

**Railway
Passenger Stations
in Great Britain**

A CHRONOLOGY

**SECOND
SUPPLEMENT**

FEBRUARY 2012

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RAILWAY PASSENGER STATIONS IN GREAT BRITAIN

A CHRONOLOGY

Second Supplement: Additions and corrections

INTRODUCTION

In response to requests from several correspondents this includes an expanded version of Section 6 and of some items in Section 7, some of which would need much re-shaping in any future edition. As with the first supplement, much has come from correspondents and most of the new entries concern non-public stations, though the majority of space is taken up with the expansion or modification of entries on major matters.

= corrects/modifies information in first supplement;

above/below = see item in this supplement;

otherwise entries apply to information in original book.

SECTION 1

Acknowledgments: Further help from:

A. Brackenbury, E. Bredee, G. Borthwick, J. Fergusson (see *JF* in list of source additions below), D. Geldard, P. Jeffries, R. Maund (a large amount, especially on Glasgow area and Welsh narrow gauge issues, from newspapers, including *The Scotsman*, and from wtts), D. Miller, C.E. Mountford, D. Pedley (especially information on SW Scotland from local press), B. Polley, P. Reynolds (Swansea & Mumbles), R.S. (Stewart) Smith.

Material previously held at the Somerset Record Office and Local Studies Library is now held at the Somerset Heritage Centre, Norton Fitzwarren.

SECTION 3

Page 24 on –SOURCES

A couple of useful books listing sources

Railway Records: a guide to sources, Cliff Edwards, Public Record Office, 2001. Gives much information about material available at Kew (now National Archives). Index includes list by companies.

Local Newspapers 1750–1920, England and Wales, Channel Islands, Isle of Man, J. Gibson, B. Langston & B. Smith, Federation of Family History Societies, 2nd edition, 2002. Lists local libraries where newspapers can be found. Available at Kew.

AC&W = Airdrie Coatbridge & Wishaw Advertiser (R. Maund).

@JF – see *JF*, below.

Boyd = J.I.C. Boyd *Tal-y-Llyn Railway*, Wild Swan, 1988.

Brad – Middleton Press has reprinted March 1850 and December 1895 issues (as *Rail Times*).

Buxton = *Buxton Advertiser*, **Buxton** (E. Bredee).

DM = D. Miller (ticket information).

GWir = GW internal records (R. Maund).

JF = Jim Fergusson; *@JF* usually used because *U* was assembled by Godfrey Crougton, its co-author, and others including Jim Fergusson; he has passed on much information that was collected in connection with a possible second edition of *U* that never materialised and also provided some of the sources used for *U*, now substituted for *U* in relevant cases.

Lester = C.R. Lester, *The Stoke to Market Drayton Line*, Oakwood, 2001 reprint)

Liverpool DP = *The Liverpool Daily Post*, **Liverpool**, (E. Bredee) – ‘*Liverpool*’ only added to title in 1879. Recently become a weekly paper.

Northwich = *Northwich Guardian*, later *Northwich & Knutsford Guardian*, **Northwich**, (E. Bredee).

Trans = *Transport History*, vol. 3/1, March 1970 (article on South Wales miners’ services).

Page 35: ATLASES add

R.A. Cooke is also producing a very detailed series of Track Diagrams for the GW and BRWR.

At end: RCHS published Historical Maps for these companies: Lancashire & Yorkshire (2nd edition 1976), Great North of Scotland and Highland (1977) and North Eastern (revised edition 1991); compiled by R.A. Cook (last with K. Hoole).

D.M.E. Lindsay’s Registers of Stations Routes and Lines of the Glasgow & South Western (G&SWR Association, 2002) and North British (NBR Study Group, 2006) contain diagrams showing companies’ routes.

SECTION 4

Please note that where a name is listed as existing from ‘date A’ to ‘date B’, ‘date B’ is when the new name should first have been used

In any later edition some such wording as ‘became . . . reverted’ could be used to remove ambiguity without adding much to book’s acreage.

Page 43: **Company name:** line 10: ‘then’ to read ‘them’

ABBEY ROAD [Dock] op 31 August 2011 (*RM November*); still open.

ABERCAMLAIS: *Railways* (1951 – issue ?) said halt appeared not to have been used for some time.

ABRAM COLLIERY (*new entry*): [LNW] (non-tt): miners, op by February 1919, clo after September 1930; {Platt Bridge – Plank Lane} (@*JF*).

ADDISCOMBE

ADDISCOMBE (b) on site of earlier Bingham Road; delete ‘>’.

AIRDRIE

A HALLCRAIG: STREET almost certainly error; not used by MK.

ALDERSHOT

Non-tt: notice of use 10–19 June 1937 as A (GOVERNMENT SIDING) (@*JF*).

ALL SAINTS: on site of earlier Poplar East India Road.

ALLEN WEST #: was at site ...

ALLHALLOWS COLLIERY: shown in July 1924 wtt (@*JF*).

ALMA COLLIERY (*new cross-reference*): see NORTH WINGFIELD COLLIERY, below.

ALPERTON: *revise:* renamed A for PERIVALE 7 October 1910 (*sources as now*); still thus 1929 *hb* but just A 1938 *hb* (no change shown 1936 *hba*); still A for P *Brad* October 1949 (soon after this *Brad* stopped giving details of LT services); ‘for’ dropped from maps by 1926, where previously A for P and WEMBLEY.

ALTON

ALTON PARK: was platform on Alton to Basingstoke line, between Alton and Bentworth*, which fits claim that use continued until 1939 – perhaps Founders’ Day specials until 1960; *Times* reference would seem to be misleading – did it apply to line used for non-passenger purposes?

* = about 20 chains the Herriard side of Butts Junction (*Southern Railway wtt appendices, 1934, Bradford Barton reprint*).

AMBERGATE

replaced by station at south junction 1 June 1863 (new station mentioned in report of formal opening on 23 May, *Buxton 30th*; relevant line public opening, *co n Buxton 6th*), replaced again by triangular station 10 December 1876 (*Mid*); still open. Erratically AMBER GATE early and A JUNCTION (some tables until 1893/4) in *Brad*.

AMBLE

Delete underline and non-tt item – now in Section 7.

AMESBURY JUNCTION (*new entry*): [LSW] (non-tt): railway staff; 1941–1953; {Grateley–Porton} (@*JF*).

ANDERSTON (second entry) #: see 1994 December 10***, below.

ANNESLEY

A SIDINGS should be bold, down a type size.

ANSTRUTHER

ANSTRUTHER (a) # ... probably last used 27 December 1883

ARBROATH

After A LADYLOAN alter to Both ... [DA] temporary ...

ARMADALE

New station just east of old. Though delayed included in e.g. Middleton Press and Scotrail pocket tts for 12 December 2010 without comment. Actually opened Friday 4 March 2011 (*The Scotsman 7th*); still open.

ASHEY

Last entry: GREEN LANES was press name; 1899 poster tt notice called it ASHEY CAMP (@*JF*).

ASHTON GATE: regular Saturday football special from Filton Junction (later Bristol Parkway) for Bristol City home matches restored by/from 1970/1 football season (amendment *PSUL*) until last run 16 December 1972 (*BLN 222*, p.41). Later occasional specials for visiting supporters – last appeared *PSUL* for 1974/5 season.

AUCHINCRAUIE

A COLLIERY PLATFORM should be bold, down one type size.

AUDLEY END: included in inspection report, as ‘Wendon’.

AYCLIFFE: included in inspection report.

AYR

AYR MOTIVE POWER DEPOT (*new entry*): (non-tt); Open Day 29 October 1983 (@*JF*).

BALLOCH CENTRAL: still ‘Balloch Station’ wtt 30 June – 14 September 1952

BANFF

B LINKS (*new entry*): [GNS] (non-tt): army camp; 2–8 June 1886; {Banff – Ladysbridge} (@*JF*).

BANGOUR: first patients 1904 but *Hosp* does not suggest passenger use of railway before 1905.

BARASSIE: see 1847 March 1** (below).

BARKING

RIPPLE LANE DEPOT (*new entry*): (non-tt);
Open Days 17 and 18 October 1987 (@jF).

BARNSELY

SUMMERLANE [GC]: # *amend*: reop 1867 as S L.

BARROW FORTARVIN:

op (CLC; *Northwich 17 April*).

BATHGATE

BATHGATE: *revise* – 1986 station on same site as 1849 (Upper B entry, but note now that 1849 station probably was always just B; UPPER added in *Brad* after July 1869, before/with April 1870 tt – when ‘Lower’ still just B). This was last used on Saturday 16 October; timetabled Sunday did not run as line then diverted.

B UPPER: #: 11 August 1862 *should be replaced with*: the 1862 service used the existing station with reversal for new line; replaced by a through station 1 June 1871 (R. Maund *Chron July 2011*).

BATTERSEA

B PIER JUNCTION STAFF HALT.

BATTERSEAYARD (*new entry*): [LBSC] (non-tt); railway staff; 1924 to 1928; {branch from Battersea Park} (@jF).

BEAVERS HILL (non-tt); Used again as

B CROSSING by railway staff 1970 to ? (@jF).

BECKENHAM *add*

B JUNCTION [Croydon] op 23 May 2000; still open.

BECKERMET

B MINES: in July 1924 wtt (@jF).

BEDLINO

Names **B WORKMENS PLATFORM** at junction and **B COLLIERY** at end of branch (@jF, from closer inspection of wtt) – i.e. two sites similarly served.

BEECHBURN

Events of 1869.

NE notice (*RAIL 1021/43*, via D. Geldard):

‘HOWDEN STATION – Passenger Station opened at Howden March 8th, 1869, will henceforth be called BEECHBURN STATION (Darlington, April 16th, 1869)’.

Thus this would seem to be a likely summary:

Line op early 1844, HOWDEN (a) in use with it or soon after;

late 1847 replaced by BEECHBURN (a);

8 March 1869 BEECHBURN (a) replaced by HOWDEN (b), on site of HOWDEN (a);

16 April 1869 HOWDEN (b) renamed

BEECHBURN (b).

However, contrary evidence still being found: minor collision near ‘Howden station’ on 21 October 1848 reported to Railway Commissioners – another loose use of Beechburn / Howden for same site?

BEECHWOOD (*new cross-reference*) – see HALTON (below).

BEER ALSTON, BEER FERRERS –

see BERE ... (*new cross-reference*).

BELMONT near Durham: closed as B JUNCTION (*Brad*) and name should be amended accordingly.

BELTONFORD: LNE Special Train Working Notices for July and August 1931 show several trains to and from here for University O.T.C. and School Holiday Camp parties; nature of arrangements at B unknown (via D. Lindsay).

BENARTY (*new entry*): [NB] (non-tt): workmen; op after 1887; clo by September 1926; sometimes B SIDING; {Kelty – Blairadam} (@jF).

BENTHAM

LOW B *should be bold, down a type size.*

BETHNAL GREEN: JUNCTION dropped before / with September 1942 *hbl*.

BEXHILL

[LBSC station]: was re-sited 1902; original station about ¼ mile west of present – photos and plans at Bexhill Museum, though perhaps overlap from lengthy (excursion?) platforms; (jF).

BIDDULPH: excursion to Blackpool 21 August 1935 (leaflet reproduced B. Jeuda, *The North Staffordshire Railway in LMS Days*, vol.1, p.43).

BILLINGHAM:

ONTEES added Tuesday 21 September 1926 (*RAIL 393/151*) – *make alternative to present entry.*

BINGHAM ROAD –

see ADDISCOMBE (b) (above).

BIRKBECK: *add* – [Croydon] service began 23 May 2000; continues.

BIRKENHEAD

Tramway included by January 1874.

BISLEY CAMP: no NRA annual meetings (so services suspended) 1915–1918 inclusive (notes for RCHS Visit to Brookwood 9 June 1979, H.J. Compton, including reproduction of BR-SR pamphlet for 1948 service); not certain NRA or military use later, rather than stations on military extension.

BLACKHALL [NB]: op 19 September 1864 (*co n AC&W 17, 24 September*).

BLAENAVON BRANCH JUNCTION (*new entry*): (non-tt); workmen; op by 1909; clo ?; {Efail Fach – Tonmawr} (@jF)

BLAENRHONDDA: hyphen deleted 9 November 1936 (*GW ir*).

BOARHILLS: later occasional excursions – e.g. 1938 Empire Exhibition at Glasgow, and schoolboys to see Scotland v England schoolboys at Cowdenbeath (Hadjucki et al, *Anstruther & St Andrews Railway*, Oakwood, 2009).

BOLTON-UPON-DEARNE: renamed to this 3 April 2008 (*AB Chron April 2011*).

BOURNEMOUTH

B DEPOT (*new entry*): (non-tt); Open Day 26 March 1988 (@jF).

BOW

B CHURCH: near earlier Bow [NL].

BOW ROAD

BOW ROAD [Met/Dist]: Bartholomew maps of London c.1902–3 (i.e. about time this was opened) call this WELLINGTON ROAD; intended name? incorrect guesswork by map-maker?

BRADBURY: included in inspection report.

BRAESIDE: different site from CROMBIE (@JF).

BRIDGETON (1979 entry)

#: see 1994 December 10**, below.

BRIGHTON – underline, provide sub-heading for existing entry and add new entries, all [LBSC]:

B LOVERS WALKYARD (non-tt): dates? (@JF).

B NEW ENGLAND CATTLE DOCK (non-tt):

troop trains February 1901 (@JF).

B TRACTION DEPOT: (non-tt);

Open Days 17 and 17 July 1983 (@JF).

BRINDLE LODGE (new entry): [LY] (non-tt):

private for Thomas Whitehead; dates ?; {near Houghton} (@JF).

BRISTOL

Add to non-tt: **B HARBOUR**: special services for visitors 8 June 1985 to 28 September 1985; {see *RAC Atlas*} (@JF).

BRITANNIA [GW]: summer 1955 wtt also shows trains calling.

BRITON FERRY

Delete 'Also see 1865**' – last line of entry.

BROMFORD BRIDGE RACECOURSE:

Birmingham Racecourse closed Monday 28 June [1965], so station was closed. (*Rly Obs July 1965*, pp.223/4). Final race 21 June 1965 would have marked last use (*wikipedia item 3 October 2010*).

BROOKWOOD

B CEMETERY: last but one line – Brookwood.

BROOMFIELD ROAD #: reduced to one way January 1869 (*Brad*).

BRYN-Y-GWYNON: op 17 June 1918 (*GW ir*).

BUCKSHAW PARKWAY: op October 3 2011 (*RM December*); still open. On site of old Chorley Royal Ordnance Factory station.

BUTTLE #: last train Wednesday 25 July 1894;

B MILL in local press.

BULFORD

B CAMP: complete clo 4 March 1963 (*SLS Jour*, April 1966) – but did occasional use last this long?

BURMARSH ROAD: clo 1948 (*Wolfe*, p.20)

BURN NAZE: create separate entry.

B N LEVEL CROSSING on different site, between B N and Thornton; dates?; use?; (@JF).

BURTON SIDING STAFF HALT (new entry):

[LSW or later] (non-tt); op ?; clo by April 1983;

{Petersfield – Rowlands Castle} (@JF).

BURNLEY

Names generally accepted as in use from the start were only added to *Brad* later. 'Thorneybank' never shown; in 1850s cross-referenced as B Junction in one table, otherwise just 'Burnley'. However, the Hand-books included Thorney Bank (under 'T') in 1862.

'Manchester Road' was probably 'renamed' at same time as 'Bank Top' – certainly between April 1870 and November 1871 (*Brad*).

B BARRACKS: clo 1 February 1849 (*Cl*). Though not back in *Brad* until February 1850 when, towards Liverpool only, timings show stop here both ways was

likely earlier:

e.g. Liverpool-bound trains were given 4/5 minutes to Rose Grove, in November 1849, 10 minutes December, suggesting station reopened; 'Barracks' presumably added now. Could it have been reopened to provide easier transfer from the Thorneybank terminus opened from Todmorden, 12 November 1849? [*Read in conjunction with next item, which eliminates any question of 'inertia'.*]

B (CENTRAL): op 1 February 1849. [Date previously used was taken from *LY* vol.1, p.114, which should probably be interpreted to mean that line was completed to here or opened for goods by 1 December rather than opened to passengers then: no lists (e.g. official 1920 LY List of Acts ... Openings etc. and chronology in *LY* vol.2) show any line opening then and Captain Wynn's inspection report dated 24 January 1849 said he had inspected portion from Burnley to Colne, 6 miles, which would fit opening from Barracks rather than here.]

BURSLEM

BURSLEM: delete 1867 ... (*Brad*). (*Duplicated from Longport entry*).

BURTON DASSETT: in 1945 wtt notes as HALT picking up and setting down troops (@JF).

BWLLFA DARE [TV, later GW]: stops on line all opened 1 June 1904 – were TOWN CROSSING, GLAN ROAD, CWM BRIDGE, NANTMELYN CROSSING and BWLLFA DARE; when service changed from contract to statutory, 12 July 1924, intermediate stops replaced by platform halts at GADLYS ROAD BRIDGE and NANTMELYN (same site as N Crossing); (*Aberdare*). [*In any later edition could be included by note for 1904 June 1 + cross-references from this Section*].

CALDERCRUIX

New station slightly west of earlier – planned site abandoned when ground found to be contaminated. Though delayed included in e.g. Middleton Press and Scotrail pocket tts for 12 December 2010 without comment; actually op Sunday 13 February 2011 (*internet item dated 11th; RM April*); still open.

CALDERSTONES HOSPITAL: goods only after end of First World War (*Hosp*).

CAMBRIAN NAVIGATION COLLIERY

(new entry): [GW] (non-tt): miners' service from Tonypandy in 1896 (*Trans*).

CAMDEN ROAD#

Addition in supplement should refer to [NL] station.

CANNINGTOWN

Ex-GE station reop 31 August 2011 by [Dock].

CARDIFF

C CANTON DEPOT (new entry): (non-tt); Open Days 1977 to at least 1985 (@JF).

Last lines of existing entry, make:

Non-tt: service to EAST DOCK LOCO SHED operated from GAOL LANE SIDINGS (September 1928 wtt, @JF). Then add:

C LOWWATER PIER (new entry): no details known; shown *RAC Atlas* p.150.

CARLISLE

After last entry add: **C UPPERBY**: temporary terminus during engineering works 2–4 April 1994; {Carlisle – Scotby} (@JF).

KINGMOOR (*new entry*): [LMS – or earlier?] (non-tt): op by July 1938 – shuttles from/to Carlisle Citadel at shift change times for ‘Company’s Workmen’; middle-day Saturday trains ran instead to/from Viaduct Yard, which also see below, (*wtt July 1938*); clo ?; {Carlisle – Rockcliffe}.

VIADUCT YARD (*new entry*): [LMS – or earlier?] (non-tt): op by July 1938, when in wtt – shuttles from/to Kingmoor at middle-day shift change times summer Saturdays (presumably because of congestion at Citadel, where they otherwise went); clo ?

CARLTON MAIN COLLIERY: tickets exist for C COLLIERY PLATFORM (@JF); {Royston & Notton – Monk Bretton}.

CARMARTHEN JUNCTION: clo 20 September 1926 (*GW ir*).

CARSEBRECK: also known as ROYAL CURLING CLUB PLATFORM.

CASTLE ASHBY & EARLS BARTON: just WHITE MILLS in inspection report.

CASTLE DOUGLAS

C D ST ANDREW: *Kirkcud* confirms opening date (paper of 11th); its tts show this did stay open (e.g. included 19, 26 August and 2 September 1864), though at end apparently only one-way service (southbound). Not included tt 6 December 1867 on, so *Brad* entry for December probably inertia (D. Pedley). Various ST ANDREW’S and ST ANDREW STREET there.

CATTERICK

BROMPTON ROAD was re-sited 1943 so that it was alongside NE station (*U*).

CELYNEN SOUTH: SOUTH added 10 August 1936 (*GW ir*).

CHARLESFIELD: derelict when seen by R. Maund June 1961.

CHILWELL *put both existing CHILWELL entries under this and add:*

C SIDINGS: (non-tt); railway staff; op ?; clo 4 Nov. 1963; {Long Eaton – Attenborough} (@JF).

CHISLET: ticket (SR workman’s) exists for C HALT (*DM*).

CHORLEY

C ROYAL ORDNANCE FACTORY: also just R.O.F. CHORLEY on ticket (*DM*). See BUCKSHAW PARKWAY (above) for later station here.

CHRIST’S HOSPITAL: earlier non-tt use for picnic parties, October 1897 to April 1902 as STAMMERHAM JUNCTION (@JF).

CLAPHAM London

CLAPHAM NORTH: clo Wednesday 19 May 1926 [perhaps last train?]; reop 20 September 1926 (*RM November 1926 p.418*).

CLARKSTON#

Supplement entry refers to station near Airdrie.

CLIFTON [NS]: not in excursion handbills seen for 1960–1962 (R. Maund).

CLIPPENS: ref 1998.

CLOWNE

CLOWNE SOUTH [LDEC]: *last call* 8 September 1962. Perhaps other summer Saturday trains called by local arrangement (such trains ran by this route from 17 June 1957 to 5 September 1964).

COALBROOKDALE

COALBROOKDALE (b): *add, before existing information:* just south of viaduct, near Museum of Iron; limited Sunday service run 1979 (first train 27 May) from Birmingham New Street for bicentenary of bridge (*Wenlock p.227, photographs pp.228 and 229*); shown 1990 as IRONBRIDGE GORGE in national tt, on ticket and on nameboard. *Could transfer to ‘I’, with cross-reference here,*

COANWOOD – see 1852 May 21**.

COATBRIDGE

C SUNNYSIDE: op 2 November 1863 (local press cited by R.Maund, *Chron October 2011*).

COMMERCIAL DOCK: plans in book on London & Greenwich suggest platforms on same site as later Southwark Park, only entrance different (@JF).

COMMON ROAD BRIDGE (*new entry*): [TV] (non-tt): terminus of miners’ service to Gly Colliery; 1904 wtt at least; {Trefrig Junction – Beddau Halt} (@JF)

CONNINGTON (*new entry*): [LNE] (non-tt): railway workmen; 1943 to 1951; {Abbots Ripton – Holme} (@JF).

COOKSBRIDGE: included in inspection report for line opened 1 October 1847; presumed late in *Brad*.

COPPER PIT PLATFORM: op 1 December 1914 (*GW ir*).

CORKERHILL [GSW; LMS]: *underline heading, put present entry below and add:*

C ENGINE SHEDS: (non-tt); railway staff; op by 1942; clo after 1957; {east of Corkerhill} (@JF).

COULSDON

COULSDON TOWN: SMITHAM renamed this, body of May 2011 tt (*RM December 2010* gave prior notice).

COWLAIRS: the description of an accident to a goods train, reported in *The Times* 14 March 1842 refers to ‘Cowlairs station’, though there can be no guarantee that this was available to passengers,

CRABLEY CREEK: {Broomfleet – Brough}.

CRAIGEND (*new entry*): [LNE] (non-tt): HALT; workmen; 1928–42; {Campsie Glen – Strathblane} (@JF).

CRAIGNACAILLEICH: CRAIGNACAILLEACH PLATFORM in July 1938 wtt (@JF).

CRICKLADE ROAD LEVEL CROSSING:

LEVEL not always added; railway staff use 1948 to 1962 confirmed.

CRICKLEWOOD

C FREIGHT DEPOT (*new entry*): exhibition 14 April 1989 (@JF).

CROESOR JUNCTION: also known as TAN LAN.

CROFTON SOUTH: all branch trains also booked to call without qualification in wtt 28 October 1940.

CROMBIE – was between Dumbarton and Braeside. *Move details to here from BRAESIDE.*

CROSSFIELD (*new entry*): [WCE] (non-tt): workmen; details?; {Moor Row – Eskett} (@JF).

CROSSHARBOUR: & LONDON ARENA deleted from London Connections map valid 11 June 2006 (B. Polley).

CRUMLIN

CRUMLIN LL: only ordered platform for here 15 April 1857 (*Mon min*) – early arrangements primitive?

CRYNANT COLLIERY HALT: op 2 March 1931 ‘for colliery trains only’ (*GW ir*).

CUSTOM HOUSE

CUSTOM HOUSE [Dock]: FOR EXCEL added London Connections map valid from 20 May 2001 (B. Polley).

CUTTY SARK: always shown FOR MARITIME GREENWICH on London Connections map.

CWM BRIDGE (*new cross-reference*) – see BWLLFA DARE (above).

DALEGARTH: op 1922 (*Raven ch. 4*)

DALMARNOCK (1979 entry) #: see 1994 December 10**, below.

DALNACARDOCH: op 1901.

DALSTON

D JUNCTION: link to Highbury & Islington op 28 February 2011 (*RM May*).

DARLSTON

(a) was D in opening description in *The Times*;

JAMES’S BRIDGE in *Brad* 19 October 1839 and still thus about August 1841 *Robinson* and October 1841 *Brad*. Omitted December 1841 *Brad*; also absent from *Tuck* mid-1843 and *Topham* (mid-1848 to mid-1850 seen). Back, as D GREEN November 1854 *Brad*; soon shed GREEN, though briefly D in one table, D GREEN in another.

DARTMOUTH ARMS – see FOREST HILL.

DECHMONT (a): {Uphall – Livingston}.

DILLWYN: originally NANTYCAFYN COLLIERY HALT.

DINGLE PARK ROAD: *Sub Britannica web site* has photo with just D on name-board and also says that fire December 1901 caused closure for over a year; fire started on train in tunnel 23 December and spread to station (*RM February 1902 p.191*). Reopening not traced; no indication that was closed in *Brad* November 1902, nearest presently available, but perhaps left ready for reopening.

DOLRHYD MILL (*new entry*): [Welshpool & Llanfair] (non-tt): private; op about 1920; clo ?; {Heniarth – Llanfair} (*Railway’s guide book*, @JF).

DRUMGELLOCH

Source for new station should read *Insight*. Though delayed included in e.g. Middleton Press and Scotrail pocket tts for 12 December 2010 without comment. Actually opened Sunday 6 March 2011 (*The Scotsman 7th*); still open.

DUFFRYN MILLS: was Port Talbot Corporation property (*GW ir*).

DUNFORD BRIDGE #: *delete reference to excursion – trains passed through here, no stop.*

DUNNS (*new cross-reference*) – see OYSTERMOUTH (below).

DUNROBIN CASTLE: though in public tt dated 17 May 1993 trains not shown to call until 21 June 1993. CASTLE added July 1984 (not present May 1984 leaflet); station re-signed 28 July 1999 (R. Maund from ScR train planning source and tt).

EARDLEY ROAD (*new entry*): [LBSC] (non-tt); railway staff; 1924–1934; {Mitcham Junction – Streatham} (@JF).

EARLESTOWN: *replace stop after VIADUCT with a comma* (no detail available at time of line opening, VIADUCT was in place later occupied by this station in tt – earlier name or soon replaced on nearby site?).

EAST BRIXTON: clo Wednesday 19 May 1926 [perhaps last train?], reop 20 September 1926 (*RM November 1926 p.418*)

EAST FARLEIGH: included (as FARLEIGH) in inspection report for line opened 25 September 1844 as though ready for use; not in *Brad* until June 1845 – perhaps case of ‘nd’, but Watlingtonbury, also listed in report, appeared even later, so perhaps opening was delayed.

EASTERN ENTRANCE: *move to after* EASTERHOUSE.

EASTON COURT: last appeared in co tt September 1862 (*Tenbury*, p.23).

EDINBURGH

E MEADOWBANK: alias M STADIUM; closed 20 March 1988 (@JF).

HAYMARKET MOTIVE POWER DEPOT (*new entry*): (non-tt); Open Days 24 September 1977 and 24 August 1985 (@JF).

EGGINTON

E JUNCTION: LMS ticket exists for E (*DM*).

ELLIOT JUNCTION

Revise to ELLIOT JUNCTION (Light Railway platform).

ELMERS END: *treat two entries as one, with* [Croydon] *altered to* ‘use began ...’.

ELMS (*new cross-reference*): see OYSTERMOUTH (below).

ELSENHAM included in inspection report.

EXHIBITION CENTRE Glasgow #: see 1994 December 10**, below.

FACH GOCH: (previously Ynys?) always treated as a stopping place (*Boyd p.101*).

FALMOUTH

F DOCKS: *revise* – line and station reop 5 May 1975.

FAULHOUSE & CROFTHHEAD:

reop (as Crofthead) 19 September 1864

(*AC&W 17, 24 September 1864, p.3*).

FERNHILL COLLIERY – source (*Trans*).

FERRYHILL

[York, Newcastle & Berwick]: included in inspection report.

FETTERESSO (*new entry*): [Cal] (non-tt); private; details?; {Carmont – Strathaven} (@jF).

FINNINGLEY: RAF display platform about 1 mile west of earlier station; ticket R.A.F. FINNINGLEY

HALT; not Halt on nameboard (@jF).

FOLKESTONE

F EAST now **FOLKESTONE EAST STAFF HALT** – *amend heading*.

F HARBOUR: from Monday 2 October 2000 until Thursday 30 May 2002 rail service was Thursday (also some Sunday) seasonal *VSOE* ‘line service’ London – Venice, for passenger transfer between train and road coach for transit through Eurotunnel to Calais.

Also used by excursions. Resumed using Harbour

2 October 2003; from May 2008 to end of season

(last 13 November 2008) only *VSOE* train used.

Final charter excursion 15 Mar 2009.

FOXHALL JUNCTION (*new entry*): (non-tt); railway staff; in use 1966; {Didcot – Steventon} (@jF).

FRIARWADDON MILK PLATFORM:

{Upwey – Coryates}.

FRIDEN: see 1833 May**, below.

FURNESS VALE op 1 November 1857 (*John Warren’s Diary* – see *Pat McCarthy item, Chron January 2011*).

FUSHIEBRIDGE: report dated 12 July 1847 said line had been extended since previous (failed) inspection to a point a few hundred yards beyond Gore Bridge to spot more convenient to public, supporting, but not proving, idea that originally intended to be a temporary terminus.

GADLYS ROAD BRIDGE: in public tt 1921, though for miners only (@jF). Also see BWLLFA DARE, above.

GARLIESTOWN

(b) Timetables from *The Galloway Gazette* show service continued, but altered August 1876: they planned to alter service for July and included notice to that effect in one part of paper of 1 July but also another cancelling planned change. If similar messages were sent to *Bradshaw* could well have misled, leading to apparent closure.

GARNOCK

GARNOCKWEST was on branch from Stevenston.

GARSTON Liverpool

G CHURCH ROAD *add* [LNW].

G MERSEYSIDE [CLC] op (*co n Liverpool D P 1st*).

GATEHOUSE OF FLEET: 1912 renaming confirmed by *The Stewartby Observer...*, 2 November 1911 (D. Pedley).

GATWICK

G AIRPORT (a): perhaps renamed a few days before 1 June 1936 – report in *The Times* dated 28 May already using this name.

GELLYRHAIDD CROSSING; {Hendreforgan ...

GERARDS BRIDGE: ‘GERRARD’ version only found LNW co tt.

GILFACH GOCH

G C COLLIERS PLATFORM: no service found in any wtt during line’s life (R. Maund).

GILMILNSCROFT (*replaces GILMANSCROFT as name*): *add to existing information* – G JUNCTION and NO.4 PIT (same as G COLLIERY in book?) miners’ trains by July 1912; ceased by July 1926 (@jF); spelling from 1925 RCH Hand-book; *clarify that was on branch from Auchinleck*.

GIRTFORD: HALT continued to be used until 1951 (@jF)

GLAN CONWY op as **LLANSAINTFRAID** (*Cl, Hba 1865*).

GLAN ROAD (*new cross-reference*)

– see BWLLFA DARE (above).

GLANRAFON [NWNGR]: op (?) 14 May 1881, clo in October 1901; Rhyd Ddu extension part-funded by quarry company in exchange for provision of workmen’s trains so op same date (or that summer); clo on run down of quarry (138 employees 1901, reduced to 9, 1902); October 1901 timetable changes rendered daily commuting impracticable. Though quarry revived later, train service remained impracticable (R. Maund).

GLASGOW

G CENTRAL LL #: see 1994 December 10**, below.

G GALLOWGATE: report of NB meeting (*The Scotsman 17 March 1871*) says this op 1 January 1871; perhaps derived from tt? Also see HIGH STREET below – would concern short closure of Gallowgate.

G HIGH STREET: report of NB meeting (*The Scotsman 17 March 1871*) says this (then COLLEGE)

op 1 February 1871 – date also in *Brad Sh* new openings (probably based on half-yearly report).

Since meeting was before date previously given this now preferred, though more research desirable.

SOUTH SIDE: maps in ‘scotcities’ website (via D. Lindsay) show this was one station, not two; originally used by [GBK], joined soon after by [Cal], which took over operation of former in 1849. Junction Diagrams originally showed it as one, albeit crudely, but 1877 on as two. For [Cal] part: press report of the Caledonian’s meeting on 29 May 1849 has the Chairman referring to the costs of ‘a station at the Gushetfauld [sic]’ (*The Scotsman*); ‘South Side’ used as name by Caledonian by 1 August 1849

(R. Maund *Chron April 2011*); RCH Hand-books and Junction Diagrams also used Gushetfaulds for this or (mostly after reduced to goods) as an alternative to it.

G WORKS (*new entry*): (non-tt); Open Day 27 June 1981 (@jF).

GLENGALL HOSPITAL (*new entry*): (non tt): passengers on visiting days; dates?; {branch from Alloway} (*Hosp – supplement*).

GLOBE ROAD & DEVONSHIRE STREET: just *west* of earlier ...

GLOUCESTER: Engineer's possession to take out old Eastgate platforms and track was from 1500, Saturday 29 November to targeted completion 0600, Monday 1 December. Since should have had Sunday service clo date was 30 November 1975 (*signal notice 43/W/2718*).

GOSFORTH

G SHEDS service 1938–1946 (@*JF*).

GOSPORT

G CLARENCE YARD: inspected 21 September 1845 – Maj-Gen. Pasley's report was merely factual description, nothing noted out of order. Earlier use would not have mattered since not public.

GRAIG MERTHYR COLLIERY – *delete entry – see Section 7.4 (below)*.

GREAT CHESTERFORD included in inspection report.

GREAT LONGSTONE op (*Buxton 6th*).

GREENOCK

BRIDGE STREET error by *Brad* – no Bridge Street known there, probably misplaced from Glasgow end of line. Should always have been CATHCART STREET, name used later in *Brad*, *Hb* and some co notices in *The Scotsman*. *Hb* aot had ARTHUR STREET for this station.

GRETNA

G [NB] *should be* GRETNA [NB]

GRIMSBY

Last part of Tramways section: G&I also mentions stop at SPENCER STREET (later CLEVELAND STREET) about 1930, dates unknown. BOULEVARD RECREATION GROUND was BEESON STREET on tickets; many other minor variations not listed – see *G&I*.

HACKNEY

H WICK – widen space.

HAFOD GARREGOG: *replace entry and remove underlining from heading*: stopping place op 1 June 1923 as YNYSFERLAS, renamed 9 July 1923 (*WHH 51*); clo 28 September 1936 (*Cl*).

HALESOWEN: *delete* 'again 31 March 1928 to' (no gap in Longbridge workmen's service, started in July 1915) (*relevant Mid and LMS wttts*).

HALEWOOD

HALEWOOD [CLC]

op 1 May 1874 (*co n Liverpool D P 24 April*).

HALIFAX

HALIFAX [LY]: Use of SHAW SYKE: never in *Brad* (no need to add as long as only one station here, so *Cl* usage likely to be incorrect). *Hb* only directly applied S S to station 1890 and 1895; 1904 to 1938 (inclusive) facilities shown only under 'Halifax station LY', S S relegated to a 'same as' entry; added to Junction Diagrams about 1890, still there 1928. LY chronology

(Engineer's Office Manchester, 1920) uses S S in text for 1840s openings but map has 'Shawsyke' – former perhaps reflects 1920 usage rather than 1840s.

H TOWN was name given to this 1951–1961 (*should not be bold*). 5th line restricts.

H NORTH BRIDGE [Halifax & Ovenden].

HALTON [Birkenhead]: according to *RAC Atlas* was originally BEECHWOOD.

HARDINGTON SIGNAL BOX (*new entry*):

[LSW] (non-tt): signalmen's wives; 1920–1924; {Crewkerne – Sutton Bingham} (@*JF*).

HARRINGAY

GREEN LANES *should be bold, down one type size*.

HASWELL: unlikely that proper station at first; probably contractors dropped passengers at convenient point and Durham company left them nearby.

BoT inspection report by Major-General Pasley, dated 26 July 1844, details arrangement then in force (see map 34a, below). Report shows Durham company already wanted curve to allow through running and replacement of cable- by locomotive-haulage; should not have taken nearly 30 years to materialise, especially since both companies involved had long been part of NE. Early antics here suggest big saving would have resulted from change. NE wttts (*RAIL 968 series*) show February 1858 for this (change perhaps made during January): for the first time details of all stations were included and Haswell was shown as though a through station. No change evident for November 1877, date previously given (*Chron January 2012*).

HAWTHORNTOWER: from 1855 to ? was private platform for Pemberton family (@*JF*).

HEADS OF AYR

HEADS OF AYR (c): *amend to*: op 17 May 1947 (*RM November*); Saturdays only ... [4 June was late ceremonial opening of camp.]

HEATHROW

H JUNCTION: last use Friday 22 May 1998

(engineering work to remove station and temporary junction tracks, services replaced by bus from Hayes weekends 23/24 and 30/31 May) (*local contemporary publicity*).

HEATON near Newcastle: *underline heading; use present entry as HEATON [NE] and add*:

H CARRIAGE SHEDS [LNE] (non-tt): railway staff; 1926–1939 (e.g. September 1926 wtt shows Staff Trains to and from Newcastle Central); (@*JF*).

HEATON Stockport. No area of this name but used since convenient to group these together.

HECKMONDWIKE *add*:

(*new entry*): (non-tt): platform for schoolchildren alongside goods yard (ex-LY); 1976–1980 (@*JF*).

HELLINGLY

H ASYLUM: *rename entry H HOSPITAL / EAST SUSSEX COUNTY ASYLUM*; on tramway branch from Hellingly.

HELSEBY

H & ALVANLEY: just H in May 1872 *Brad*, 1930s *Brad* issues sampled, GW tt 28 September 1936 and CLC tt summer 1939; & A added about 1950 while not publicly advertised. However H & A in *Hb* 1872 and 1938 (where shown as parcels only); these still showed ‘P’ 1890 (not 1895); Junction Diagrams still included it as passenger station 1895 (by then just H) – lengthy inertia; not included 1902.

HENDY (a.o.t. HEN-DY): trains stopped by request ‘from first times’ (*Boyd p.98*).

HEREFORD

ROTHERWAS FACTORY: 1944–6 workmen’s trains called at FACTORY SIDING; NO.1 CROSSING; NO.3 CROSSING – i.e. three stops (@*JF*).

HETTON op: see 1837 C** (below).

HEWORTH: conversion.

HIGHER POYNTON: renaming was from POYNTON JOINT (*RAIL 393/151*)

HIGHAM near Gravesend: *delete* ‘earliest tt ... (*Topham*)’ – information duplicated.

HIGHAM FERRERS: last August Bank Holiday excursion 1964 (*BRJ no.17, p.317*).

HINDLEY

H SOUTH: ticket (1964) exists for H & PLATT BRIDGE (*DM*).

HOLLINWELL & ANNESLEY GOLF: just H & A in later use.

HOLMFIELD [Halifax & Ovenden].

HONITON INCLINE SIGNAL BOX (*new entry*): [LSW] (non-tt): railway staff; 1920 to 1947; {Honiton – Seaton Junction} (@*JF*).

HOO JUNCTION STAFF HALT: no services for many years, probably not since privatisation, or even earlier (R. Maund).

HOPE

HOPE EXCHANGE: ‘LL’ should also be bold.

HOTHFIELD Signalling plan 1980 shows STAFF HALT, adjacent to signal box. (*Weekly Operating Notice 12 SED 1980*). *Now need underlined heading with original and this entry below it.*

HOUGH GREEN op 1 May 1874 (*co n Liverpool D P 24 April*).

HOWDEN(-LE-WEAR): see BEECHBURN (above).

HOWNES GILL: also HOWENS GILL in early *Brad*.

HOWWOOD

HOWWOOD STRATHCLYDE should be bold.

HULANDS: in use earlier – in wtt September 1926 as H QUARRY (@*JF*).

HULTON COLLIERY SIDING (*new entry*): [LNW] (non-tt): miners; op by February 1919; clo after September 1930; {branch from Chequerbent} (@*JF*).

HUNTERS BRIDGE HALT (*new entry*): [GN] (non-tt): railway staff; in use 1920; {Welwyn Garden City – Attimore Hall} (@*JF*).

HUNTHILL JUNCTION (*new entry*): [Cal] (non-tt): exchange platform; dates ?; {Blantyre – High Blantyre} (@*JF*).

HUNTS CROSS op 1 May 1874 (*co n Liverpool D P 24 April*).

HUNTSPILL O D: also found as H FACTORY.

HUTTON near Middlesbrough.

H JUNCTION: reduced service by / with January 1886 *Brad*.

INCHTERF PLATFORM (*new entry*): [NB] (non-tt): workmen; in use 1917; {Twechar – Torrance} (@*JF*).

IRLAM

IRLAM (a) op 2 September 1873 (*CLC*), though not in *Brad* until October.

ISLAND GARDENS: first station just north of earlier North Greenwich.

JONES SIDING RESERVOIR PLATFORM

(*new entry*): [PT] (non-tt): workmen from 1905 to ?; {Bryn – Maesteg} (@*JF*).

KEEKLE COLLIERS: still in use July 1924 wtt (@*JF*).

KEITH

STRATHISLA PLATFORM [Keith] (private) (*new entry*): for *Royal Scotsman* land cruise trains and excursions: op 1985 (@*JF*); in use 29 April 1989 (*BR 1989 working instructions; Chron. 58, p.29*); out of use (condition of platform) August 1993 (*Railtrack Scotland Spring 1995*); {Keith Junction – Keith Town, adjacent to Strathisla whisky distillery}.

KELVIN BRIDGE

Tickets exist in one word form for both stations (*DM*).

KEMPSEY (*new cross-reference*) – see PIRTON (below).

KENSINGTON

KENSINGTON [WL] was ‘The Hammersmith Road Station’ in inspection report.

KIDSGROVE

K MARKET STREET just K HALT from October 1915 (*JF*).

KING GEORGE V

Alter heading; keep ‘DOCK’ in [PLA] entry; delete from [Dock] entry.

KINGMOOR (*new cross reference*) – see under CARLISLE (above).

KINGSBARNs: later intermittent stops WWII for personnel working at RAF Kilduncan (Hadjucki et al, *Anstruther & St Andrews Railway, Oakwood, 2009*).

KIRKINNER: see GARLIESTOWN (above) – no break in service 1876.

KNUTSFORD: evidence from 1:2500 OS map of 1877 (E. Bredee) suggests first station on opposite (south-western) side of Toft Road from permanent; map shows wide area of empty cutting beside a couple of sidings north-west of running lines and pathway leading down to this from the road.

LANARK

Also excursion platform ½ mile away (@*JF*).

LANDO

Large-scale *RAC Track Diagrams, Section 57* shows two sites; **LANDO ROF** (in use WWI) and **LANDO ORDANCE FACTORY** (opened 24 February 1942). For western spur tt notice advertised ‘H. M. Factory Pembrey: Workers’ trains 7th May 1917 and until further notice ... to and from **LANDO WEST** to Swansea & Carmarthen’ (@JF).

LANGWITH

LWHALEY THORNS: *increase gap*.

LEAMSIDE: included in inspection report for 19 June 1844 opening – detail not given for April opening but nothing to suggest it did not open then.

LIGHTMOOR

(a) was just east of later (b) – see *Cobb*.

LILLIPUT ROAD: originally just L in *Brad*.

LINCOLN

L HOLMES GOODS YARD (*new entry*) [GN] (non tt): ticket exists for excursions 1899 (@JF).

LISKEARD

(L) **MOORSWATER**: usually just M; service diverted to GW station; aot *Brad* had notice that two were about a mile apart.

LLANABER: op 14 August 1911 (initially seasonal – only 5 weeks 1911, only advertised locally); (*RAIL* 92/..., 923/... various).

LLANDAVEL COLLIERY (*new entry*):

[GW] (non-tt): stop for miners; op ?; clo by July 1897; {just south of Marine Colliery} (@JF).

LLANSANTFFRAID near Oswestry;

LLANSAINTEFFRAID until 1921.

LOCHMABEN

LOCHSKERROW (*add, #*): Jack Hunter, *The Central Stewartry*, Stenlake, 2002 says originally provided for steam engines to take on water; staff needed so platform provided for them and families’ (no road access until 1950s). For nearly 100 years pre-1955 anglers and curlers allowed to use if signed form absolving rail company from responsibility. Since railway families also provided board and lodging for visitors, latter also presumably used trains.

LONDON

DEVONSHIRE STREET MILE END: closed between 16 May 1841, when an accident which occurred at Ilford was partly blamed on a policeman who had been dealing with passengers who had boarded here without tickets, and 8 June 1841, when Lt. Col. Sir F. Smith’s report of that date said it had since been ‘given up’. Closed at the end of May?

FENCHURCH STREET: clo 22 July 1994, reop 11 September 1994 (layout remodelling / resignalling) (*LTS Rail pamphlet*).

MARYLEBONE: clo 22 September 1990, reop 8 October 1990 (resignalling) (*NSE leaflets*).

LONDON & THAMES HAVEN OIL WHARVES.

LONGRIDGE near Wishaw: ‘Eastern Station or Longridge’ in first inspection report (dated 9 June).

LONGVILLE: passengers still unofficially carried on parcels trains until end summer 1954 tt (Martin Smith, *British Railways Illustrated*, August 1996).

LONSDALE – see 1866 Aug 13**.

LORDS: *line 5 replace with*: St Johns Wood [Bak].

LOSTOCK

Line 7 – February.

LOSTOCK GRALAM: op (*Northwich 3 January*).

LOW GILL

LOW GILL (b) about ½ mile north; *delete stray comma after* (b).

LOWER GREENHILL (*new cross-ref*): see GREENHILL (book).

LYMINGTON

L TOWN: *delete* ‘thus’ at end of entry.

MADDAFORD MOOR *keep present entry as*

MADDAFORD MOOR [SR] *and add*:

M M SIGNAL BOX (*new entry*): (non-tt): [LSW]; signalmen’s wives; op by 1902; in 1909 wtt; use probably ceased when public HALT opened 1926 (@JF).

MANCHESTER

M VICTORIA [LY]: report of inspection on 3 May (for opening from Liverpool) described this as new station at Hunts Bank recently named Victoria.

M VICTORIA [Manch]: *name should be bold*.

M UNITED FOOTBALL: op 21 August 1935 (*CLC*) – *preferred as source since more recent and more specialised work*; tickets and publicity have variations including: M U F C HALT; M F C; OLD TRAFFORD FOOTBALL GROUND (*DM*).

MANOR POWIS COLLIERY:

{Cambus – Causewayhead}.

MANORWAY: should be semi-colon between ‘Brad’ and ‘original’.

MANORBIER NEWTON CROSSING (*new entry*):

(non-tt): railway staff; 1970 to 1979;

{Beavers Hill – Lamphey} (@JF).

MARCHWIEL

M FACTORY LINE JUNCTION: in GW wtt 4 May 1942 as MARCHWIEL ROF PLATFORM, 5 minutes beyond Marchwiel (*BLN 1089 item 427*).

MARGAM *add*:

Various locations in use for railway staff in 1961:

ABBAY WORKS EAST, HUMP YARD, SORTING SIDINGS, HEOLYDELIAID CROSSING (@JF).

MAYES CROSSING: have been references to station at Mucking during public use of Thames Haven branch; probably confusion with later halt here (*RM June 1975 p.321 and October 1975 p.511*) – intermediate stop for sparsely-populated area on an essentially excursion service unlikely.

MEADOW LANE (*new entry*): (non-tt):

PLATFORM; (non-tt); open days; in use 1968; still used?; {Long Eaton – Stapleford & Sandiacre} (@JF).

MEATHOP: HALT; terminus of workmen’s service from Barrow; in July 1924 wtt; clo by 1930; possibly also used by golfers (@JF).

MEIROS COLLIERY – source (*Trans*).

MELTON MOWBRAY

MELTON MOWBRAY [Mid.]: *revise*: TOWN first seen BR tt 16 September 1957; later and erratically *Brad*.

MELTON MOWBRAY [GN/LNW]: *revise* NORTH first seen BR tt 16 September 1957.

MEREHEAD QUARRY (*new entry*): (non-tt); Open Days, dates ?; {branch from Cranmore} (@JF).

MERTHYR VALE COLLIERY (*new entry*): [Rhy] (non-tt): dates ?; miners' service; according to *Rhy* at branch junction 1¼ south of Aberfan – but one mile + from colliery so perhaps transfer to colliery line there for rest of journey (@JF).

MICKLETRAFFORD

MT EAST: op (*CLC*; *Northwich 17 April*).

MIDDLESBROUGH: *add* also excursion platform on Cargo Fleet side (@JF).

MILE END

MILE END [GE]: *replace site information with*: between Bethnal Green and Globe Road on west side of Cambridge Heath Road (Connor & Halsford's book on area).

MILEPOST items #: *add*

Wtts 1951–1965 show stops at mileposts 19¼ {Glenfinnan – Lochailort} and 26 {Lochailort – Arisaig}, both for schoolchildren (JS).

MILL HILL

M H EAST renaming 1928 (*RAIL 393/151*).

M H FOR THE HALE: renamed from THE HALE FOR M H to this 1 February 1928 (*RAIL 393/151*).

MILL POND: (b) HALT.

MILLERS DALE

[Mid] op (*Buxton 6th*).

MILLS OF DRUM: {Crathes – Park}.

MITCHAM

** and its content should be moved to place after first entry and reduced a type size.*

MOFFAT: clo (*Dumfries 6th*, via D. Pedley).

Wrongly shown clo on LMS tt map 1939 #.

MONSAL DALE op (*Buxton 8th*).

MORNINGSIDE [NB]: op 19 September 1864 (*co n AC&W, 17, 24 September p.3*)

MOSELEY GREEN (*new entry*): [SW Jt] (non-tt): platform for Ministry of Defence employees op 1942; clo?; {on mineral loop north of Lydney Town – Drybrook Road} (@JF).

MOSS

MOSS [GW] op 1905 as HALT.

MOUNT FLORIDA: *delete 1982 re-siting – only buildings moved* – R.S. Smith with supporting photo.

MOUNT MELVILLE #: *close bracket after '2 June'* – only source modified, not date of event.

MUCHWENLOCK: before opening, a special from Shrewsbury ran 23 October 1861 for Wenlock Olympian Society, as well as directors; advertised at cheap fares, but line failed inspection; train still ran for those having confidence in line [= at own risk?]; did officials cover selves by making travel free over unauthorised last section from Buildwas? Goods station destroyed by fire on night of 8 January 1864;

instructions were given to speed up building of new station – was this the through station that would be needed for extension of line, to Presthope and beyond (opened 1867)?; not known when this came into use. Work reported commenced at Directors' meeting on 30 December 1864, but wording unclear – had it already progressed far enough for use, or were they looking forward to this? (*Wenlock*). According to Martin Smith, *British Railways Illustrated*, August 1996, first station not officially closed to passengers until 1 August 1884; were two stations in use together through any of this?

MUCKING (*new cross-reference*) – see MAYES CROSSING (above).

MURTON (JUNCTION): see 1837 C** (below). Just M in all tts seen, though *Hb* showed it as M J; tickets exist in both forms.

MYERSCOUGH (*new cross-reference*) – see ROEBUCK.

NANTMELYN – see BWLLFA DARE (above).

NANTWEN: *add 'Rhy' to source*; *Trelewis*.

NANTYFFYN: *add 'Rhy' to source*.

NELSON

NELSON GLAM: GLAM added 1 July 1924.

NEW CROSS

N C DEPOT STAFF PLATFORM (*new entry*):

[NL] – old EL line now treated as extension of this (non-tt): op 1998; clo 23 December 2007 (@JF).

NEW HADEN COLLIERY (*new entry*): (non-tt): [NS]; miners; in use 1913; {branch from Cheadle near Stoke-on-Trent} (@JF).

NEWCASTLE-on-Tyne

[TWM] just CENTRAL in publicity.

NEWLANDS: *replace entry with 'see under PORT TALBOT' – at present double-entered.*

NEWPORT ESSEX included in inspection report.

NEWPORT-ON-TAY

LNE ticket exists from Newport West to Newport East (*DM*).

NEWTON NOYES PIER (*new entry*): [GW]

(non-tt): troop trains WW2; {beyond Milford Haven} (@JF).

NINE MILE POINT: first in *Brad September* 1868 and in *tt Merlin 5 September* 1868.

NO.5 PIT SIDING: in July 1924 wtt as ... SIDINGS; {Aspatria – Bulgill} (@JF).

NORTH GREENWICH: just south of first Island Gardens.

NORTHWINGFIELD COLLIERY: in 1914 wtt as ALMA COLLIERY (@JF).

NORTHALLERTON

Last line of emergency platforms section; articles were in *WWII*, May and July 1992 issues.

NORTHOLT

N PARK: temporary clo 22 September 1990, reop 8 October 1990 (resignalling) (*NSE leaflets*).

NORTHWICH: *Northwich 3 January* confirms opening date and refers to temporary as station at Witton, which place is shown somewhat east of town centre on map in 1860s Gazetteer. *CLC Portrait* says original thought to have become goods station; left as terminus of a short branch

NORTON-IN-HALES

op (*Lester; co ½ Whitchurch 5 March-l*).

NORWICH

NTROWSE: initially just N in tt (was briefly terminus), then NT, then usually just T.

NTRACTION DEPOT (*new entry*): (non-tt); Open Day 24 September 1983 (@JF).

NUNEATON

N ABBEY STREET: According to *RAIL 393/151* amended from (ABBEY) to ABBEY STREET 2 June 1924: while RCH had used ABBEY form from 1873 appendix, not in company's public tts prior to 1924 (*Mid*) and *Bradshaws* sampled.

ORTON: first station at junction, second a few hundred yards north of it (*BackTrack February 2011*).

OTFORD: delete 'Alias OTNEY', end of entry.

OXFORD

[LNW] added ROOLEY ROAD 1865/7.

OYSTERMOUTH: original station (MUMBLES) replaced about 50 yards south when line extended to Southend (6 May 1893). Though *The Cambrian* said old had been 'disposed of', it continued in use for mixed trains and ELMS was used to show they were using original; second Oystermouth had no goods and run-around facilities, first did and there was not at first enough traffic to justify running these trains to/from Southend; replacement originally as DUNNS, MUMBLES. Renamed OYSTERMOUTH 'for the future' (*Western Mail, 2 November 1893*) (Paul Reynolds, from local press and large-scale OS maps). According to *Brad* use of Elms had ceased after December 1895 but by July 1896, when all ran to and from Southend.

PARTICK

PARTICK [NB]: with 1979 relocation, reverted to PARTICK (*Weekly Operating Notice SW52*).

P CROSS [GU] – see KELVINHALL (*one word*).

PARTINGTON

op 1 May 1874 (*co n Liverpool D P 24 April*).

PENPONT [N&B]: *Railways* (1951 – issue unknown) said PENPONTS appeared not to have been used for some time. Henry Williams.

PENRIKEIBER COLLIERY: 1938 Hand-book gives this and PENRIKYBER as alternative spellings; source of information in book is (*Trans*).

PENYDARREN: source (*Rhy*).

PERTH

PYARD (*new entry*): (non-tt);

Open Day 13 April 1985, other days (@JF).

PIPE GATE op (*Lester; co ½ Whitchurch 5 March-l*).

PIRTON: co notice (*Aris's Birmingham Gazette, 9 January 1843*) calls this KEMPSEY – *BG* explains that Pirton was station for Kempsey.

PITTINGTON op: see 1837 C** (below).

PLANTATION (*new cross-reference*) – see STEWARTON PLANTATION.

PLYMOUTH

P MILLBAY DOCKS: separate OCEAN TERMINAL used 1952 to 1965 (*U*).

LAIRA DEPOT (*new entry*): (non-tt); Open Days 26 September 1970, 1985, 1991 and 17 July 1988 (@JF).

PT DOCKS: alter 'clo 1984' to 'clo ?'.

POPLAR

P EAST INDIA ROAD: see ALL SAINTS (above).

PORT TALBOT

OLD DOCK HALT: CRIBBW FAWR COLLIERY HALT in July 1924 wtt. 1920 wtt shows service from PORT TALBOT DOCKS – same site as Old Dock or different?

Revise to 'NEWLANDS, near Water Street Bridge' – name in wtt; both {Port Talbot Docks – Tondy}.

PORTH op (*co n Merlin 2 February 1861-l*).

PORTHCAWL

P JOHN STREET PLATFORM (*new entry*): shown in 1914 GW tt as well as Porthcawl; perhaps became 1916 station (@JF).

PORHMDOG

Narrow gauge:

P OLD amended to P HARBOUR July 1930 *Brad*.

HIGH STREET HALT not included in co's tts – but whence came *Brad's* information?

PORTISHEAD

P PIER shown in capitals in index to *RAC Atlas*, indicating passenger use; no other information available.

PORTREUDDYN: *amend*. P/Pont Rhyddin merely proposed passing loop (inherited from horse-drawn Croesor Tramway, not up to loco standards) (*BoT Inspector 24 May 1923*). Never featured in any tts.

PRESTON

Preston & Longridge

P DEEPDALE *should be shown bold*.

PUDSEY

P LOWTOWN: *Hb* always LOW TOWN (*increase gap*) and tickets exist thus (*DM*).

PWLLYCROCHAN (*new entry*): [LNW] (non-tt): private station in use 1848; {Mochdre – Colwyn Bay} (@JF).

RAINTON

RAINTON (b): not included in list of stations in inspection report for 19 June 1844 opening through here; one for 15 April did not give details, which were held over to next one, thus either closed before June opening or (more likely?) timetable error.

RAVELRIG: officially recorded as closed 1 July 1921; in 1927 platform surface upgraded and nameboard erected; finally ceased to have service in early 1930s (*The Signalling Record 92*, p.69, no authorities quoted). Further evidence still needed.

READING

R CENTRAL: ticket exists for R C (Goods) (*DM*) – it was normally goods-only station.

REDBRIDGE near Ilford: *delete* ‘Station provided ...
Cen use’.

REDMILE:
replace reopened *with* back in *Brad* 2 July 1951.

RETFORD

RETFORD [ex-GN]: lower platform, used by ex-[GC]
trains renamed R LOW LEVEL 20 May 2007 tt
(*AB Chron April 2011*).

RHYDYRONEN:
op by February 1867 (*Boyd pp.50,103*).

RICHBOROUGH

Non-tt: 1919 wtt shows workers’ trains (separate for
men and women) to **R SIDINGS** alias **RWHARF**.

RISLEY

Second given clo 2 January 1952 by *U* – clo and reop?

ROMNEY SANDS

(*new cross-reference*) – see MADDIESONS CAMP

ROSEHILL

R PLATFORM: R JUNCTION on ticket (@*JF*).

ROSLIN: op 23 July 1874** (*note in book*).

ROTHERWAS FACTORY

– see under HEREFORD, above.

ROYAL ALBERT op 28 March 1994**.

ROYDS GREEN LOWER: source (*D&C 8*).

RUTHERGLEN: when Argyle line op 1979,
platforms on slow lines closed for regular use but
‘retained for use in emergency’ (*ScR signalling notice*);
final demise?

RYHOPE

RYHOPE 1836 station – see 1836 October 19** (below).

ST BEES

ST BEES GOLF HALT: agreement for use ended
5 February 1918 (*Journal of the Cumbrian Railways
Association, May 1998*); ‘GOLF’ not always included.

ST KEYNE WISHING WELL HALT: W L HALT
added 18 May 2008 (*First Great Western information*).

ST MARGARETS HERTFORDSHIRE:

mentioned in inspection report; named after village
church at Swanstead – village’s name not used to avoid
confusion with another Swanstead, in Essex.

ST MELLONS: {Marshfield – Roath}.

ST THOMAS CROSS: trains ran from 15 January
1912 (*Journal of the Cumbrian Railways Association,
May 1998*); in July 1924 wtt (@*JF*).

SALEM: op (?) 14 May 1881, clo (?) Oct 1901;
may have continued in informal use until line
clo 1 November 1916; re-op by October 1922
(first *Brad*, first in co tt 1 Dec 1922) (*WHH 50, p.15*).

SALVATION ARMY: aot GN public tt showed as
MESSRS SANDER & CO’S ORCHID SHEDS.

SANKEY

S FOR PENKETH [CLC] op 1 May 1874
(*co n Liverpool D P 24 April*). Just S in opening notice.

SAWBRIDGEWORTH:

included in line inspection report.

SCAFELL

SCAFELL (a) *add:* but Cambrian Rlys Traffic & Works
Committee only approved closure by Minute 6278 of
1 July 1891 (*RAIL 92/11*) so perhaps not implemented
that day.

SCAFELL (b) reop 9 June 1913 for eastbound trains
only (*co’s Sec & Gen Manager’s Report to Board
5 Jun 1913 RAIL 92/88*). *Delete* ‘for alighting only’.

SEATON near Sunderland: see 1837 C** (below).

SELSEY

Although **SELSEY GOLF LINKS** was replaced by
SELSEY BRIDGE in *Brad* in 1926, **GOLF LINKS** was
included in fare table of 1933 reproduced in *Branch
Lines to Selsey* (V. Mitchell & K. Smith, Middleton
Press), so presumably continued in use, probably until
line closure.

SHAFTON JUNCTION: all branch trains also booked
to call without qualification in wtt 28 October 1940.

SHARPNESS

S DOCKS: workmen; dates?; perhaps site of first station
(@*JF*).

SHEFFIELD

SHEFFIELD [Mid]: *renaming sequence should read:*
to S CITY 25 September 1950, to S MIDLAND
18 June 1951 (*Mid*), to SHEFFIELD 4 May 1970 tt
(P. Jeffries).

SHELFORD included in inspection report.

SHERBURN near Durham

SHERBURN (COLLIERY) :

included in inspection report.

SHERBURN HOUSE op: see 1837 C** (below).

Was S LANE near Durham in notice *Durham Chronicle*
3 November 1837; S HOUSE LANE in notice 29 June
1839; S when first in *Brad*, November 1848.

SHEPHERDS BUSH

2008 station on site of earlier Uxbridge Road.
SHEPHERDS BUSH & UXBRIDGE ROAD [WL]:
sometimes full name, sometimes just part used
– e.g. U R in inspection report. See map 100.

SHILDON

At end – see 1835 A** for Clarence service.

SHINCLIFFE

SHINCLIFFE:

1844 station included in inspection report.

STOWN: op confirmed *co n Durham Chronicle 29 June /
6 July*, where it was S BRIDGE; S when first in *Brad*,
November 1848; see 1837 C** (below).

SHIPPEA HILL included in inspection report, as
MILDENHALL ROAD.

SHOOTING PLATFORM (*new entry*): [GW]
(non-tt): details?; {Llandeilo – Llandderfel} (*RAC*).

SIDDICK

S JUNCTION COLLIERY: shown in 1924 wtt (@*JF*).

SKEGBY [GN] – *underline, make present entry*

SKEGBY *and add:*

S JUNCTION: (non-tt); railway staff; dates?;

{Skegby – Pleasley} (@*JF*).

SMITHAM: see COULSDONTOWN, above.

SNOWDOWN: ticket exists for S HALT (*DM*).

Correct spelling to NONINGTON.

SORBIE: see GARLIESTOWN (above) – no break in service 1876.

SOUTH GOSFORTH

S G DEPOT (*new entry*): (non-tt);

Open Day 17 September 1989 (@*JF*).

SOUTH HETTON: see 1837 C** (below).

SOUTH MARSTON: GW called this STRATTON FACTORY. GW *wtt* supplement 5 Jan 1942 show trains leaving ‘Stratton Factory’ via Kingsdown Road junction, then calling at Stratton and Swindon.

Delete reference to GW Agreement M85875. Replace ‘also see’ with ‘tickets exist for’ ...

SOUTH QUAY: reop 22 April 1996 (*London Railway Record* 8, July).

SOUTH SNOWDON: renaming to Rhyd-Ddu in summer 1934 used only by *Brad* and on tickets –WHR tt retained S S.

SOUTHAMPTON

Boat trains *After reference to ‘...1948 to September 1958’ add:*

Regular cross Channel boat train (for St Malo, using Eastern Docks berths 7/8) last ran 27 September 1964 (*SLS Jour, June 1969*), after which Eastern and Western Docks were used only by deep sea boat trains on an *ad hoc* basis.

*Delete ‘– e.g. 11 December 2008 ... 2009’ and substitute: Eastern Docks last used for Cunard sailings’ connections in 2004 season but continues to be used as rail passenger station for VSOE (and other) excursion trains – in current wtt. Western Docks resumed use for occasional chartered specials (temporary platform, Mayflower Cruise Terminal Berth 106), starting with connection to Queen Victoria on 11 December 2008 (Rail Professional January 2009 and official information). Boat trains: also used CHANNEL ISLANDS SHED (Brad 1909) and UNION CASTLE LINE SHED (LSW wtt 1909) (@*JF*).*

SOUTHEND

S AIRPORT (*new entry*):

op 18 July 2011 (*RM September*); still open.

SOUTHPORT

STEAMPORT MUSEUM (*new entry*): (non-tt);

Open Days 1982, 1987; still used? (@*JF*).

SOUTHWARK

S PARK: see COMMERCIAL DOCK (above).

SPIERSBRIDGE: according to letter dated 28 August 1848, from company to Railway

Commissioners, branch was to be worked by horses.

STAMMERHAM JUNCTION (*new cross-reference*) – see CHRIST’S HOSPITAL (above).

STANSTED

S (MOUNTFITCHET) included in inspection report.

STAR LANE [Dock]

op 31 August 2011 (*RM November*); still open.

STEWARTON PLANTATION: usually just P, tts.

STEWARTS LANE

(non-tt); Depot Open Day Platform on Sidings.

STONY HILL: Gilletts ...

STOURBRIDGE TOWN: clo by staff dispute (substitute bus service) 3 January 2005 (*Central Trains website*), re-op 28 March 2005? – latter date needs confirmation.

STRATFORD East London:

[Dock] at first ran to previously unused platform in main station; from 18 June 2007 used short branch to new part of station. Service on Canning Town to Stratford International line added 31 August 2011 (*RM November*) – old LL site; both still open.

S HIGH STREET [Dock] op 31 August 2011 (*RM November*); still open.

S INTERNATIONAL [Dock] op 31 August 2011 (*RM November*); still open.

S L L #: [Jub] arrived 14 May 1999; see [Dock], above.

add: S DEPOT STAFF PLATFORM (as in wtt) /

S STAFF HALT (nameboard): [Jub] (non-tt) op 14 May 1999; northbound only – southbound staff go to Stratford and come back); still open.

STRATFORD-UPON-AVON

S RACECOURSE: ticket (1964) for S-ON-A R PLATFORM (*DM*).

STRATHISLA PLATFORM (*new cross-reference*) – see under KEITH.

STRATTON

S FACTORY – *delete entry and replace with:*

S FACTORY JUNCTION: Ticket (*JB*) exists thus; location existed only 1917–1919 for wartime Nitrate factory {Swindon – Stratton}. *Details previously given refer to SOUTH MARSTON, which see, above.*

STRAVITHIE: occasional later excursions and specials, e.g. 25 October 1960 for St Andrews University (Hadjucki et al, *Anstruther & St Andrews Railway*, Oakwood, 2009, photograph p.168). BoT called it Stravithy.

STRETTON WESTWOOD – see WESTWOOD, below.

STROUD GREEN: reop 1952 (*T 18 December 1951*).

SUDBURY

S & HARROW ROAD: clo 22 September 1990, reop 8 October 1990 (resignalling) (*NSE leaflets*).

SUDBURY HILL HARROW:

temporary clo 22 September 1990, reop 8 October 1990 (resignalling) (*NSE leaflets*).

SUGAR LOAF: *Railways* (1951, issue ?):

one train morning and one evening for schoolchildren to and from Llanwrtyd, with additional Friday calls for Llandovery market. Winter 1960/1 wtt: stops at Sugar Loaf – 6.15 am from Swansea Victoria if required to take up only; 12 noon from Shrewsbury if required (except Fridays), also Fidays only to pick up market passengers (wives), at 2.33pm – for return must have made *ad hoc* arrangements. Publicity held for 1987, 1989, 1990, 1992 only mentions summer Sundays (R. Maund).

SUTTON MANOR COLLIERY (*new entry*):

[LNW] (non-tt): miners; in use September 1930; {branch from Clock Face} (@*JF*).

SUTTONVENY CAMP: camp opened for troops 1914, Military Hospital 1916; no exact dates of railway use available; perhaps two (or more?) sites involved; {branch from Heytesbury} (*Hosp*).

SWANSEA

S EAST DEPOT/TICKET PLATFORM was in GW public tt 1867; delete '(non-tt)'.

TAFF MERTHYR COLLIERY: op by 1924 (@*JF*).

TALLEY ROAD: non-tt use (as T R SIDING?) into 1960s.

TALYBONT [*Cam*]: op in July 1912 (initially seasonal, only advertised locally); in tts from July 1914 (*RAIL* 92/ and 923 / *various*).

TALYLLYN

T JUNCTION: tickets of various regimes exist for just TALLYLLYN (*DM*).

TEDDINGTON: amend – ‘until 1955’.

TENTERDEN

T TOWN op (see H. V. Borley, *RCHS Journal*, March 1985).

THORNBRIDGE: reference (*U*).

THURGOLAND: mentioned in inspection report for line op 14 July 1845; this makes clear that line not fully finished, with temporary wooden buildings being provided for stations so possibly did open later – tables in *Brad* appear otherwise complete.

TILBURY

T MARINE: Special inaugural sailing from Dunkirk 12 May reported in detail *RM July 1927*; clearly for bigwigs only so formal; public service given as 15th.

TIRCELYN: op by [Mid Wales], probably pre-2 April 1888, when [*Cam*] took over working; 1906 agreement was extension of earlier one of which Cambrian management apparently ignorant. It only operated from February to October (*co's Secretary & General Manager's report, 14 June 1906, RAIL 92/78 folio 93 on*). Arrangement applied for by Mr Kidson on June 1913 but he died, so negotiations protracted. Although *Mrs* Kidson only signed in 1914, presumably no break other than usual winter one. 1915 extended to cover all year. *Railways* (1951, issue?): trains still called ‘particularly on market days and Saturdays’ although not in wtt.

TON PENTRE op (*co n Merlin 2 February 1861*);

Y RHONDDA.

TONYGROES (*new entry*): [PT] (non-tt): workmen; in use 1909; {Port Talbot – Duffryn Mills} (@*JF*).

TORRISHOLME FACTORY: clo after 1 Oct 1919, when in wtt but deleted with or by February 1920 (*notice, RAIL 963/116*).

TOTTENHAM COURT ROAD

[Nor] clo 4 April 2011, reop 28 November 2011 (*notices at station*).

TOTTERIDGE & WHETSTONE:

LNE ticket exists ‘to TOTTERIDGE’ (*DM*).

TOWN CROSSING (*new cross-reference*)

– see BWLLFA DARE (above).

TREETON

T COLLIERY: (*new entry*): (non-tt); trains to Orgreave Colliery (see book) called here.

TREFERIG JUNCTION

TREFERIG OLD MILL SIDING: 1904 wtt shows miners’ trains calling here; {Trefurig Junction – Glyn Colliery} – not known whether replacement for TREFERIG JUNCTION or extra stop (@*JF*).

TREFFOREST

Delete ‘In Robinson ... NEWBRIDGE’

At end add: also see PONTYPRIDD (book).

TREMAINS FACTORY: ‘HALT’ not seen in wtt, became T F PLATFORM by January 1958 (R.A. Cooke, *Track Layout Diagrams*, section 44A); R. Maund.

TRENCHWARFARE (*new entry, from Section 7*):

HALT; in 1919 SEC wtt; 6 June 1916 to June 1920 / July 1925; munitions workers.

TROEDYRHIWFUWCH: add **W** near end and move [Rhy] to place beside heading.

T COLLIERY HALT:

RAC Atlas {main halt – Tir Phil}.

TUNNEL PIT WORKMEN’S PLATFORM:

just T P in 1922 wtt.

TY FYSTON: in use January to October 1888; {Cadoxton – Dinas Powis} (@*JF*).

TYN-Y-FFRAM: {Duffryn Mills – Bryn}.

TYNYLLWYN: alias aot TYNYLLWYNHEN, TYNLLWYNHEN); ‘stopping place ... recognised (but not advertised) many years ago’ (*Boyd p.109*).

TYTHERINGTON

T QUARRY: works outings 1978 to 1983 (@*JF*).

TYWYN

TYWYN [*Cam*]: temporary station Neptune Road bridge, by Wharf station, applied from 24 October 1863 until either November 1863 (extension to Llwyngwrl) or 1870 (present station buildings erected) (*Boyd p.45* – unclear on date).

TOWYN WHARF: last included *Brad* September 1914, back August 1915.

UPWEY

UWISHING WELL: ticket exits for WW HALT (*DM*).

URMSTON op 2 September 1873 (*CLC*), though not in *Brad* until October.

UXBRIDGE ROAD

See Shepherds Bush [*WL*].

VIADUCT YARD (*new cross reference*):

see under CARLISLE (above).

WADDON

W MARSH [Croydon] about 200 yards south of [SR] station.

WAEN LLWYD COLLIERY (*new entry*): [GW] (non-tt): miners’ trains; about 1887 to about 1897; {Cwm – Victoria} (@*JF*).

WALBERSWICK op (*D&C 5*) – delete ‘-P’.

WALKDEN

WALKDEN [LY]: HL added 2 June 1924 (*Rly Gaz 23 May*).

WALTHAM ON THE WOLDS (modern place spelling)

GN II p. 100–1, III p. 139: specials authorised by BoT also for Waltham Fair 17–19 September 1882; these continued for many years; Croxton racecourse closed First World War; troop specials First World War. Hand-books have ‘P’ from 1883 on; 1941 appendix, first since 1938, now parcels only (inertia?).

Sources suggest railway usage originally W-ON-THE-WOLDS: thus *GN wtt* 1 July 1888 (-WOLDS x 12, -WOLD once) and earliest Junction Diagram seen (1885?); *Brad* September 1883 -WOLDS index, -W-ON-WOLD table. 1883 Hand-book -WOLD; seems to have originated in lack of space; later RCH items and publicity thus. However, AvonAnglia facsimile (published ?) of *GN’s Table of Stations, Signal Boxes ...*, c.1913 has Waltham-on-the-Wolds station.

WARTHOLE SIDINGS (*new entry*): [MC] (non-tt): miners; in 1924 wtt; {Bullgill – Aspatria} (@JF).

WARRINGTON

W CENTRAL [CLC] op (*co n Liverpool D P 31 July*).

WASSAND: calls 1940 for milk traffic by 0745 SuX and 0815 SuO Hull – Hornsea, and on Mondays to set down by 1620 Hull – Hornsea and pick up by 1050 Hornsea – Hull (*LNE, NE Area, wtt 11 March 1940*); similar calls succeeding War years; calls 1945 on Mondays to set down by 1620 Hull – Hornsea and to pick up by 1107 Hornsea – Hull (*wtt 1 October 1945*); similar pattern 1948 (*wtt 31 May – 26 September 1948*).

WATERBEACH: included line inspection report.

WATERHOUSES op (*co ½ RAIL 967/21*).

WATERINGBURY: included in inspection report for line opened 25 September 1844 as though ready for use; not in *Brad* until September 1845 – perhaps case of ‘nd’, but East Farleigh, also listed in report, first appeared in June, so perhaps opening delayed.

WELBECK COLLIERY: two platforms – **VILLAGE** platform at 2m 58ch (Sandy Lane?) and **COLLIERY** at 3m 17ch (@JF).

WEMBLEY

W STADIUM (b): temporarily clo 22 September 1990, reop 8 October 1990 (resignalling) (*NSE leaflets*).

WEST EALING

W E ENGINEERING DEPOT *bold, down one type size.*

WEST HAM

WEST HAM [Dock]

op 31 August 2011 (*RM November*); still open.

WEST LONDON JUNCTION

Reword and expand after ‘... crossed GW’: Northern one was ‘The Junction Station’ in inspection report, which said ready for use with WL line; in notice, issued by L&B, giving details of service on the WL line (Lee) it was LONDON & BIRMINGHAM JUNCTION; in L&B tables in Brad it was WEST LONDON JUNCTION – seems to have depended on which way passenger wanted to go and referred to use made of change point rather than representing anything resembling official name. Southern one, near later

Mitre Bridge, was ‘The Great Western Railway Crossing Station’ in inspection report; this showed GW had platforms on this and main line (to east of WL line); in L&B notice cited above was GREAT WESTERN JUNCTION; not seen in any GW tables in *Brad* in any form – if consistent, GW officials would have called it WEST LONDON J.

WESTWOOD: OS 1 inch (sheet 61, 1933, revised 1938) shows Halt beside next road to west of site shown in *Cobb*; this would fit position shown for Stretton Westwood Quarry signalbox, *RAC Atlas*, p.71. Was this really Stretton Westwood, with map-maker confused and so adding it wrongly as new Westwood Halt? Sheet 129, published 1947 had it in right place.

WEYMOUTH

W QUAY: 30 September 1985 service became summer only; last regularly advertised train ran *Sunday 27 September 1987 – wtt*s). Thereafter retained only for ad hoc specials – last such recorded 2 May 1999.

WHAUPHILL: see GARLIESTOWN (above) – no break in service 1876.

WHITBURN [NB]: reop *19 September 1864* (*co n AC&W 17 and 24 September, p.3*).

WHITE CITY [HC]: op date and name confirmed by *GWR Magazine* June 1908, p.132.

WHITE MILL(S) *new cross-reference*: see CASTLE ASHBY & EARLS BARTON (above, book).

WHITLEY [NE] {map 26}

Replace ‘see MONKSEATON’ with:

WHITLEY (a) op 1 April 1861 (*B&T*); resited as

WHITLEY (b) 27 June 1864; clo 3 July 1882, replaced by MONKSEATON, which see.

WHITROPE SIDING: R. Maund saw people joining train here (despite no platform) in June 1961; stop given for railway employees and families for shopping – letter from Traffic Manager, Edinburgh (*EW.300/518, 19 June 1961*).

WHITTINGTON near Oswestry:

WHL resited eastwards at some point (*RAC Atlas*).

WHITTLESFORD PARKWAY: included in inspection report as W; PARKWAY added

10 December 2006 (AB Chron April 2011).

WIDNES

WIDNES [CLC] op (*co n Liverpool D P 31 July*).

W SOUTH [LNW]: after clo used for Rugby League specials until demolished 1965 (*LCGB railtour itinerary 5 Aug 1967*).

WIGAN

W CENTRAL: *revise* – in 1892 extended to north-west for ½ mile *from* earlier station in Darlington Street.

WILLEDEN

W JUNCTION NEW: LMS and BR tickets exist for just ‘W’ (*DM*).

WILSONS BREWERY (*new entry*): (non-tt);

Open Days June and August 1984;

{Miles Platting – Dean Lane} (@JF).

WIMBLEDON

*Alter style to WIMBLEDON (north station) [Dist].
revise, with [Croydon] altered to ‘use began ...’ and entry
put under main station.*

WINDERMERE

W LAKE SIDE: LMS ticket exists ‘to Lake Side (W)’
(DM).

WINWICK QUAY: was still shown in *Brad* sheet
dated April 1841 and *Companion* of about May 1841;
omitted soon after; since time of one train altered
between about February and April 1841 one would
have expected closed station to have been deleted, but
times were only given for main stations so no guarantee
trains were calling.

WISHING WELL (*new cross-reference*) – see under
UPWEY.

WITTON Birmingham: *add at very end* – and BR ticket
thus exists (DM).

WOLVERTON: early re-siting – inspection report of?
(indecipherable) May 1843 refers to ‘the new
Wolverton station’ – dealt with alteration of access
roads desirable after re-siting.

WYNDHAM [GW]: *new heading with present entry as*

WYNDHAM; *add:*

W COLLIERY: (non-tt): miners’ trains from Tondu;
dates?: {Wyndham – Nantymoel} (@JF).

SECTION 5

Line 11 of introduction: Section 7.

1822: see *GW* and 1850 December 23** (below). 1850 notice given by Monmouthshire company: until then, two had been effectively treated as one; would only have applied to common stretch, south of Nine Mile Point.

1830. *RM July 1939* has photo of Wesleyan Sunday School trip 8 July 1915; says line closed 1916.

1833 May: *add at end:* 18 June 1932 excursion arranged by Mather & Platt went from Manchester to Friden; special permission given for use of vestibule stock – only stretch from Parsley Hay needed this.

1836 A }

1836 October 19}

Co ½ for six months to end of February 1837 (*RAIL 164/5*) confirms Ryhope was terminus then.

Examination of timings suggests that conversion of ex-Durham & Sunderland line to Haswell, plus provision of through curve and station there, was completed in time for inclusion of accelerated service in February 1858 wtt (*RAIL 968/2*). See HASWELL, Section 4 (above) and map 34a (below) (*Chron January 2012*).

1837 C (*new entry*): Opening of Durham & Sunderland to Sherburn (House). Seems to have occurred between end of February and end of August 1837: co ½ for that period gives passenger revenue from main line and Haswell branch. Tentative analysis of statistics suggests opening in latter part of period. *NE* gives 6 November 1837, citing company minute of 2 November, but this (*RAIL 164/5*) merely refers to coal from Whitwell. Notice dated 30 October in *Durham Chronicle* of 3 November, gives information about service from 1 November, including stops on this section and looks like revision of existing service; has earliest partial details seen on places served; Seaton and Murton not included but both were sites of stationary engines so trains had to stop. Seaton Station mentioned in report of accident that occurred 5 January 1843, Murton station mentioned in one 23 June 1845. Line between Murton and Shincliffe not completely converted to locomotive-haulage until January 1861 wtt (*Chron January 2012*). Last stretch, Sherburn to Shincliffe probably previously horse-drawn (no evidence of any cable-haulage on that stretch – C.E. Mountford).

1838 May 29: inspection report dated 4 May 1847 (resulting from local concerns) listed stations as: Salford; Pendleton (1¼ miles); Clifton (5¼); Stone Clough (7); Halshaw Moor (7½); Farnworth (8½); Bolton (10).

1844: stops listed at end from notice in *Cornish Times 16 September 1882 (Looe)*.

1844 December 1: inspection report said all stations good, had as much accommodation for passengers as likely to be needed, and dwellings for clerks – suggests anticipated far more custom than received.

1847 March 1. Barassie included in *Brad* July to October 1847, omitted November; include in *Topham* May 1848 and March 1850 (first and last issue seen) but no trains calling.

1848: Penultimate paragraph: Copy of BoT report of 27 March 1850 (*MT6/29/9*) gives ‘Longridge’. ‘Longside’ was version in printed report presented to Parliament.

1850 December 23. Monmouthshire. Its origins were in various tram-roads, using mixture of locomotives and horses provided by others, paying tolls; company now wanted to standardise, carrying all itself with steam. It failed to fulfil promise in its Acts to provide passenger carriages or waggons attached to mineral trains by 1 August 1849. In November 1848 company had given notice ordering everyone off by that date but shortage of money meant this did not happen. Inspection report dated 19 April 1849 (arising out of local disputes): ‘The various tramways have in many instances, been used as high roads, and villages have been erected along them, having no other roads of communication even from house to house...’. The same had happened in Newport itself (and in the Sirhowy Valley, where even mail coaches used tramways as their roads – see 1822**, book and above). Report dated 19 December 1849 (one of many recommending refusal of permission to open owing to multiple deficiencies) added: ‘a most dangerous state of things subsists: a very heavy mineral traffic, with a considerable passenger traffic is carried on ... Company’s tramroads ... have been heretofore used as common high-roads, upon which every person was allowed to travel either on foot or in his own private tram-carriage or waggon ...’. Although Captain Simmons felt it his duty to recommend refusal to open as a railway, he wrote: ‘The same danger to life and limb therefore exists now, and even to a much greater extent, than if the line were regularly opened to the public ...’

Full details were not given of how traffic operated.

Lines were plateways, designed for wheels without flanges. Presumably locals had adapted their own vehicles to fit plateway gauge and some ‘run-offs’ devised to enable transfer from road to plateway. Some traffic would have been road vehicles running alongside unfenced tramway: a big conversion cost was provision of fenced-off roads for locals.

On 21 December 1849 Commissioners wrote threatening legal action if unauthorised carriage of passengers not remedied. Was this threat lawful? Passenger traffic had begun before 1840 though company had not run it.

Though much improvement came now, edge rails replacing plateway, conversion to standard gauge came later.

1851 November 29: reopening on 16th confirmed (*co n Scotsman 17th*).

1866 August 13: for wartime use see M. Christensen, *The Shropshire & Montgomeryshire Light Railway Under Military Control 1940–1960*, Lightmoor, 2011: Goods trains continued to run, even after war started, and some railway staff had passes to travel on these at own risk. For full details of legal arrangement see book. Army took over 1 June 1941 but line needed much work. By 19 October 1941 passenger service in operation for those working on line. When line was working fully there were extra platforms at Ford Yard (several hundred yards north of Ford & Crossgates) and Kinnerley (halt ½ mile east of main station); Pentre (east) and Nesscliff (west) replaced Nesscliff & Pentre; Shrawardine was moved to other side of a level crossing. Shoot Hill, Cruckton, Edgerley, Hookagate and Criggion branch not used – though Cruckton is mentioned in connection with trains during construction phase; also short branch to station variously known as Camp / Lonsdale / Nesscliff(e). Some passenger working continued to 2 September 1958 or later; line officially closed to all 29 February 1960.

1866 October 1: read in conjunction with **1950 October 6;** suggest that in any later edition to be combined under 1866 heading.

1883 August 20: apparently there were extra possibilities – LNE public tt July 1924 also includes Shepherd’s Cottage (after Collett’s Bridge) and Basin Gate (after Dial House) (@JF).

1887: S & R Colliery.

1922 July 31:

Overall: considerable discrepancies between co tts and *Brad*, presumably because company failed to send information; not yet fully reconciled. Quality of management further shown: Ministry of Transport return covering 1932 – both Festiniog and Welsh Highland repeated passenger and goods figures for

1931 (noting them as such); 1933 – 1932’s statistics were given; those for 1933 went missing entirely; 1934 – caught up more or less (West Highland entry: figures for first half of year not available, second half included with Festiniog).

26 September 1927: *delete all after* ‘... mixed train’ – Croesor Junction in unofficial public use since at least July 1923, by footpath access.

29 May 1928 *to replace* 11 June 1928: Whit Monday, then *Brad* June 1928 shows service throughout month.

1 October 1928: *add:* passenger trains temporarily ceased to use GW crossing at Portmadoc.

add 23 September 1929: FR connections between Portmadoc [New] and Old disappeared from *Brad* for winters; resumed August 1930 *Brad* but not in August 1931 *Brad*, despite evidence of *NGSC 2*, pp.108, 113; not in *Brad* or WHR tts of 1932 and 1933. However, credible evidence (e.g. *NGSC 2*, p.109 in respect of 1933) of FR ‘shuttles’ continuing to provide connections between Harbour and New (original platform) with WHR trains each summer until end of 1933 season.

7 July 1930: ‘no service ...’ believed to be tt error.

1932 perhaps start date 20 June. ‘Weekdays’ = Monday to Friday (inclusive).

1933: perhaps start date 26 June.

9 July 1934: FR operating line under lease. Services Monday to Saturday only (same 1935 and 1936). GW crossing came back into use and some trains used Harbour, others turned back at platform north of crossing (letter, *Snowdon Ranger*, autumn 2006, p.49; *NGSC 2*, pp.37 and 106).

6 July 1936: these stations also advertised in FR/WHR local timetables (and, *Brad* September 1936): Plas-y-Nant, Salem, Tryfan Jn, Waenfawr.

Thus Bettws Garmon, Croesor Junction, Hafod Garregog, Hafod Ruffydd, Hafod-y-Llyn, Pitt’s Head, Pont Croesor, Quellyn Lake, and Ynysfor apparently not officially open but occasional stops at some known for knowing locals.

1924 October 4. In private days stops were Village; Gardens; Fishpond (*RM March 1914*). Line extended when gauge altered.

1927 July 16: ‘Later station history...’ ... Section 4.

1929 April 12: confirmation that 11th was last day given by A. Barrett Jenkins, *Memories of the Southwold Railway*, Jenkins of Southwold, 1973; includes description of last run, from ‘a local paper’ of 12 April.

Railway Passenger Stations in Great Britain – second supplement

1939 September: excursions continued throughout year to specific events (e.g. football at Liverpool), serving Llanberis, Cwm-y-Glo and Pontrhythall; all excursion fares suspended (system-wide)
11 September 1939.

1940 June 10: MARCHWIEL FACTORY LINE JUNCTION – see entry in Section 4 (above).

1950 October 6: read in conjunction with **1866 October 1**; suggest that in any later edition to be combined under 1866 heading.

1960: *replace last sentence with:* since 1960 regarded as a preservation line.

1968 January: Saturday use confirmed local press.

1972 November: Last BR service Saturday 28 October. Britannia Halt closed: last use 28 December 1972, last day of BR operation; thus slight gap before independent operation began. Winter service closed with effect from 8 October 1973. See R. Maund *Chron April 2011*.

1994 December 10 #: *add* – severe flooding 30 July 2002 closed line again; various diversions from 31st; reopened 20 August 2002 (D. Lindsay).

2004 May 23: Stone did reopen 14 December 2008. Polesworth's single call no longer supplemented by bus services at other times.

Possible expansion of SECTION 6

Tyne & Wear not included – fully covered in Section 4 (wholly on dedicated track). Information now in Section 4 to be replaced by cross-reference to this section. Lengths of line listed in order of opening, with intermediate stops in order.

BLOCK CAPITALS used for termini of sections; [...] for stop already in existence; (...) for stops opened after their sections and other information.

* = see entry in Section 4 – Tramlink
stop might be in existing station, re-use of old standard station or alongside one of either of these; names shown .../... are as on maps in tt.

Much derived from A. Brackenbury (*Chron – June 1997, March 2003, April 2006, April 2011*).
See diagrams included in current timetables.

In Section 4 would need to add cross-reference to Coombe Lane and relevant stations on Nottingham, Sheffield and West Midland lines.

Croydon Tramlink

Formal opening and free public use 10 May 2000;
fare paying public use 11 May 2000
(*Rly Obs June 2000*):

loop including EAST CROYDON* and WEST
CROYDON* to NEW ADDINGTON:

Centrale (10 December 2005)#

Church Street#

George Street#

Wellesley Street#

Lebanon Road

Sandilands

Lloyd Park

Coombe Lane* (1 mile+ east of station in Section 4)

Gravel Hill

Addington Village

Fieldway

King Henrys Drive

= on loop

23 May 2000 (*RM July 2000*).

[CROYDON] to BECKENHAM JUNCTION*:

Addiscombe*

Blackhorse Lane

Woodside*

Arena

Harrington Road

Birkbeck*

Avenue Road

Beckenham Road

30 May 2000 (*RM July 2000*).

[CROYDON] to WIMBLEDON* and branch from

[Arena] to ELMERS END*:

Reeves Corner

Wandle Park

Waddon Marsh* (about 200 yards west of earlier station)

Ampere Way

Therapia Lane

Therapia Lane Depot (for staff, about 100 yards west;

July 2011 – appeared unused, staff walking to public stop).

Beddington Lane*

Mitcham Junction*

Mitcham*

Belgrave Walk

Phipps Bridge

Morden Road*

Merton Park*

Donaldson Road

11–31 August 2009:

temporary terminus west of East Croydon:

DINGWALL ROAD.

Manchester Metrolink.

This is based on old lines from Manchester to Bury and Altrincham (*see MSJA*). Street tramway links two in middle and further street tramway extensions have been made. For plans see *RM January 1990, p. 18, and December 1991 p. 850*.

6 April 1992:

BURY* to MANCHESTERVICTORIA*.

Radcliffe*

Whitefield*

Besses o'the Barn*

Prestwich*

Heaton Park*

Bowker Vake*

Crumpsall*

Abraham Moss (18 April 2011)

Woodlands Road*

intention was that Abraham Moss would replace Woodlands Road, planned to close 27 February 2011, but was still (July 2011) in use for some trams (*TR:UK, May and June 2011*) and still only one December 2011 tt map.

Queens Park (Staff station)

27 April 1992 (*BLN 684*):

[MANCHESTERVICTORIA] to G MEX

(interchange for Deansgate) renamed

Deansgate/Castlefield 20 September 2010, though still

G Mex map in December 2011 tt

High Street (southbound only; clo 10 August 1998,

replaced by platform at Market Street, previously

northbound only – *Rly Obs December*).

Moseley Street (southbound only)

St Peters Square

Shudehill (21 March 2003)

15 June 1992 (*BLN 686*).

[G MEX] to ALTRINCHAM* which kept its main line station as well to serve as interchange:

[Cornbrook – see next section]

Trafford Bar (previously Old Trafford*)

Old Trafford (previously Warwick Road*)

Stretford*

Dane Road*

Sale*

Brooklands*

Timperley*

Navigation Road*

20 July 1992 (*BLN 689*).

Links to MANCHESTER PICCADILLY* added:

Piccadilly Gardens.

6 December 1999 (*RM February 2000, p. 14*).

Extended to BROADWAY:

Cornbrook (at first interchange only, between lines to Altrincham and Broadway; normal stop with outside access 2 September 2005, *AB*)

Pomona

Exchange Quay

Salford Quays (Waterside)

Anchorage

Harbour City

21 July 2000 (*RM September 2000*).

[BROADWAY] to ECCLES* (about ¼ mile from main station):

Langworthy

Weaste

Ladywell

Branch to MEDIACITYUK, only stop,

op 20 September 2010, briefly closed by accident next

day (*BLN 1123.886, 894*); shuttle from Piccadilly

started 29 April 2011 (*BLN 1141*).

[TRAFFORD BAR] to STWERBURGHES ROAD

op 7 July 2011 (*BLN 1141; RM September*):

Chorlton* (C-cum-Hardy)

Firswood

Nottingham Express Transit:

9 March 2004 (formal 8th) (*RM May, p. 91*).

STATION STREET (Nottingham station)* to

HUCKNALL* with branch to park-and-ride at

PHOENIX PARK; includes loop with stops served

one-way only:

Lace Market

Royal Centre

Old Market Square

Nottingham Trent University

High School

The Forest

Noel Street (westbound)

Beaconsfield Street (westbound)

Shipstone Street (westbound)

Hyson Green Market (eastbound)

Radford Road (eastbound)

Wilkinson Street

Basford

David Lane

Highbury Vale (separate platforms for main line and

branch, which diverges here)

Cinder Hill (on branch)

Bulwell*

Bulwell Forest

Moor Bridge

Butlers Hill

Sheffield Supertram.

21 March 1994 (*T 22nd*).
Opened FITZALAN SQUARE/PONDS FORGE to
MEADOWHALL INTERCHANGE:
Hyde Park
Cricket Inn Road
Nunnery Square (opened with line for Depot staff,
non-tt, unnamed; public and named 12 May 1997)
Woodburn Road
Attercliffe
Arena/Don Valley Stadium (22 August 1994)
Meadowhall South/Tinsley
Carbrook
Valley Entertainmaint (5 November 1998)

22 August 1994 (*RM February 1995*).
[FITZALAN SQUARE] to SPRING LANE:
Sheffield Station/Sheffield Hallam University (re-sited
south 27 October 2002)
Granville Road/The Sheffield College
Park Grange Croft (21 December 2001)
Park Grange
Arbourthorne Road

5 December 1994 (*RM May 1995*).
[SPRING LANE] to GLEADLESSTOWNEND:
Manor Top/Elm Tree
Holinsend

18 February 1995 (*RM July*).
[FITZALAN SQUARE] to CATHEDRAL:
Castle Square

27 February 1995 (*RM July*).
[CATHEDRAL] to SHALES MOOR:
City Hall
West Street
University of Sheffield
Netherthorpe Road

27 March 1995 (*RM July*).
[GLEADLESSTOWNEND] to HALFWAY:
White Lane
Birley Lane
Birley Moor Road
Hackenthorpe
Donetsk Way
Moss Way
Crystal Peaks
Beighton/Drake House Lane
Waterthorpe
Westfield

3 April 1995 (*RM February 1996*).
Branch [GLEADLESSTOWNEND] to HERDINGS
PARK:
Herdings Leighton Road

23 October 1995 (*RM January 1996*).
[SHALES MOOR] to MIDDLEWOOD and branch
to MALIN BRIDGE:
Infirmary Road
Langsett/Primrose View
Barnforth Street
Hillsborough (branch to Middlewood from here)
Hillsborough Park
Leppings Lane

West Midlands Metro.

Ceremonial opening plus free public use 30 May 1999;
fare paying public use began 31 May 1999
(*Rly Obs August 1999*):

WOLVERHAMPTON ST GEORGES to
BIRMINGHAM SNOW HILL:
The Royal
Priestfield (south of previous*)
The Crescent
Bilston Central (north of previous*)
Lonsdale
Bradley Lane (north of old Bradley & Moxley)*
Wednesbury Parkway
Wednesbury GW Street (Wednesbury*)
Black Lane
Dudley Street, Guns Village (south of Swan Village*)
Dartmouth Street
Lodge Road, West Bromwich Town Hall
West Bromwich Central (West Bromwich*)
Trinity Way
Kenrick Park
The Hawthorns*
Handsworth Booth Street (old Handsworth*)
Winson Green Outer Circle
Soho, Benson Road (Winson Green*)
Jewellery Quarter (*; south of old Hockley*)
St Pauls

SECTION 7

1

GREAT ORME: 3' 6" cable-hauled. Victoria – Halfway – Great Orme. According to *RM October 1952* then operating April to end of October. Tickets issued for intermediate points – request stops at Black Gate and Tyn-y-Coed Road. Also see *RM July 1976*.

JAYWICK (*new entry*): 18 inch gauge (about 1 mile); genuine passenger service between Jaywick Sands seafront and Crossways for an inland housing estate; op 31 July 1936; clo September 1939 (I. Banks, *Rails to Jaywick Sands*).

KINVER: 3' 6" electric; from Fish Inn on northern side of Stourbridge to Kinver via Stewpony; part at Coalbournbrook along public road. See *RM February 1910*.

LINCOLNSHIRE COAST: *add* 'also see *RM May 1970*'.

PORTSDOWN & HORNDEAN LIGHT RAILWAY (*new entry*): Operated under Light Railway Order of 1898, by Portsmouth Corporation Tramways, via Cowplain, Waterlooville, Purbrook. 4' 7½" gauge; electric but did possess one steam car; opened 2 March 1903; last ran 9 January 1935; part own track, part road verge, part road. (*RM April 1936*).

PWLLHELI – LLANBEDROG: 3' 6"; mainly to serve art gallery and pleasure gardens at Llanbedrog. In two sections, needing to change from West End tramway at point south of Pwllheli. Severe gale in October 1927 destroyed main section. West End section closed 1928 (*RM September 1949*).

RAMSGATE tunnel Railway (*new entry*). After 1926 rationalisation tunnel to the Harbour was abandoned. 2' electric tramway later laid by an amusement company to link main line to its seafront attractions from station at Hereson Road Dumpton Park. This opened Friday 31 July 1936; temporarily closed during War (tunnel used as air-raid shelter); finally closed end of 1965 season. (*RM September 1938* and *March 1941*; *Daily Mail*, 11 March 2010, p.74).

VOLK'S: stops – Aquarium (replaced by temporary terminus in 1980s), Halfway (originally Paston Place, later Peter Pan's Playground), Black Rock.

WANTAGE Tramway: standard gauge: intermediate stops at Grove Bridge and Oxford Lane.

2

DORNOCK: map in *U* shows Dornock Depot, Greta Township, Wyllies Platform; also connection to main system at Longtown. Terminus from Broomhills at Cotton Store Platform; used 1910s.

WINTERBOURNE GUNNER: used c.1916 to c.1928.

BRAMLEY: internal service 1922 to 1960; details of network not known.

CALSHOT: 2' gauge; Eaglehurst (terminus plus stop at Officers' Mess) to Calshot Spit; 1919–1945.

LONGMOOR: opened 1905 as Longmoor Military, renamed Woolmer Instructional 1906, extended to Liss 1933, reverted to Longmoor Military 1935 free travel at own risk; winter tt 1932* shows Longmoor, No.2 Range, Whitehill, Oakhanger, Bordon as stops; tt about 1965* has Oakhanger, Whitehill, Longmoor, Weaver Down, Liss Forest Road, Liss as stops; map of system in *RM June 1968* shows 'stations' at Bordon, Oakhanger, Whitehill, Two Range Halt, Woolmer, Longmoor Downs, Weaver Down Junction, Liss Forest Road, Liss. *U* also mentions Apple Pie, Martinique, Tank Crossing, Weaver Down (shown on branches in map in *RM August 1933* when it was Woolmer Instructional); presumably there were changes, especially with occasional stops, as the camp changed in size and purpose; were passengers always put down at junction for Weaver Down?

* = from *Longmoor Military Railway*.

MARCHWOOD MILITARY: Mulberry Halt – Port Gate Platform – Model Room Platform – Jetty Halt. Trench Warfare Halt (now in Section 4, above) (in 1919 SEC wtt) and Woolwich Arsenal should be separate entries.

ROYAL ARSENAL WOOLWICH: branch from Plumstead op about 1875; 18" gauge circular line based on Dial Square provided passenger services from ? (certainly by late 1890s) to 1923. Standard gauge service from about 1914 from Third Gate to Crossness, reduced in length 1947, finally clo? See O.F.G. Hogg, *The Royal Arsenal, Its Background*, 1963.

CHATHAM DOCKYARD: line opened February 1877 but passenger use only confirmed from 1940s.

CHATTENDEN & UPNOR:

Lodge Hill – Lutnor – Chattenden – Upnor; 2' 6"; 1942 to last train 19 May 1961 (but perhaps not still passenger then).

DAVINGTON: November 1916 to 1918; 3' 3"; munitions workers.

LYDD: 1883–1927.

BICESTER: services began about 1942 and ended (apart from specials) by 1967.

Main line: Bicester – Langford Farm – Graven Hill 2nd station – Graven Hill 1st, later renamed D4, finally Queens Halt – Ambrosden – Arncott (Halt on nameboard) – H.Q. Sites – Piddington 1st station – Piddington 2nd.

Graven Hill Loop: Graven Hill 2nd – D6 – Westacott Road – E2 – E30* – Graven Hill 2nd.

Arncott Loop: Arncott – C2 – Cannons Halt – B3* – B37* – H.Q. Sites (E.R. Lawton & Major Sackett, *Bicester Military Railway*, Oxford Publishing Co).

* = no platforms.

CAIRNRYAN: stops listed in *U* were from 2 May 1942 to cited in *RM January 1971*.

CANNOCK CHASE: Hednesford – Brocton Camp – Milford & Brocton; 1910s.

DEVONPORT: Barracks first occupied June 1889; by August 1897 service Barracks – Morice Yard – South Yard; line extended 1907 and service now Extension – Cantilever – North Yard – Central Office (replacing Barracks) – Morice Yard – South Yard.

Last train ran 13 May 1965 (*source as now*). Also see *RM November 1951*.

DRAYCOTT: op September 1914; clo by 1932.

FASLANE: used WW1.

MELBOURNE MILITARY: *add here* military service operated from Smisby Road, north of Ashby-de-la-Zouch to Melbourne(?).

SHOEBURYNNESS: passenger service begun by 1890; Old Ranges (alias Engine Shed) – Magazine – Chapel Road – Camp Field shown in 1922 tt; withdrawn before/with lasted printed tt June 1929 and replaced by service from new Camp Field (just north of original) – Village Crossing (beside Shoeburyness station) – New Ranges; at one time trains for schoolchildren as well as government employees; ended 1 September 1958 (last day?) (*RM April 1959*; *Bylines September 2005*).

SPURN HEAD: 1916 to March 1951; Spurn Head – Kilnsea Fort; lifeboat crew and lighthouse staff (*RM December 1940*).

3

CULTERWATERHEAD service terminated at Causewayend Siding Biggar.

ANGRAM: 14 July 1904 – c.1919; Lofthouse-in-Nidderdale – Scar Village – Angram Village.

BLAKEDEAN: 3' gauge; from Dawson City (workmen's camp), 1½ miles from Hebden Bridge, to reservoir with a Halt half-way where many navvies lived; 24 May 1901 to 1908 (*RM January 1967*) – but Bowtell mentions three dam sites at Walshaw Dean (Bottom, Top and Middle Dam) and does not give any intermediate stop.

GORPLE: 3' gauge; workmen from Lower to Upper Gorple; 1927–1934.

BREAREY BANKS: 2 foot gauge; c.1909–c.1925; War Department operated 1915–1922.

CATCLEUGH: 3' gauge; about 1896 to 1904.

DERWENT & HOWDEN: worker's trains from Bamford Sidings (for men living at Hope and Bamford) – Derwent Dam – Birchinlee – Howden Dam; 1903–1912.

EWDEN VALLEY: 1914–1929; Ewden Village – More Hall – Wharnccliffe.

GELTS DALE: 3 foot gauge; c.1904–c.1906.

KINDER DAM: workers' trains Hayfield – Bowden Bridge (where many lived) – Kinder Dam; June 1908–1912.

LANGSETT and STOCKSBRIDGE: 1898–1903.

LONGDEN DALE LIGHT: 3' gauge; workers' trains Tintwistle – Hollins – Woodhead; op 1871; electrified 1905; closed by 1968.

ROYD MOOR: 3' gauge; Scout Head was other terminus.

STOCKS: c.1922–c.1932; from Tosside.

WOODHEAD: *delete entry – covered by Longdendale, above.*

ELAN VALLEY: 1890s to 1900s; trains for workmen and schoolchildren normally line ran from Noyadd Siding (for benefit of workmen living in Rhayader, who had to walk to the siding) to Elan Village (main encampment), Caban Coch, Pen-y-Gareg, and Craig Goch; on occasion of opening of dam, Royal Train taking King Edward VII and Queen Alexandra ran through from main line to a special platform at Craig Goch at the reservoir itself (21 July 1904); other visitors were taken through, including excursions next day, by goods waggons with planks fitted as seats (*RM August 1907*; C. Judge, *Elan Valley Railway*, Oakwood).

GRWYNE FAWR. Booklet history mentions Pont Escob (same as Cwmyoy?); 3' gauge; workmen's trains ran beyond Blaen-y-Cwm to dam site at Grwyne Fawr.

4

SCOTLAND

BROOMFIELD COLLIERY (*new entry*): miners' service from here to Canderside Sidings (connection to [Cal] between Stonehouse and Dalsersf.

ASHINGTON: Ashington – New Moor – Linton.

BROOMHILL COLLIERY (*new entry*): branch from separate station beside Amble [NE]; perhaps intermediate stop at Radcliffe Colliery; about 1894 to 1927 (see B. Rippon, *The Amble Branch*, Kestrel, 2007).

BRAMPTON: line originally to Midgeholme, extended to join Alston branch near Haltonlee Gate 5 January 1852 (for goods). Kirkhouse was one of the places served. (Also see *RM May 1942*).

DALTON MAIN (near Rotherham) (*new entry*) (*Minor*).

NORTHWALBOTTLE: ? to 1968.

SEATON BURN: ? to 1955.

SHEFFIELD COAL CO: (*addition*): Beighton to Birley Vale, Birley East and Birley West Collieries.

WATERLOO MAIN COLLIERY RAILWAY: intermediate stops at Park Pits and Pontefract Lane; opened 1860.

BRERETON COLLIERY near Rugby (*addition*).

CANNOCK & RUGELEY: 1908–1955 and 1958–1963; an agreement of 6 October 1908 between LNW and Colliert Company allowed latter to run trains over stretch of its line.

NORTH STAFFS COAL & IRON CO: ? to c.1900.

WHITFIELD: also stops at Pinnox Crossing and Pittshill Halt.

GRAIG MERTHYR COLLIERT ran regular service to/from Pontardulais Sidings Fach (over ½ mile east of main station) until at least July 1967; intermediate platform at Banc-y-Bo. (See *Railway Bylines April/May 2007*).

POWELL DUFFRYN (*new entry*) (*Minor*).

TREDEGAR: ? – c.1958; also stop at Whitworth Colliery.

Minor also lists SHIRLEY – site?

5

BOWATERS: see *RM October 1969*.

BURTON-ON-TRENT (*new entry*): extensive system of lines serving breweries; Bass (others too?) owned passenger coach used for taking visitors around their sites (*RM February 1927*).

GUEST, KEEN & NETTLEFOLD (*new entry*) – from *Minor*, no details.

IRLAM SOAPWORKS: last train Friday 26 June. Also see *RM October 1959*.

LOCHABER: *RM April 1955* described line in present tense, though did not specifically say passengers still. Workmen's trains served Fort William Pier, Lochaber Works, Lochaber Central, Loch Trieg, Fersit, Loch Laggan.

PADARN: also see *RM August* and *September 1974*. 1' 10¾" gauge; velocipedes from opening, 3 March 1843; workmen's service started August 1895 (1892 just talk of one). Map there also has Cefn Gwyn Crossing Halt {Penscoins – Bethel}, Pensarn Halt and Crawia Halt {both Bethel – Pontrythallt}, but not Craig Dinas; Gilfach Ddu also known as Dinorwic Quarry; *U* says Crawia perhaps alias for one of Halts at Pontrythallt Mill East and P M West; likely that there were changes over time?

PENRHYN: stops were Port Penrhyn, Llandegai, Felin Hen, Tyn-y-Lon, Tregarth, Corrig-Llwydion, Penrhyn Quarries.

REDLAKE: see *RM June 1952*: 3' gauge; opened 11 September 1911 for goods; firm operating in 1932 failed and stock then sold.

STEWARTS & LLOYDS (Corby) (*new entry*) – from *Minor*, no details.

TORRINGTON & MARLAND: narrow gauge system closed entirely 6 November 1971, but not known if passenger use survived closure of line to Halwill, 1 March 1965.

WEATHERHILL & ROOKHOPE: c.1880–c.1921.

WINCHBURGH: op 1908; Winchburgh – Niddrie Castle (alias Totley Wells?) – Duddingston No.3 Mine – Duddingston No.1 Mine.

6

HOSPITALS

GRIMSARGH: see *RM April 1934* and *May 1957*:
passengers free; 12 trains daily each way in 1934,
mostly workers.

PRIVATE

EATON HALL: 15" gauge; see *RM November 1898*.

BLAKESLEY HALL: 15" gauge; 1903–1943.

SCHOOLS

NEWTON ... : add stop at Newton Village.

SPORT

MURCAR: northern terminus at Berryhill.

DALMUNZIE: 2' 6" line laid out 1920 for Sir
Archibald BIRKMYRE; by time of *RM January 1934*
was in hotel use. ran to Glenochsie Lodge; use ended
c.1973.

STANHOPE AND ROOKHOPE (old Weatherhill &
Rookhope): from 1924 used for grouse shooting
(@*JF*); ticket (souvenir?) lists Weatherhill Terminus,
Whiteley Rigg, Meadows Wall, Bells Hill, Bolts Law
Terminus (@*JF*).

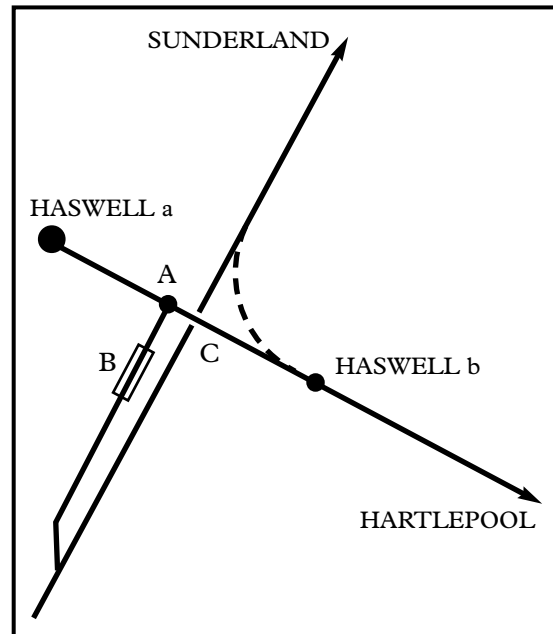
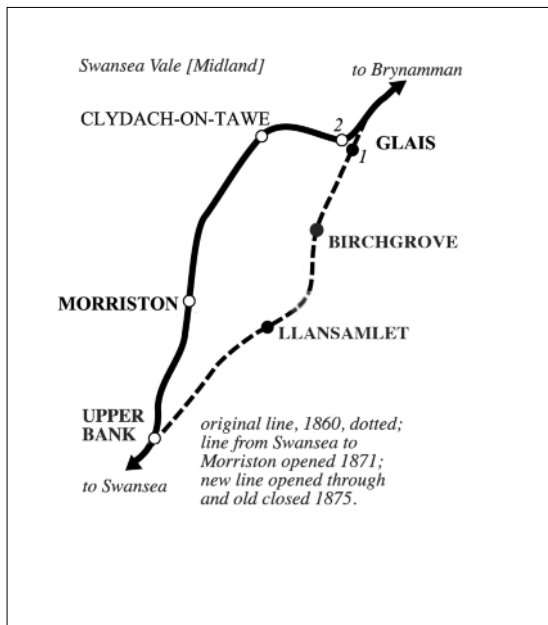
SECTION 8

Map 15a: SOUTH SIDE should be shown as one, the two companies using relevant sides (see entry in Section 4, above).

Map 34a: *new* – see right.

Map 76: *delete* Hafod Garregog and Pontreuddyn closed stations (never opened).

Map 88 (inset): *revised* – see below.



Map 34a: HASWELL

Diagram based on Pasley's sketch-map in 1844 inspection report; various minor railways and waggonways and lines and extensions carrying only minerals omitted.

Line from Sunderland (using cable-haulage) passed under that from Hartlepool a little east of Hartlepool company's station; passenger carriages ran further on, just beyond points, to join a siding which ran back beside the running line, ending in turntable (A), just east of station (HASWELL a).

Trains for Sunderland were assembled at (B). Line from C to points was steeply uphill; when carriages were released beyond the points they had sufficient momentum to climb gentle slope to turntable; then gravity could take them back past the points to rejoin the running line. Third-class carriages were transferred between lines but first- and second-class passengers had to change trains – Hartlepool's carriages for these too high for bridge (C), which also precluded use of locomotives.

Later through curve shown dotted with new station HASWELL b.

Earliest 6 inch OS map also shows *The Railway Coach* approximately where the final station would be; was this the inn where passengers from Hartlepool were originally dropped?