteen: Great Exhibition 1851 (ZLIB 17/81/60) 19

Source Sixteen: Victorian Christmas 1888 (COPY 1/394) 20

Source Eighteen: Wright Brothers 1908 (AIR 1/728/176/3/33) 22

Source Nineteen: Memorial to the sinking of RMS Titanic 1912 (COPY 1/1566/f70) 23

Source Twenty: Titanic telegram 1912 (MT 9/920C) 24

Source Twenty One: Suffragettes outside Parliament 1913 (ZPER 34/142) 25

Source Twenty Two: Epsom Derby 1913 (ZPER 34/142) 26

Source Twenty Three: Western Front Christmas Truce 1914 (WO 95/1510/4) 27

Source Twenty Four: Cenotaph Commemoration 1920 (WORK 20/1/3/361) 28

Source Twenty Five: Abdication of Edward VIII 1936 (PC 11/1) 29

Source Twenty Six: Jarrow March 1936 (MEPO 2/3907) 30

Source Twenty Seven: London during the Blitz (FO 898/527) 31

Source Twenty Eight: Blitz Poster (NSC 63/21) 32

Source Thirty: Battle of Britain Map (AIR 41/16) 34

Source Thirty One: Liberation of Paris 1945 (FO 898/527) 35

Source Thirty Two: First Christmas Tree 1947 (WORK 21/291) 36

Source Thirty Three: Birth of the NHS 1948 (INF 2/66, f15) 37

Source Thirty Four: National Health Booklet (MH 134/6) 38

Source Thirty Five: Windrush 1948 (CO 876/88) 39

Source Thirty Six: Festival of Britain 1951 (ZLIB 17/129A) 40

Source Thirty Seven: Coronation of Elizabeth II 1953 (PC 22/11) 41

Source Thirty Eight: Coronation press card (WORK 21/239) 42

Source Thirty Nine: Moon landing 1969 (FCO 55/351) 43

Source Forty: British Rail goes decimal 1971 (RAIL 1005/409) 44

Source One: Domesday Book (E31/2/1, E31/2/3)

Domesday Book is the oldest government record held in The National Archives. There are two Domesday Books – Little Domesday and Great Domesday, which contain a lot of information about England in the 11th century. In 1086, King William I (the Conqueror) wanted to find out the value of his new kingdom: who owned which property, where they lived, how much the land was worth and the amount of tax he could raise. He sent his own government commissioners around the country to ask questions in local courts and gather information. These books reveal how land ownership changed with the Norman Conquest and how William increased his control over England.

Source Two: Magna Carta, 1225 (DL 10/71)

Source Three: Magna Carta Drama (COPY 1/ 442 f651)

Photograph of a scene from a drama at Her Majesty's Theatre revealing King John's agreement to Magna Carta, dated 1899.

Source Four: England Faces the Armada (SP12/213 ff164-5)

Extract from a letter to Sir Francis Walsingham from John Hawkins, vice admiral in the battle in which saw the defeat of the Spanish Armada in 1588.

Source Five: Gunpowder plot uncovered (SP 14/216/ Pt1. f11a)

Letter to Lord Monteagle warning him to stay away from the opening of Parliament, 26 October, 1605

Source Six: Guy Fawkes poster (COPY 1/272 f32)

Poster advertising C.T. Brock & Co.'s fireworks featuring an image of Guy Fawkes, 1908

Source Seven: Great Fire of London 1666 (ZJ 1/1)

Report from the London Gazette on the spread of the Great Fire, September 1666

bear out their Lower Fire; but that the Body of the Fleet were then come up, and the night approaching, would not permit much execution. The next day in all probability we may hear of their Engagement, God Almighty prosper our Fleet.

London, Sept. 2. About two a clock this morning a sudden and lamentable fire brake out in this City, beginning not far from *Thames-street*, near *London-Bridge*; which continues still with great violence, and hath already burnt down to the ground many houses thereabouts: Which said accident affected His Majesty with that tenderness and compassion, that He was pleased to go Himself in Person with His Royal Highness, to give order, that all possible means should be used for quenching the fire, or stopping its further spreading. In which care, the Right Honorable the Earl of *Craven* was sent by His Majesty, to be more particularly assisting to the Lord Major and Magistrates; and several Companies of His Guards sent into the City, to be helpful by what ways they could in so great a calamity.

gainst *Baynards-Castle* in *Thames-street*. 1666.

Source Eight: Attempt to steal the Crown Jewels (SP 29/289/187)

Extract from a hand-written newsletter to Mr Kirke, 9 May 1671

224

June y 30th 1688

HER MAJESTY'S STATE PAPER OFFICE

Wee have great satisfaction to find by 3s, and since by Mon Zulestein that your Ma.ty is so ready, and willing to give us such assistances as they have related to us. Wee have great reason to believe wee shall be every day in a worse condition then wee are, and lesse able to defend our selves, and therefore wee doe earnestly wish, wee might be so happy as to find a remedy before it be too late for us to contribute to our owne deliverance but although these be our wishes yet wee will by no meanes put your Ma.ty into any expectations which may misguide your owne Counsells in this matter, so that the best advice wee can give is to informe your Ma.ty truely, both of the State of things here at this

time and of the Difficultys which appear
to us. as to the first, the people
are so generally dissatisfied with the
present conduct of the Government
in relation to their Religion, liberty
and Property's (all which have been
greatly invaded) and they are in such
expectation of their prospects being
dayly worse, that your Ma.ty may
be assured, there are nineteen parts
of twenty of the people throughout
the Kingdome, who are desirous of
a change, and who wee beleeve would

Source Nine: Glorious Revolution 1688 (SP 8/1/224)

Source Ten: Iron Bridge (NSC 25/505)

Poster designed in 1966 from the Post Office Savings Bank which features an illustration of the world's first Iron Bridge in Shropshire. It was built in 1779 by Abraham Darby III and highly significant for the Industrial Revolution.

Source Eleven: Act of Union 1801 (PC 2/157)

The Union Flag, or Union Jack, is the flag of the United Kingdom. It is so called as it combined the crosses of the three countries united under one Sovereign, the kingdoms of England and Wales, of Scotland and of Ireland. This design for the flag comes from a royal proclamation following the union of Great Britain and Ireland during the reign of George III.

Source Twelve: Battle of Waterloo 1815 (MPH 1/387/3)

Map entitled 'Sketch of the Battle of Waterloo'

Source Thirteen: Peterloo massacre 1819 (MPI 1/134/19)

An engraving showing the forcible dispersal of a reform meeting in St Peter's Field, Manchester, 16 August 1819.

Source Fourteen: Early railway transport 1825 (RAIL 1148/1/f6)

Document to show the cost of the Liverpool to Manchester Railway as estimated by its engineer and designer, George Stephenson. The railway was opened in 1830, but building had started in the 1820s. It was the first railway to completely run on steam power and have a signalling system, February 1825.

Estimate of the Expence of the proposed Rail Road from the Port of Liverpool to the Town of Manchester

	£	s.	d.
Forming Excavations & Embankments	87599	2	5
Bridges & other Masonry	16920	-	
Stone Blocks at 1/4 each	15957	6	8
Chairs or Pedestals 10 lb. each at 15 £ ℔ Ton	16028	12	6
Rail, 4 lines of 35 lbs ℔ yard for 34 Miles at £16.10.- ℔ Ton	61710	-	-
Laying Rails & forming Road for 34 Miles at 5/ ℔ yard	14960	-	-
Fencing the Road	5729	8	-
Gates 400 @ 1 £ 10/ each	600	-	-
Waggons for making the Road	4000	-	-
Locomotive Engines 20 @ 600 £ each	12000	-	-
Boilers on the Road	1500	-	-
Cranes & Machinery at the Wharfs	2000	-	-
Warehouses & Offices	25000	-	-
Land	100000	-	-
Survey & Act of Parliament	10000	-	-
Contingencies during the performance of the Work	25595	10	5
£	400,000	-	-

Geo. Stephenson Engineer

February 5th 1825

Source Fifteen: Great Exhibition 1851 (ZLIB 17/81/60)

Illustrated scene from the Great Exhibition, 1851. The Great Exhibition of the Works of Industry of All Nations was the first international exhibition of its kind. It was devised by Prince Albert and Henry Cole and became a symbol of the Victorian age and a showcase for British manufacture.

Fig. 33. The Transept looking North. 'In the midst is seen the Fountain of Glass; behind it, and also in groups near the south entrance, are beautiful tropical plants, sheltered by the elm-trees which rise above them; and above all springs the light and elegant arch of the wonderful Transept. The glitter of the falling waters in the gleaming light which pours down unobscured in this part of the building, and the artistic arrangement of the groups of objects of art and industry in the immediate vicinity of the Transept, renders this a peculiarly attractive part of this immense structure.'

Source Sixteen: Victorian Christmas 1888 (COPY 1/394)

Photograph of a posed Christmas scene, 1888

Source Seventeen: Early Cinema 1899 (COPY 1/149 f267)

Illustration showing an example of early cinema, the projection of a boxing match, 1899

Source Eighteen: Wright Brothers 1908 (AIR 1/728/176/3/33)

Letter dated 10 April 1908 from the American Wright brothers to the UK War Office about a possible contract to build their two-man aeroplanes

(84/W/5424)

28

Wright Brothers,
1127 W.Third Street,
Dayton, Ohio.

(Copy)

April 10. 1908.

The Secretary,
War Office,
London,S.W.

Dear Sir,

The increased interest now taken in the different countries in aeronautics, prompts to again call your attention to our aeroplane. The machines as now designed, are suitable for military scouting, being capable of carrying two men (an operator and an observer), and sufficient fuel for long flights.

We are prepared to undertake the manufacture of one or more of these machines under a contract; or, if the Government would prefer to build machines for itself under our British patent, we will grant license to operate on payment of suitable royalties on the machines so manufactured.

The United States Government has lately entered into contract with us for one of our two-men machines.

Very respectfully,

(sd) Wright Brothers,
O.W.

31

Source Nineteen: Memorial to the sinking of RMS Titanic 1912 (COPY 1/1566/f70)

'Photograph of novelty in sand, Bournemouth beach, of 'Britannia Mourns – Captain Smith and Baby – the Plucky Little Countess'." A notice and imitation lifebelt by the sculpture read 'Women and Children First' and 'To the Heroes of the Titanic'. 'The plucky little countess' was Noëlle, Countess of Rothes, a passenger who rowed the survivors on Lifeboat no. 8 until their rescue by the RMS Carpathia.

Source Twenty: Titanic telegram 1912 (MT 9/920C)

Telegram from the RMS Titanic received by the Russian liner Birma, April 1912

M16307

The Russian East Asiatic S.S. Co. Radio-Telegram. 526

S.S. "Birma".

No.	Words.	Origin. Station.	Time handed in.	Via.	Remarks.
bg to s.		Titanic	11 H.45M. April 14/15 1912.		Distress call Ligs Loud.

Cgd - Sos. from M. G. Y.

We have struck iceberg sinking fast come to our assistance.

Position Lat. 41.46 n. Lon. 50.14. w.

M.G.Y.

Source Twenty One: Suffragettes outside Parliament 1913 (ZPER 34/142)

Photograph from the 'Illustrated London News' showing a Suffragette protest outside Parliament, February 1913

Source Twenty Two: Epsom Derby 1913 (ZPER 34/142)

Photograph showing Emily Davison's suffragette protest at the Epsom Darby, June 1913

Source Twenty Three: Western Front Christmas Truce 1914 (WO 95/1510/4)

Extract from a report contained in a war diary, from 15 Infantry Brigade to Divisional Headquarters confirming events of Christmas Eve and Christmas Day, 1914

Headquarters,

5th Division.

I beg to report that an informal meeting took place yesterday between the lines of trenches of ourselves and the Germans, at which about 200 of our men assisted, and an even larger number of Germans.

It appears that on Christmas Eve there was a good deal of shouting and chaff between our right trenches (Norfolks) and the Germans about LA PETITE DOUVE Farm, each inviting the other to come over. Although there was a certain amount of firing on our part all yesterday morning and up to 2 p.m. (Christmas Day), there was no response of rifle fire from the enemy on our front (only a few shells in the early morning some distance to the North). About 2 p.m. German Officer or N.C.O. appeared and walked over to our trenches holding up a box of cigars. He was not fired at, and one or two of our men went to meet him. Others, German and Englishmen, chimed in and soon there were large numbers in the space between the trenches nearer the German ones than to ours, talking and fraternizing and accepting each others cigars and cigarettes etc. Most of the Norfolks and some of the Cheshires (on their left) from the fire trenches took part in this informal gathering including several officers.

The latter reported that the Germans refused to talk "shop" but were very friendly and appeared to have no evil intention of any sort. They said the war would be over and ourselves beaten, in two months and said they hadn't begun in earnest yet, although we had the best of them up to the present. They also showed an official memo stating that the Russians had been smashed and were fleeing to WARSAW, also the Austrians had occupied BELGRAVE.

26/12/14.

Sd. Gleichen, Brigadier General,
Commanding 15th Infantry Bde.

P.S. The Germans stated that they were not taking any action by fire or otherwise from 25th to 27th instant. I have however ordered hostilities to proceed as usual.

Source Twenty Four: Cenotaph Commemoration 1920 (WORK 20/1/3/361)

Memo from a government department concerning the arrangements for the unveiling of the cenotaph and funeral service at Westminster Abbey in 1920

O.W. No. 6.

Number of separate enclosures.

This margin may *not* be written on.

SUBJECT.

UNVEILING OF THE CENOTAPH

AND

FUNERAL SERVICE IN WESTMINSTER ABBEY.

MEMORANDA.

Secretary,

I have to report that the number of applications for tickets for the Memorial Services at the Cenotaph and in Westminster Abbey on Armistice Day exceeded 15,000. All of those which were received in time for the ballot, which took place on the 5th instant, and which were more than 14,000 in number, were sorted into the various categories approved by the Cabinet Committee. ~~They~~

These categories and their numbers were as follows:-

(a) Women who had lost husband and one or more sons	99
(b) Mothers who had lost only sons or all sons	7506
(c) Widows	4042
	11647
To these were added relatives of V.C's killed or missing	13
Total	11,660

Tickets were issued as follows:-

Westminster Abbey	1,066	
Government Office Windows and private windows	2,374	
Pavements in Whitehall	3,200	6,640
Choir		200
Ex-Service Associations for Procession	320	
Ex-Service Associations for Whitehall Place	520	840
	~~1,040~~	~~1,040~~ 7,680

Carried Forward

~~283~~ 361 (41,736). Wt.10,829—626. 20,000. 7/19. Gp.164. A.&E.W.

Source Twenty Five: Abdication of Edward VIII 1936 (PC 11/1)

Instrument of Abdication, 10 December 1936

INSTRUMENT OF ABDICATION

I, Edward the Eighth, of Great Britain, Ireland, and the British Dominions beyond the Seas, King, Emperor of India, do hereby declare My irrevocable determination to renounce the Throne for Myself and for My descendants, and My desire that effect should be given to this Instrument of Abdication immediately.

In token whereof I have hereunto set My hand this tenth day of December, nineteen hundred and thirty six, in the presence of the witnesses whose signatures are subscribed.

SIGNED AT
FORT BELVEDERE
IN THE PRESENCE
OF

Edward RI

Albert

Henry.

George.

Source Twenty Six: Jarrow March 1936 (MEPO 2/3907)

A police document which gives details for the arrangements concerning the Jarrow March, 1936.

58

PROTEST MARCH to LONDON organised by BOROUGH of JARROW.

Conveys Town's petition requesting Government to assist in resuscitation of industry in Jarrow

207 marchers (no females). Marshal - David F. RILEY (County Councillor, Durham)

Two banners "Jarrow Crusaders", one at front, one at rear.

Motor bus P.T.4917, painted grey, accompanying.

Route as follows :-

Leave	Jarrow	Monday, 5th. October
Stop	Chester-le-Street	" " "
"	Ferryhill	Tues., 6th. October
"	Darlington	Wed., 7th. "
"	Northallerton	Thurs., 8th. "
"	Ripon	Friday, 9th. "
		Rest here on Sat. and Sunday.
"	Harrogate	Monday, 12th. October
"	Leeds	Tues., 13th. "
"	Wakefield	Wed., 14th. "
"	Barnsley	Thurs., 15th. "
"	Sheffield	Friday, 16th. "
"	Chesterfield	Sat., 17th. "
		Rest here on Sunday.
"	Mansfield	Monday, 19th. October
"	Nottingham	Tues., 20th. "
"	Loughborough	Wed., 21st. "
"	Leicester	Thurs., 22nd. "
"	Market Harboro'	Friday, 23rd. "
"	Northampton	Sat., 24th. "
		Rest here on Sunday.
"	Bedford	Monday, 26th. October
		Rest here on Tuesday.
"	Luton	Wed., 28th. October
"	St. Albans	Thurs., 29th. "
"	Edgware	Friday, 30th. "
"	Marble Arch	Sat., 31st. "

Expected to sleep under canvas at Mansfield, Bedford & Luton.

Source Twenty Seven: London during the Blitz (FO 898/527)

Photograph showing St Paul's Cathedral during the Blitz, 1940

Source Twenty Eight: Blitz Poster (NSC 63/21)

Poster created by the National Savings Committee campaign during the Second World War to encourage people to buy War bonds, 1940

Source Twenty Nine: Battle of Britain Poster (MFQ 1/525/94)

Poster commemorating the Battle of Britain, August-October 1940 with Winston Churchill's words: Never in the field of human conflict was so much owed by so many to so few.

Source Thirty: Battle of Britain Map (AIR 41/16)

Battle of Britain fighter defences map, 1940

Source Thirty One: Liberation of Paris 1945 (FO 898/527)

Photograph showing the liberation of Paris at the end of the Second World War, 1945

Source Thirty Two: First Christmas Tree 1947 (WORK 21/291)

Photograph showing the first Christmas tree to be sent from the people of Oslo in Norway and displayed in Trafalgar Square in 1947. Now an annual tradition in recognition for the support given by the British to Norway during the Second World War

Source Thirty Three: Birth of the NHS 1948 (INF 2/66, f15)

National Health Service leaflet, May 1948

YOUR NEW NATIONAL HEALTH SERVICE

On 5th July the new National Health Service starts

Anyone can use it—men, women and children. There are no age limits, and no fees to pay. You can use any part of it, or all of it, as you wish. Your right to use the National Health Service does not depend upon any weekly payments (the National Insurance contributions are mainly for cash benefits such as pensions, unemployment and sick pay).

CHOOSE YOUR DOCTOR NOW

The first thing is to link up with a doctor. When you have done this, your doctor can put you in touch with all other parts of the Scheme as you need them. Your relations with him will be as now, *personal and confidential*. The big difference is that the doctor will not charge you fees. He will be paid, out of public funds to which all contribute as taxpayers.

So *choose your doctor now*. If one doctor cannot accept you, ask another, or ask to be put in touch with one by the new "Executive Council" which has been set up in your area (you can get its address from the Post Office).

If you are already on a doctor's list under the old National Health Insurance Scheme, and do not want to change your doctor, you need *do nothing*. Your name will stay on his list under the new Scheme.

But make arrangements for *your family* now. Get an application form E.C.1 for *each* member of the family either from the doctor you choose, or from any Post Office, Executive Council Office, or Public Library; complete them and give them to the doctor.

There is a lot of work still to be done to get the Service ready. If *you* make *your* arrangements in good time, you will be helping both yourself and your doctor.

Issued by the Department of Health for Scotland A

This advertisement appears in selected Sunday, Morning and Evening newspapers in Scotland.

Source Thirty Four: National Health Booklet (MH 134/6)

Wakefield council guide for their National Health Services, 1948

Source Thirty Five: Windrush 1948 (CO 876/88)

Telegram concerning passengers on the Empire Windrush, 6 July 1948

Charges to pay
s. d.

RECEIVED
at Central Telegraph Office, E.C.1

POST OFFICE

TELEGRAM

Prefix. Time handed in. Office of Origin and Service Instructions. Words

36 136 W 1355 6 EMPIRE WINDRUSH

From PORTISHEAD RADIO 59/58

By

To

By

CENTRAL TELEGRAPH OFFICE * 6 JUL 48 LONDON

POST OFFICE STAMP

=CUMMINGS COLONIAL OFFICE WELFARE DEPT KINNAIRD HOUSE PALLMALL LONDON

= FROM SMYTHE EMPIREWINDRUSH STOP 350 WITHOUT ANY ARRANGEMENTS

FOR ACCOMMODATION PREFERENCE FOR EMPLOYMENT REPORTED TO BE SKILLED

ENGINEERS 50 BUILDERS 50 EXFACTORY WORKERS 50 FARMERS 30 MINING

30 TO REENLIST RAF 50 ARMY 25 STOP . REMAINDER I NO PREFERENCE

REGARDING ACCOMMODATION SUGGEST YOU CONTACT DISEMBARKATION AUTHORITIES

SOUTHAMPTON 060955 = OC TROOPS ++ RAMS ENQUIRY'' or call, with this form m, and, if possible, the envelope.

CT 350 50 50 50 30 30 30 50 25 060955

B or C / C

P4666. 9/46 G.N.P.Co. Ltd. 51-7260

Source Thirty Six: Festival of Britain 1951 (ZLIB 17/129A)

Map to show the attractions of the South Bank Exhibition as part of the Festival of Britain in 1951. The Festival of Britain was originally intended to mark the 100 years since the Great Exhibition 1851, but became a way to celebrate Britain and its achievements rather than including international themes. The main focus was the South Bank of the Thames in London but there were celebrations and fairs in different parts of the country.

Source Thirty Seven: Coronation of Elizabeth II 1953 (PC 22/11)

Map to show the route of the Royal Procession after the coronation of Queen Elizabeth II, 2 June, 1953

In addition to the Royal processions, the Lord Mayor of London will leave the Mansion House at 7.55 a.m. to drive in his State Coach drawn by six horses along the Embankment, joining the main Processional route at 8.30 a.m. at Hungerford Bridge, and arriving at the Abbey at 8.45 a.m. Led by the Marshal of the City of London, mounted, and followed by the Lord Mayor's footmen in their liveries, the Lord Mayor will be accompanied by the Lady Mayoress and the Common Cryer with Sword and Mace, and will have an escort of pikemen.

The Speaker of the House of Commons will make the traditional short drive to the Abbey at 9.30 a.m. With him in the Coach will be Serjeant-at-Arms with the Mace and the Speaker's Chaplain. There will be an escort of one Life Guardsman and, walking before, the Speaker's Secretary and Trainbearer, and the B.B.C. Observers will be stationed at Buckingham Palace, Trafalgar Square, Westminster Abbey and the Annexe, Pall Mall, Marble Arch and Piccadilly Circus. There will be television cameras at Buckingham Palace, the Embankment, Hyde Park and inside the Abbey. The troops lining the route will be: *The Mall:* Brigade of Guards; *Trafalgar Square to the Abbey and back:* Royal Navy, with Officer Cadets of all three Services in *Parliament Square; Cockspur Street:* Canadian Military Forces; *Pall Mall to Marble Arch:* the Army; and *Oxford Street back to the Marble Arch:* Royal Air Force.

Below are the approximate times of the return Procession.

	Depart Westminster Abbey	Trafalgar Square	Hyde Park Corner	Marble Arch	Oxford Circus	Piccadilly Circus	Arrive Buckingham Palace
Head of the Procession: Her Majesty The Queen:	2.50	3.05	3.25	2.55 3.40	3.15 4.00	3.25 4.10	3.45 4.30

Source Thirty Eight: Coronation press card (WORK 21/239)

Card issued to those working in the media present at Westminster Abbey during the Coronation ceremony, 2 June 1953

WORK 21/239 No.14

Issued under the authority of the Minister of Works.

No. **B** 124

The Coronation of Her Majesty

Queen Elizabeth II

2 JUNE, 1953

PRESS, B.B.C., NEWSREEL OR PHOTOGRAPHER'S PASS

The Minister of Works authorises

.....

to enter .....

SUBJECT TO THE CONDITIONS PRINTED OVERLEAF

Source Thirty Nine: Moon landing 1969 (FCO 55/351)

Telegram from the Foreign and Commonwealth Office to Washington, July 1969

RESTRICTED

TOP COPY (38)

CYPHER/CAT A

F L A S H FOREIGN AND COMMONWEALTH OFFICE TO WASHINGTON

TELEGRAM NUMBER 1626 21 JULY 1969 (AMERICAN)

RECEIVED IN REGISTRY No. 38 23 JUL 1969

SNP 4/304/3

RECEIVED IN REGISTRY No. 18 2 JUL 1969

RESTRICTED

TEL NO. 1622: APOLLO 11.

MOON LANDING.

THE MESSAGE FROM THE PRIME MINISTER WHICH FOLLOWS SHOULD BE DELIVERED TO THE WHITE HOUSE FOR THE PRESIDENT WHEN THE LUNAR ASTRONAUTS ARE BACK IN THE MOTHER-SHIP.

YOU SHOULD NOT DELIVER THE MESSAGE UNTIL IT IS CERTAIN THAT THE ASTRONAUTS ARE SAFELY BACK WITHIN THE MOTHER-SHIP.

PLEASE REPORT BY FLASH TELEGRAM AS SOON AS THE MESSAGE HAS BEEN DELIVERED. WE SHALL PUBLISH THE TEXT OF THE MESSAGE HERE AS SOON AS YOU HAVE REPORTED DELIVERY.

THE MESSAGE READS AS FOLLOWS:-

''I TOLD YOU WHEN YOU TELEPHONED ME THIS AFTERNOON HOW EXCITED EVERYONE WAS IN THE UNITED KINGDOM BY THE SUCCESS OF THE APOLLO 11 MISSION, BUT I HELD BACK MY FORMAL MESSAGE UNTIL I KNEW THAT THE ASTRONAUTS HAD RETURNED SAFELY TO THEIR MOTHER-SHIP. NOW THAT THEY HAVE COMPLETED THEIR HISTORIC MOON LANDING, I SEND, ON BEHALF OF HER MAJESTY'S GOVERNMENT, TO YOU, TO ASTRONAUTS ARMSTRONG, ALDRIN AND COLLINS, AND TO ALL ASSOCIATED WITH IT OUR WARMEST CONGRATULATIONS ON THE MAGNIFICENT SUCCESS OF THE APOLLO 11 MISSION. THIS EPIC VOYAGE OF DISCOVERY IS AN INSPIRATION TO US ALL. WE OFFER OUR HOPES AND PRAYERS FOR THE CREW OF APOLLO 11 FOR THE SUCCESSFUL COMPLETION OF THEIR MISSION AND A SAFE RETURN TO EARTH''.

STEWART

DEPARTMENTAL DISTRIBUTION
AMERICAN DEPT.
S. & T.D.
NEWS DEPT.

COPIES TO:
NO.10 DOWNING STREET

RESTRICTED

Source Forty: British Rail goes decimal 1971 (RAIL 1005/409)

Poster from British Rail showing their fare changes in the new decimal currency

By D Day all fares will be priced in the new £p in place of the old £sd.

Fares Table

Old £sd	New £p	Old £sd	New £p	Old £sd	New £p	Old £sd	New £p	Old £sd	New £p	Old £sd	New £p	Old £sd	New £p	Old £sd	New £p	Old £sd	New £p	Old £sd	New £p
		2/–	10	4/–	20	6/–	30	8/–	40	10/–	50	12/–	60	14/–	70	16/–	80	18/–	90
3	1	2/3	11	4/3	21	6/3	31	8/3	41	10/3	51	12/3	61	14/3	71	16/3	81	18/3	91
5	2	2/5	12	4/5	22	6/5	32	8/5	42	10/5	52	12/5	62	14/5	72	16/5	82	18/5	92
6	2	2/6	12	4/6	22	6/6	32	8/6	42	10/6	52	12/6	62	14/6	72	16/6	82	18/6	92
7	3	2/7	13	4/7	23	6/7	33	8/7	43	10/7	53	12/7	63	14/7	73	16/7	83	18/7	93
9	4	2/9	14	4/9	24	6/9	34	8/9	44	10/9	54	12/9	64	14/9	74	16/9	84	18/9	94
10	4	2/10	14	4/10	24	6/10	34	8/10	44	10/10	54	12/10	64	14/10	74	16/10	84	18/10	94
1/–	5	3/–	15	5/–	25	7/–	35	9/–	45	11/–	55	13/–	65	15/–	75	17/–	85	19/–	95
1/2	6	3/2	16	5/2	26	7/2	36	9/2	46	11/2	56	13/2	66	15/2	76	17/2	86	19/2	96
1/3	6	3/3	16	5/3	26	7/3	36	9/3	46	11/3	56	13/3	66	15/3	76	17/3	86	19/3	96
1/5	7	3/5	17	5/5	27	7/5	37	9/5	47	11/5	57	13/5	67	15/5	77	17/5	87	19/5	97
1/6	8	3/6	18	5/6	28	7/6	38	9/6	48	11/6	58	13/6	68	15/6	78	17/6	88	19/6	98
1/7	8	3/7	18	5/7	28	7/7	38	9/7	48	11/7	58	13/7	68	15/7	78	17/7	88	19/7	98
1/9	9	3/9	19	5/9	29	7/9	39	9/9	49	11/9	59	13/9	69	15/9	79	17/9	89	19/9	99

The £ part of any fare will be just the same in new £p as in old £sd

Use this conversion table to check the new pence part (p) against the shillings and old pence part (s/d) of adult fares for rail, sea and hovercraft travel by, and from D Day.

Children's fares will normally be HALF the corresponding £p or £sd adult fares, fractions of a penny counting as a penny.

Every conversion via this Full Fares table is just the same as via the official shopper's table, except for fares which end in 6d., when, to avoid the anomalies which would otherwise occur (like some return fares being more than twice the single fare), all fares which end in even sixpences (0/6, 2/6, 4/6 etc.) have been rounded to the next new penny down while all fares which end in odd sixpences (1/6, 3/6, 5/6 etc.) have been rounded to the next penny up.

More £p news soon–
Hoping this is
helpfully yours,
'DECIMAL DES'

British Rail

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The National Archives Education Service also offers free taught sessions onsite in Kew and online.

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