

Starts work in 1852
now the Aga Foundry

TP Born 1843

Albert Edward Bridge Rib
Casting Patterns 1863
aged 20

RB

Thomas Parker's Home
1908-15 & Wall Plaque



Dated 1885

Thomas Parker - “Edison of Europe” ?



30th January, 1895. Opening Ceremony Wolverhampton Power Station. Used the “Oxford system “ developed by Parker of 2000v DC distribution stepped down using motor generator sets to 200v
Performed by Lord Kelvin, President of the Royal Society. Who made the comment.

Midland Evening News , 25th April, 1900

During the legal proceedings it was mentioned that the famous physicist from the University of Glasgow, one of the most distinguished scientists in the world, Lord Kelvin, described Thomas Parker as “The Edison of Europe”.

The Times 4th May, 1907

The career of Mr. Thomas Parker, J.P., M. Inst C.E., M. Inst. M.E., M. Inst. E.E, of Wolverhampton, the inventor of Coalite, is one of those of commercial and scientific activity which are rarely recorded until the subject of them has passed from out of our midst. It would be no excessive compliment to speak of Mr. Parker as an English Edison.

Modern Innovations in Transport

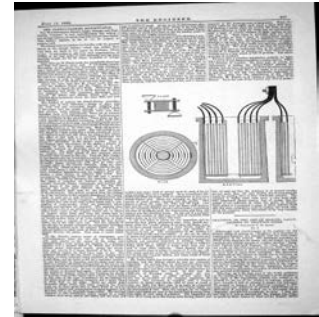




“Rechargeable batteries that provided a viable means for storing electricity on board a vehicle did not come into being until 1859, with the invention of the lead-acid battery by French physicist Gaston Planté.” Earlier efforts used galvanic cells not accumulators.

Many people were working on developing accumulators at the time gradually improving their energy density. The 1882 Parker design was the best at that time. Parker’s improved Patent was eventually divided with Planté. Planté’s share was later bought out.

The Engineer June 15 1883 describes the design in detail and also reviews other designs. Elwell-Parker Ltd were leaders but not dominant.



“Thomas Parker, built the first practical production electric car in 1884, using his own specially designed high-capacity rechargeable batteries.”



Rail Technology Magazine Online



15.02.16

Birmingham to introduce UK's first battery-operated trams

The first battery-operated trams in the UK will be introduced in Birmingham to remove the need for overhead power lines.



comments

Kevinr 16/02/2016 at 07:27

brilliant news for a brilliant city!

Mark Smith 16/02/2016 at 13:18

The second city proves it is the first city again

Mark Smith 16/02/2016 at 13:18

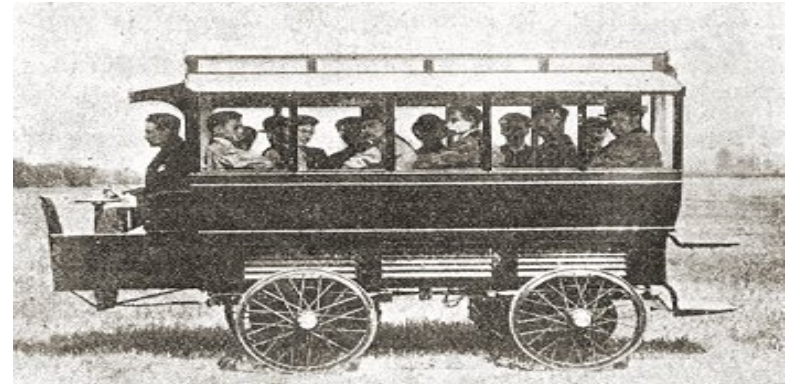
The second city proves it is the first city again

Roy 16/02/2016 at 14:09

Thomas Parker developed the first Battery-Operated Trams in Birmingham and an account of the first trial run on 7 Nov 1888 is given here.

<http://www.historywebsite.co.uk/genealogy/Parker/Trams.htm>

1880s



Contributed to Portrush Tramway (Giants Causeway) in 1882.

Supplied traction and plant for Blackpool 1885 retained as Consulting Engineer.

*First significant scale American system
Richmond VA 1888.*





THE LIVERPOOL OVERHEAD RAILWAY



FIRST & FASTEST
ELECTRIC
(OVERHEAD) **RAILWAY**
IN THE WORLD.
RAPID AND FREQUENT SERVICE
OF SALOON CARS AT
CHEAP FARES
Affording Magnificent Panoramic View
of the **LIVERPOOL DOCKS**
— 6½ miles in extent —
AND THE **RIVER MERSEY.**
S. JAMES & CO. LTD.
LIVERPOOL

“The first EMUs in were used on the elevated Liverpool Overhead Railway in 1893. The southern terminal of the railway was underground, giving the LOR the distinction of also being the first to use EMUs underground”

“In 1893 the Liverpool Overhead Railway opened with two lightweight passenger cars coupled together on each car one bogie was powered with a single 60 hp (45 kW) motor powered from a third rail between the tracks at 500 V DC. Any number could be coupled together and all the motors controlled by the driver at the front.”

“In 1897 Frank J. Sprague demonstrated a system where a low-voltage control signal from any driving position controlled all the motors on a train, developed for the South Side Elevated Railroad in Chicago”

Sprague sometimes dubbed “Father of Electric Traction” was an important American electrical pioneer, associate of Thomas Edison and contemporary of Parker. By the 1890s Parker was using the Julien & Sprague motor patents. Although in several respects Parker was slightly ahead of Sprague. The American Elwell-Parker Company was also established in 1893



**Stephenson Medal & Telford Premium
1893-4**

Early achievements at The Coalbrookdale Company

- Chosen to attend the International Exhibition of 1862 in London (aged 19 after 10 years service)
- Develops the award-winning Kyrle Open Grate a Steam Pump and other products.
- Introduced to electrical accumulators and experimented to improve performance.

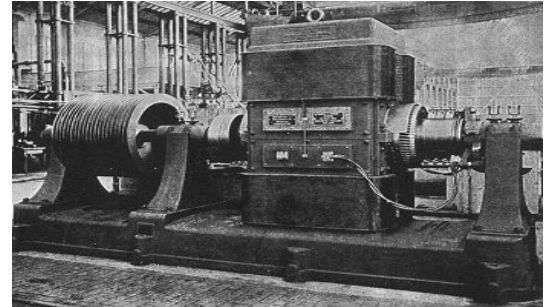


The 1880s

Business partnership with Paul Elwell. *Elwell-Parker Inc USA manufactures until 2000 and the brand still continues.*

Initially with Accumulators, followed by Motors Generators and other Electrical Plant becomes a Leading Engineer and Inventive Entrepreneur

By the end of the decade in the top ranks of British and World Electrical Engineers

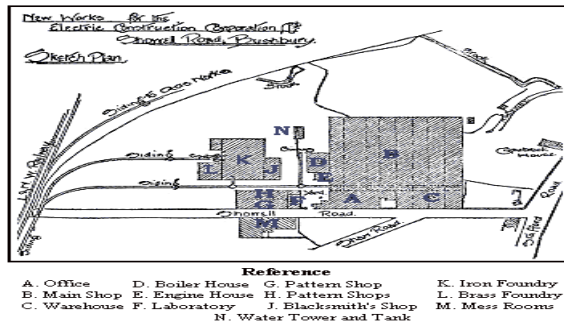


The Early 1890s

Establishes the Electric Construction Company's reputation as a leading electrical manufacturer and supplier.

A British and world leader in the development production and application of Electrical Plant for a wide range of applications. Including the leading method of Phosphorous production (Parker-Robinson process).

Became "Electric Construction Corporation" Eventually closed down by Hawker Siddeley group in 1985. Now the site of Wolverhampton Science Park



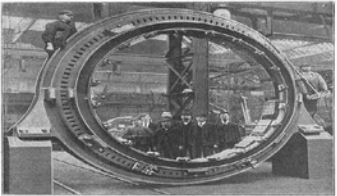
1894 -1899

Having fallen out with the Directors of ECC Establishes his own business.
Major suppliers to the newly developing Electricity Generating, Supply & Electric Railway sectors

THE ELECTRICAL REVIEW. (March 22, 1900)

THOMAS PARKER LIMITED,
WOLVERHAMPTON.

TELEGRAMS: "OILS."
TELEPHONE 34.



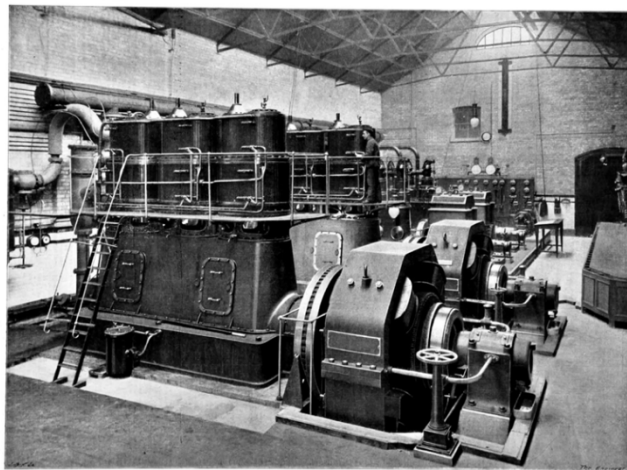
MAGNETS FOR CONTINUOUS CURRENT GENERATOR.

ON WAR OFFICE: ADMIRALTY AND INDIA OFFICE LISTS.

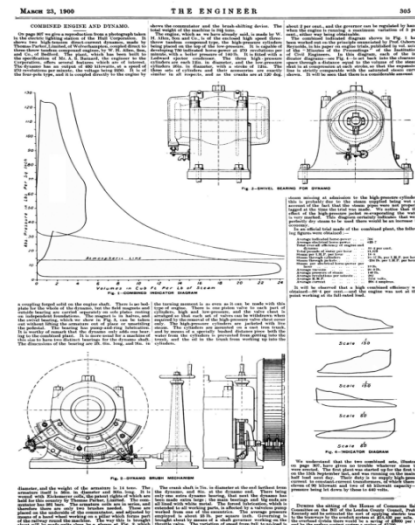
LONDON OFFICE: MARSH HOUSE CHAMBERS, 30, BUCKLEBOURNE, E.C.

CONTRACTORS TO H.M. GOVERNMENT.

REGISTERED: "WOLVERHAMPTON" TELEPHONE: 340-340.



THE ENGINEER



1899 -1905

Metropolitan Railway. Consulting Engineer later also a Director

Led the Company's submission to a Board of Trade Enquiry 1901



TABLE I.—THE GENERATION OF POWER AT NEASDEN.
METROPOLITAN RAILWAY.—RETURN OF COAL CONSUMED AND POWER GENERATED
AND DELIVERED FROM ELECTRIC STATIONS, WITH WORK DONE AND COST.

Week ending.	Miles worked.					Turbine unit-horse.	Current.							Total coal, wages, & power and sub-stations.		
	Train-miles.				Ton-miles.		Total output.			Consumption (exclusive of lighting and other circuits).			Coal.		Wages, power, and sub-stations.	
	Six-car trains 170 tons.	Three-car or more adjusted to 170 tons.	Total train-miles of 170 tons.	Shunt- ing and empty running.			Generated at power- house.	To track from sub- stations.	For power, lighting, circuits, and other purposes.	Per train-mile.	Per ton-mile.		Weight.	Cost.		
											From power-house.	From sub- stations.				
1906.							K. W. hours.	K. W. hours.	K. W. hours.	K. W. hours.	Watt hours.	Watt hours.	Tons.	£	£	
Sept. 1st	20,764	6141	28,780	1575	4,892,600	250	489,700	405,250	37,060	12.8	90	74	965	529	209	
.. 8th	20,681	6025	28,172	1466	4,789,240	251	477,960	396,570	37,800	12.8	90	74	930	511	211	
.. 15th	19,848	6528	27,833	1457	4,731,610	249	479,100	399,050	37,300	12.8	92	76	955	525	229	
.. 22nd	20,506	6154	28,309	1449	4,803,630	249	488,460	369,710	38,300	12.8	90	75	951	523	231	
.. 29th	20,329	6223	28,131	1469	4,782,270	251	488,700	361,440	38,790	12.8	91	73	957	526	231	
Oct. 6th	20,086	6639	28,206	1481	4,705,020	251	486,200	365,610	38,520	12.8	90	74	961	528	232	
.. 13th	20,450	6311	28,294	1532	4,809,980	256	486,200	365,090	39,050	12.8	91	74	965	531	228	
.. 20th	20,588	6090	28,221	1543	4,797,570	256	481,900	369,470	39,110	12.8	90	73	924	508	222	
.. 27th	21,209	5355	28,044	1480	4,767,480	250	484,800	362,950	39,230	12.7	90	74	935	514	222	
Nov. 3rd	21,678	7081	31,169	1750	5,288,530	256	505,900	416,100	39,820	11.9	87	70	937	515	222	
.. 10th	23,491	5857	30,926	1587	5,257,420	256	528,600	432,910	38,900	12.7	91	74	973	535	222	
.. 17th	24,276	5884	31,819	1659	5,400,230	259	544,400	450,910	40,710	12.5	91	73	1009	556	229	
.. 24th	24,514	5956	32,248	1648	5,482,160	259	549,300	458,060	41,590	12.5	90	73	1011	557	227	
Dec. 1st	26,550	5907	34,186	1729	5,811,620	281	587,000	483,300	43,580	12.5	91	73	1112	612	227	
.. 8th	27,069	6642	36,321	1770	6,174,570	290	615,500	513,220	45,000	12.6	96	74	1171	644	227	
.. 15th	30,648	5906	38,035	1781	6,405,950	298	659,900	553,920	52,950	12.8	92	75	1212	667	236	
.. 22nd	31,016	5575	38,487	1896	6,542,790	312	658,700	547,090	53,300	12.8	92	75	1229	671	235	
.. 29th	26,922	5822	34,486	1742	5,862,620	275	612,900	498,600	54,380	12.8	94	75	1139	626	223	
Jan. 5th	32,267	5597	40,153	2319	6,826,010	305	686,400	573,620	61,600	12.7	91	75	1248	693	229	

1904 COALITE

Not just a smokeless fuel but capable of being refined into a form of petrol used extensively during the Second World-War.

Production finally ceased in 2004



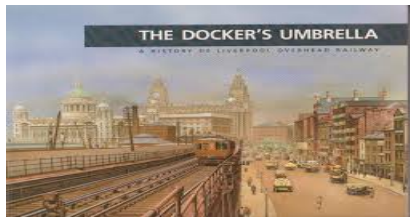
Bolsover



The Times 4th May, 1907 (continued)

About 1878 he was the first to design and build a dynamo for the deposition of metal from solutions to take the place of the huge cells then in vogue. In partnership with Mr. Bedford Elwell, the firm of Elwell-Parker, Limited became famous throughout the world, and one of its most notable performances was to design and construct the electrical plant for the first electrically driven tram system of any considerable size in this country. In 1888 the firm was absorbed into the Electric Construction Corporation, Limited, and many very noteworthy enterprises were successfully carried out by this Company under **Mr. Parker's direct management, such, for instance, as the design and construction of the Liverpool Overhead Railway.**

In the field of chemistry Mr. Parker's achievements are also remarkable. **He it was who solved the problem of the successful pyro-electric extraction of phosphorus, and his patented processes are at present used in all the great phosphorus works.** In 1900, Mr. Parker was **called in by the Directors of the Metropolitan Railway to take charge of the contemplated electrification of the line**, and from the results of his experiments the Directors caused specifications to be drawn up by Mr. Parker, and ultimately not only the Metropolitan but also the District Railway was electrified on almost identically the same principle as that employed in his construction of the Liverpool Overhead Railway. **Something over 50 specifications stand to his credit in the Patent Office.**



THE Electric Construction Co., LIMITED. ELECTRIC TRAMWAY CONTRACTORS.



View of South Staffordshire Electric Car and Overhead Line.

Manufacturers of all descriptions of
ELECTRICAL PLANT.

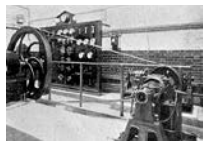
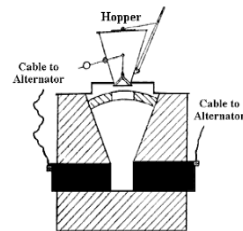
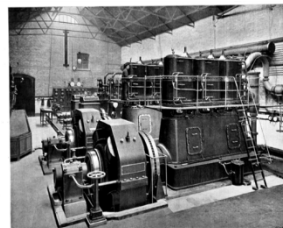
Complete Equipments for
CARS, GENERATING PLANT & LINE

The Liverpool Overhead Electric Railway.
The South Staffordshire Electric Tramways.
The Madras Electric Tramways.
The Birmingham Central Electric Tramways.

Accumulator Cars.
Electric Locomotives.
Haulage Plant, &c.

CONSTRUCTION OFFICE: 11, Abchurch Lane, London, E.C. 4.
MANUFACTURING WORKS: 1, New Street, Wolverhampton, W. 1.

BUSHBURY, WOLVERHAMPTON.



BLACK COUNTRY POWER

The story of Old Hill Power Station,
its machinery and men, 1897-1977.

Malcolm J. Richards.



Elwell-Parker
CELEBRATING 120 YEARS OF MATERIAL HANDLING

Died 5 Dec 1915

SIR ARTHUR WILLIAM RÜCKER, F.R.S., died on the 1st November, 1915. He was born in 1848 at Clapham and was educated at Clapham Grammar School and Brasenose College, Oxford. After taking his degree he became demonstrator in physics to Professor Clifton at the Clarendon Laboratory. In 1874 he was appointed Professor of Mathematics and Physics at the Yorkshire College, Leeds,

OBITUARY NOTICES.

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THOMAS PARKER was born in December 1843, and died on the 5th December, 1915. He entered the service of the Coalbrookdale Company at an early age and remained with them for 10 years. The next 14 years were spent in Birmingham and Manchester, where the evening classes and lectures enabled him to supplement his earlier education and to study scientific and technical subjects. He returned to the Coalbrookdale Company about 1876, and for six years occupied positions of increasing responsibility; during this period he had for a time charge of the com-

where he devoted considerable attention to research and also took an important part in the development of the College. In 1886 he became Professor of Physics at the Royal College of Science, London, a position which he held until 1901, when he was appointed Principal of the University of London. He was knighted in the following year. During the seven years he was Principal considerable changes took place in the constitution and work of the University, amongst others, the incorporation of University College and King's College. He retired in 1908.



A contemporary of Parker – similar 19th century achievements?
(1898 Engineer-in-chief of the Kensington and Knightsbridge Electric Light Co)

Lived until 1940 – Faraday Medal (1926) and a “household name” company
Better educated and socially connected – Harrow, the Military etc.