Railway Passenger Stations in Great Britain

A CHRONOLOGY

Michael Quick

Fifth Edition version 5.04 September 2022

RAILWAY PASSENGER STATIONS IN GREAT BRITAIN

A CHRONOLOGY

M E QUICK

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Please note:

Preserved lines, cliff railways and pier railways are NOT included. No reference is made to railways in Ireland, the Channel Islands and the Isle of Man.

This internet version now includes all the material available to me: i.e. that in Version 5.03, and later contributions by others, up to and including July 2022 and my own researches since Version 5.03. It does include some events in early 2022 but does not claim to include all events up to then. As before, thanks are due to those who have sent information and to the British Newspaper Archive, source of so much of what has been found, and to Ted Cheers for organising the internet version.

Information on omissions and errors will be gratefully received.

The intention now is to provide sources from local newspapers for as many items as possible, even those presently taken from the most trustworthy sources, since these are now much more readily available to others and many of the sources cited are no longer easily found since the books involved are out of print.

Please **especially note** that where a paper's name has been changed over the years the British Newspaper Archive (BNA) often identifies it by a later name. Since this book contains a mixture of sources obtained at local record offices and from the BNA anyone searching the latter (likely to be the vast majority) will sometimes find that its index fails to acknowledge the existence of a paper cited. On balance, the better way forward would seem to be to use BNA version; anyone searching in a local record office would be put right by staff there. However, for the moment, a mixture continues to exist in this chronology. This is a problem that will almost certainly affect many other books now in print.

RED type indicates changes since Version 5.03.

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SECTION 1

ACKNOWLEDGEMENTS

This book has developed out of one privately published in 1996, covering only opening dates. The result of going public then was that contact was made with a large number of people, who have helped to make the present work much more accurate than it would otherwise be; very many additions and corrections have been made. Needless to say, the responsibility for any remaining errors and shortcomings lies with the compiler.

Pride of place has to go here to Bryan Wilson, who maintained a regular and most informative correspondence with me from 1996 until shortly before his death in 2007. Not only did he provide much original material and press references from his own researches and point out many secondary sources with which I was unfamiliar, but he also acted as a modern-day information clearing house, passing on items from others. Even more, his encouragement was the major factor in keeping me going on a project that several times was nearly abandoned as impossible.

Major thanks must also go, in historical order, to:-

The late C. R. Clinker, who published much along the lines of this work. Although this book sometimes follows a different approach from his, nevertheless a great debt remains. The original of this work was begun by adding his list of closed stations to those still in the timetable and without that as a basis it is unlikely that this would have had any existence.

The Railway Studies Library at Newton Abbot and its staff, particularly Don Steggles, who was librarian at the time most use was made of it. Its collection of *Bradshaws* provided a roughly yearly base for development.

The staff at the library of the National Railway Museum at York, especially Philip Atkins, who also answered by post a number of queries about items that had slipped through my net.

Mr M. Bell of the Bodleian Library kindly provided direct access to the Library's almost complete collection of *Bradshaws* and enabled a more exact picture to be built up than could possibly have been done in any other way. My thanks are also due to Mr. J. Slatter for his assistance at the stack.

A. Brackenbury was kind enough to look at the earliest version and make many helpful suggestions and has made many later contributions, especially relating to excursions after stations had been closed for normal services.

The staff of the Somerset Local Studies Library at Taunton and the Reference Library at Bridgwater, whose facilities have been most frequently used.

The staffs of: the Public Record Office at Kew (now The National Archives); the House of Lords Record Office, the British Library, the British Library's Newspaper Reading Room at Colindale (now closed); the local studies libraries at Barnstaple, Cardiff, Cheltenham, Dorchester, Exeter, Gloucester, Hereford, Newport, Oxford, Plymouth, Portsmouth, Reading, Redruth, Stroud, Trowbridge, Weston-super-Mare, and Winchester; Somerset County Record Office, Obridge, Taunton; Bristol Central and Poole Reference Libraries; Carmarthen (for photo-copies), Cirencester Town, Stratford-upon-Avon Town and Tiverton Community School Libraries. Some of these have files of cuttings available for readers' use, though their contents are often mostly items from the 1960s and later. The Somerset material, including local papers previously held at Taunton Library in the Local Studies section, has since been brought together at the Somerset Heritage Centre, Norton Fitzwarren.

Whilst all secondary sources are listed in Section 3, or mentioned at appropriate places in the text, it is only fair to mention briefly here also number of works that have substantially contributed: the Chronologies of the London area (H. V. Borley) and the Midland Railway (Dr J. V. Gough); the GNS Society and Highland Society station lists (compiled by K. Fenwick, who has also given me information about some later findings, and others); the company histories of the Great Western (E. T. MacDermot), Great Northern (J. Wrottesley), Great Central (G. Dow), Lancashire & Yorkshire (J. Marshall), South Eastern & Chatham and its constituents (A. Gray), London Brighton & South Coast (J. T. Howard Turner) and London & South Western (R. A. Marshall).

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D. Geldard provided much material from his own researches, and a massive amount about names on tickets from the collection of the late J Britton.

R. A. Cooke provided a great deal of information for later editions from his own researches in newspapers and company minute books, particularly on the general workings of the Great Western, Llanelly and Monmouthshire Railways, together with many references for station name-changes from RCH records for all areas.

R. Maund sent much information, some of which originally came from R. A. Cooke; this has covered all aspects and has been especially helpful for narrow-gauge lines (especially in Wales) and post-war excursions and the like, gleaned from working timetables and publicity at the National Archives. All references to Clinker's papers at Brunel University were provided by him, as were many references supporting existing ones; the latter have not been used in order to save space.

P. Reynolds has provided much on Swansea and Llanelly areas, especially the Swansea & Mumbles.

The following individuals have either offered information and suggestions as a result of seeing earlier versions of the book or provided it via Bryan Wilson or others and their help is much appreciated: M. Addison, M. Back, D. Banks, S. Berry (much on South Wales), R. Bond (especially northern Lancashire), G. Borthwick (especially Motherwell area and Scottish working timetables), G. Boyes, Dr S. Bragg (North Eastern Railway), E. Bredee (Chester, Stockport, Lancashire and Welsh newspapers), Dr R. Brettle, Joe Brown, M. Bussell, D. M. Cattanach (much on North British), C. Chapman, J. N. M. Charters (see *JNMC* in sources, below), R. Coates, T. Cooper (especially Isle of Wight), L. Crowther, Michael Davies, P. Deaves (Dawlish), P. Drake, Bob Drummond, J. Edgington, R. Forsythe, J. Fergusson (see *@JF* in list of sources), J. Gilmour (much about Lancashire from local newspapers and company records, including material provided for him by J. Swift and Tony Graham). J. Glover, R. Green, M. Hale (especially on lesser South Wales companies), I. Hayes, Dr R. Hellyer, R. Herbert, N. J. Hill, C. Holden, Jonathan Horswell (pointed out article on Atlantic Park Hostel), P. Howat, C. Holden, M. H. Jack (Scottish matters), P. Jeffries, P. Kay, G. Kenworthy (from East Anglian newspapers), D. Kimber, Tony Kirby, N. Langridge, A. Lauder, D. M. E. Lindsay (Scottish matters), M. Lloyd, A. Maclean, Gilbert

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Various points have come from the Newsletters of the Railway Chronology Group of the Railway & Canal Historical Society (available at Newton Abbot) edited by Don Steggles and, latterly, by Ted Cheers.
Finally – and here we are back to historical order – my thanks go to the Railway & Canal Historical Society for agreeing to publish this work; to Grahame Boyes and John Gough for their initial help and encouragement; and to Stephen Bragg for much detailed sub-editorial work in removing errors, clarifying entries and achieving greater consistency of presentation, as well as providing preliminary help with the maps. Grahame Boyes spent much time over publication and marketing of the earliest editions.

For handling the design, typesetting and production of the last two editions my thanks must go to Malcolm Preskett; and for the excellent redrawn maps included at the end of this document, I must thank Richard Dean.

The compiler's apologies go to any who have been inadvertently omitted. This is especially likely in the case of those whose works were read long before I had any intention of publishing one of my own. The notes I made then were not related to their sources in the way that more recent ones have been.

My thanks to Ted Cheers for the lengthy and exacting task of preparing this edition for the internet.

NOTES FOR FIFTH EDITION

The present compiler had intended to make the fourth edition the last but the large amounts of material since sent by others and the availability of so many local newspapers on the internet meant that much more exact information is possible in so many cases that a revised edition seems worthwhile. That said, this book cannot claim to be the final authority: there are still considerable gaps in knowledge, particularly in the history of the earliest lines. Some of these will probably be filled as more newspapers are available on-line and one day it may even happen that all the records at Kew will be available electronically. However, even then there will probably still be gaps.

Temporary closures. Until fairly recently it was normal practice to keep lines and stations open as far as possible during engineering work and to resume services as soon as practicable after accidents. In those circumstances the few exceptions where there were closures of any duration seem to deserve a mention in the record. However, it has now become the practice to close lines completely for engineering work and for lengthy periods following accidents – in the latter case sometimes including stations far removed from the accident. The result is that the continued inclusion of such cases would occupy an unjustifiably large proportion of the space available. The logical cut-off date for this change of approach would seem to be 1994, with the privatisation of Railtrack; though the London Underground was not then directly affected, the approach used there seems to owe much to the example set by the main system. Thus, from then on, only particularly lengthy closures for engineering work, and closures for such reasons as conversion to metro-type services, or destruction by fire of individual stations are now included.

CORRECTIONS

The Railway Chronology group in collaboration with the compiler intends to produce updates and corrections where such information with its relevant source has been provided and verified.

Submissions for inclusion should be sent by email to chronology@rchs.org.uk with a copy to rchschronology@aol.com or by post to; RCHS Chronology, 7 Wealden Hatch, Wolverhampton, WV10 8TY.

INTRODUCTION

The object is to show the outline history of all stations in England, Scotland and Wales, and to do so as accurately as the limitations of the evidence allow. The aim is to see matters as far as possible from the point of view of the traveller in times past, not, as so many railway histories do, from the companies' standpoint. Thus the information given is what did happen, not what 'officially' happened. Therefore details are given not only for stations which appeared in the public timetable but also for those provided on the main system for e.g. the private use of a landowner, workmen only, or sporting events only. Inevitably, information about this second group is far more patchy. Those stations built but not opened (and mythical ones) are included because they sometimes appear in railway books and local histories as though they did exist and anyone looking in this book might otherwise be puzzled by their non-inclusion. It also includes all excursion and ticket platforms known to the compiler since it is not always clear from the evidence now available whether the former were fully detached from their parent stations and which of the latter were available for passenger use, particularly alighting. Some non-timetable services that operated detached from the main system are included in outline in Section 7, the object of which is to give a general idea of usage of railways and, where possible, to list books containing more about the topic. Sites visited only by railway enthusiasts' specials are not included. Blackpool Tramways have now been moved to the Section on Metro Lines.

At many points arbitrary decisions have had to be taken over what should be included and what not. No definitions can be constructed that allow watertight distinctions to be made: some stations do not fit neatly into the categories of 'public' and 'private' mentioned in the first paragraph. Even the term 'railway' is impossible to define exactly. Generally, for the purpose of this work, a railway is a form of transport running on rails that has exclusive use of its route, as opposed to a tramway operating along public streets with other traffic. However, mongrel lines, such as that to Weymouth Quay did, and do make some use of public roads whilst mostly operating on dedicated track; they are included. Most 'metro' lines are in Section 6: even though they make much use of older routes the number of stops (more like those of bus services) makes separate treatment desirable. Section 7 contains various lines that are sometimes included in railway books but are not railways in the sense described here. In addition, operating practices have altered very much in the two centuries involved. As a result there are bound to be what some will regard as inconsistencies. Furthermore, the information has been compiled over many years and the author would be foolhardy if he were to claim that his judgement has remained consistent for all of this. It should also be remembered that words were not always used in 1850 in the same way as 1950 and are used by different people even at the same time. 'New station' was, and is, often used generally to mean new buildings on the same site, even by people within the railway industry; the phrase rarely matches the arbitrary definition laid down by some railway historians. 'Engineer' equalled anyone concerned with engines as far as the press of long ago was concerned: thus it could be applied to an engine driver or the man who worked the machinery on an inclined plane too steep for early steam engines to haul up the wagons on their own. 'Short trains' were local stopping trains, 'luggage trains' carried all sorts of goods and 'breaks' stopped trains. A 'policeman' might be a signalman or a level-crossing keeper.

It is hoped that this compilation will be of use and interest to a wide spectrum of readers, from those who just want the answers to those with a serious interest in railway history who might want to use it as a help for their own research. It is mainly for the latter that very full reference is made in Section 3 to the sources used; others will probably find the summary form of the explanation given at the start of Section 4 adequate for their needs.

Whilst reasonably reliable dates for closures have been available for many years, the same cannot be said about opening dates. For these much contradictory evidence is in print, including many errors copied from book to book down the years. Great difficulty was often found in compiling the present work because many writers do not give the source of their information and it was impossible to tell which of two (or more) rival dates was more likely to be correct. Whilst it cannot be claimed that this work has traced everything back to its source, at least it can be reasonably claimed that much has been done to eradicate errors and that the approach used has been designed to make it as easy as possible for others to see where further work is most likely to be needed. The basic rule for those setting out on their own researches must be: check as much as you can for yourself, including material presented here. Sources have been included in the body of the text rather than as footnotes, because the numbering involved in the latter method would in itself have added substantially to the acreage of the book and driven both the compiler and those wanting to use them to distraction.

Ideally, all dates should have been derived from contemporary sources such as railway company records and local newspapers: even given the extra help now available secondary sources still have to be used for many items.

The organisation is designed to enable extra material and corrections to be fitted into any later edition that might be published. The type of material presented here is notoriously liable to misprints and copying errors. Each time it is rewritten, further errors are likely to creep in and old ones come back. The aim is to create a basic text that can be adapted rather than one that would need rewriting.

Finally, it should be stressed that the information presented here relates only to passenger use. Whilst some stations did open and close for goods on the same dates as they did for passengers, these were a rarity. Parcels traffic, which deserves more attention than it generally receives from railway historians for the role it played in e.g. enabling village shops to offer a much wider range of goods, was generally handled by passenger stations (but not most halts) since it was carried in passenger trains. Otherwise, the history of goods traffic can be a complicated matter. Some stations opened for goods long before, others long after, they opened for passengers; some only ever handled one or the other. It could happen that the first consignments of coal, general goods and livestock arrived at widely separated times. Closure could similarly occur by instalments. A further complication is that the Railway Clearing House, especially in the early years, tended to list in its Hand-books, and even show on its maps, separate passenger and goods stations in the same town as though they were a single, combined station, even though they were on clearly different sites. Goods traffic is an aspect of railway history where much further research is needed. *Clinker's Register of Closed Passenger Stations and Goods Depots* at least provides a start for those wishing to deal with this aspect for themselves.

SECTION 2

OUTLINE HISTORY OF PASSENGER SERVICES

The railway system needs to be seen as something that evolved in response to the country's needs, not as something that suddenly appeared, working in roughly the same ways as the present system. However, there are also many constants of railway travel: there is a sameness about passengers' complaints down the years, whether made against early private enterprise, later nationalised or modern privatised railways. In the 1840s, letters to *The Times* repeatedly complained about, amongst other things, lack of punctuality, safety matters, overcrowding, lack of co-operation between companies, booking clerks' ignorance of their line's services, the reluctance of officials to take any notice of complaints and the tendency to put profit before other considerations. Floods disrupted railway services in the autumn of 1841; floods disrupted railway services in the autumn of 2000.

H. Williams, in *Railways in Wales*, refers to the '70 heroes who clambered aboard without knowing if they were going to live to tell the tale' in his description of the trial of Trevithick's engine between Merthyr and Abercynon on 21 February 1804. Perhaps even those who rode on Trevithick's circular railway near Euston in 1808 also have some remote claim to be regarded as early passengers.

The earliest railways, often called 'tramways' or 'tramroads', were short lengths of line designed to complement existing forms of traffic, particularly river- or canal-borne. A line would be laid, for example, from a coal-mine to a canal where the gradient made a direct canal link impracticable; full trucks would go down by gravity and horses would haul the empties back up. As time went on, lines became longer and, in the early nineteenth century experiments were made with moving steam-engines, though it took a quarter of a century of trial and error before fairly effective machines were developed. Whilst these early lines were intended for the carriage of minerals, in some cases, where the route was of use to others, the practice developed of allowing 'passengers' to travel on top of the loads or in empty trucks. Needless to say, little exact information about this practice exists; it was informal (perhaps depending on a small tip to the 'driver'?) and these early lines were mostly in areas remote from the fashionable society of the time and thus resulted in little written evidence, usually only coming to public attention through the inquests resulting from those falling off. The practice was so common that companies had to advertise that they would take severe action against 'passengers' and those of their employees who allowed them to ride. One such was an advert from the Hetton Coal Company in *Durham County Advertiser (24 May 1828)* and the Stockton & Darlington had a similar one in the same paper on 27 April 1832.

As the carriage of passengers became more organised, special accommodation was provided, either in cleaner carriages attached to goods trains or in special trains restricted to passengers. They still copied established practices, such as those used on toll roads. The design of early railway carriages is itself a clear piece of evidence of the evolution from road to railway transport. Some companies allowed private individuals to put their own carriages on the line in return for payment of toll, others sold leases to private contractors, allowing them to run services: modern privatised franchises represent something of a return to a system abandoned in the 1830s and 1840s. Such services, usually still horse-drawn, were able to pick up and set down at any convenient point.

Even with the advent of company-provided and steam-hauled services, initial practice was somewhat informal. Several companies at first still set down and picked up virtually anywhere, even on some lines where 'stations' were listed. Stations as we know them were initially provided only at the main centres, perhaps even just at the termini; level crossings were favourite places for early stops. R. G. H. Thomas's description of practice on the early Liverpool & Manchester Railway would have been typical of that on many early lines: 'Passengers wishing to alight told the guard when joining the train, and if any were to be taken up, the policeman [signalman and often level crossing keeper as well] signalled the driver to stop … There were no platforms or buildings apart from the gatekeeper's cottage, and this served as a waiting room for passengers in cold or wet weather and at night'. There was much experiment as companies sought to find the best (and most profitable) way of serving the traveller. Many early stations were cheaply built and easily abandoned if not profitable. The Lancaster & Preston Junction re-sited some of its 'sentry-boxes' very soon after opening. The Edinburgh & Glasgow classified some of its first stations as 'temporary' while it waited to see if enough people would use them to make them worth keeping. Whishaw, writing about 1840, classified stations as 'first-class' (only the faster trains stopped at these), 'second-class' and 'stopping-places', a practice followed by many railway companies. Timetables referred to some of their least important stops as 'Road', 'Gate' and 'Gatehouse' stations. 'Lodge', 'request stop', 'signal stop' and 'halting place' are also to be found in early timetables and the local press. Some companies, especially in Scotland, called their main stations 'depots' and their minor stops 'offsets'.

Initially, following the practices of road travel, fares were quoted for 'inside' and 'outside' passengers. Soon this was replaced by numbered classes, 'First', 'Second' and so on – the number of classes provided varied from company to company. Other terms were also used. The Glasgow to Greenock service advertised fares for 'stand-up' carriages. After Gladstone's Act of 1844, Parliamentary fares were introduced. These were designed to provide third-class passengers with a minimum standard of frequency, comfort and speed of travel, but they did not prevent companies from providing even cheaper services as well; excursions frequently still ran in open waggons, not always provided with seats. Gradually market forces took over and companies improved standards beyond the legal minimum as they realised that the cheapest seats provided the bulk of their revenue and the biggest potential for expansion.

Some passengers were carried by 'mixed' trains that included both passenger and goods wagons. Some companies advertised that passengers were carried by goods trains, especially overnight ones; presumably these were even cheaper and slower, perhaps not even including proper passenger carriages. The complication caused by these last is that evidence, e.g. from the Birmingham & Gloucester and the North British, shows that some places received their only passenger service in this way; since these services often only show up in vague footnote references or by the accidental survival of handbills, almost certainly some locations not listed in this book did have a passenger service of sorts by this means.

Some places were only served, at least for part of their existence, by trains (perhaps only one each way) on one or two days a week. These services were designed to take people to and from the nearest principal town on its market day(s). Many of them simply involved extra stops on passenger lines, and market-day trains were given extra time to cope with this. Others, however, ran on lines that normally only carried goods trains. In these cases the timetable only often quoted the terminus, leaving one to guess

what happened in between. Since times allowed were generous and the interruption to other traffic would not have been as serious as on passenger lines it may be that in some cases the 'stop anywhere' principle applied, particularly on the homeward journey. The most surprising thing, though, is that such services ever appeared in a national timetable – they could not have been much use to travellers from outside the area. The probable explanation is that the company's clerk copied the timetable without thinking about it and sent it off to the publishers who did likewise. One oddity is that these services show an opposite characteristic to routine ones: several are shown for lines in the North East, normally sparing with detail, while those provided by the Great Western have only been detected from the local press and company records. It is clear that some of these services have not yet come to light; it may well also be that those quoted had a longer life than the timetables suggest.

Casual ways were tolerable on short lines operating in isolation but would not do for trunk lines designed to link major centres with a fast and reliable service. Thus the Liverpool & Manchester listed 17 intermediate stops in 1831; the Great Western had 23 in nearly four times the distance when it opened throughout to Bristol in 1841. There were also great differences in the publicity given to services and stations. The Great Western gave full details of regular stops in national public timetables from the start, while many companies in the North East gave only an outline of their services, even in their own timetables and local handouts. Thus stations unrecorded so far almost certainly existed on the latter if not on the former. However, some unorthodox arrangements existed, even on major routes much later (see e.g. Milepost items, Pollicott in Section 4). In early March 1894 (before the West Highland line was open to the public), Lord Burton and his guests were taken in the contractor's saloon from Craigendoran to Spean Bridge. In June 1903, the Marquess of Breadalbane gained for his wife the privilege of travelling in the brake vans of North British goods trains between Crianlarich and Bridge of Orchy in connection with their walks in the hills; she paid first-class fare and provided a written indemnity. See J. McGregor's book *The West Highland Railway* (John Donald, 2005), pages 221-2, and same author's article in *History Scotland*, March/April 2010.

One option open to early travellers was to hire their own train. This happened quite frequently until the motor-car gave freedom to travel at any time. From July to September 1842 the London & Greenwich table in *Bradshaw* carried a note saying that anyone wanting to return from Greenwich after the last train had left at 10 p.m. could engage a special on application to the inspectors on duty; the price of the train was fifty shillings plus one shilling (then the first-class fare to London) per passenger above fifty. Common usages included parties of the well-to do who wanted to go to race meetings and to cope with family crises. One actual case was revealed by *The Times (16, 18 January 1851)* in an accident report: on the 8th a Mr Haviland urgently wished to go to Cambridge several hours before normal service began to attend his father's death-bed (his train hit a stray goods wagon at Ponders End, killing a railwayman). The report mentioned other examples of specials, including ones to Newmarket. In March 1868 the Stockton & Darlington was faced with a request from a Mr Hildyard that additional trains should be run to and from Stanhope. Since an earlier concession to his request had resulted in trains running with an average of 1½ passengers they declined but did offer to provide a special train on reasonable terms whenever he wanted one *(RAIL 667/68)*.

A variant on this was provided by an advertisement put in *The Times* of 5 April 1852 by the Vale of Neath. They had provided covered first-class and open excursion carriages specially adapted for viewing 'the justly celebrated scenery of this valley and its tributaries' (principal waterfalls were listed). Parties taking at least twelve tickets could have an excursion carriage attached to an ordinary train or, on giving notice, a special train. The latter could be stopped at passengers' option. It is not clear whether the stop was just for a longer look at the scenery from the carriage or whether it would have been long enough for a ramble – ordinary traffic would then have been infrequent.

The Kyle of Lochalsh line included 'ladder stops' between stations, so called because a ladder was put down to help passengers from the lineside; a photograph shows one such, 'of LMS vintage, between Achnashellac and Achnasheen' on page 15 of D. Jenkinson's *The Highland in LMS Days*, Pendragon Partnership, 2004. Also see Whitrope Siding in Section 4.

There were also irregular stops. In *The Story of Coniston*, A. Cameron and E. Brown, published by authors, 2002, 'one of the authors' recalled being set down at Park Gate level crossing between Torver and Coniston. It is most unlikely that this example was unique, though such usage would probably have been confined to branch lines out of sight of higher authority.

The system grew naturally in the sense that those lines most needed and most likely to be profitable were built first and fairly rapidly linked together in a system that joined the main centres of population. Long-distance travelling often involved the use of several companies' lines but many of these were planned from the outset to complement one another – e.g. the London & Birmingham and the Grand Junction linked London to the Liverpool & Manchester, thus joining four of England's major centres. Parliament did not seek to lay down a strategic network, as happened in some continental countries (and even to some extent in the United States, with its generous land-grants to transcontinental lines) but the basic laws of economics meant that what initially developed was not far removed from what a planned network might have looked like. Indeed, leaving the job to individual companies got lines built faster, since it resulted in development from many points at once, though much effort was also wasted on promoting lines that were never built. Here it should be noted that the 'manias' bulking large in some accounts were upsurges in the promotion of lines; the actual building and opening of new ones proceeded at a steadier pace. However, Parliament did intervene extensively over the operation of lines: an endless stream of laws was passed on such matters as safety and fares as it sought to protect the individual against possible monopoly abuse.

Private enterprise did not always benefit the traveller. When Hudson gained control of two routes to Leeds, he closed one and sent all traffic by the longer route. The hapless shareholders of the Exeter & Crediton and would-be travellers in that neighbourhood stood helplessly by whilst their completed line lay unused owing to inter-company wrangling. When the opening date was at last announced, *Trewman's* had this to say: 'Two or three haymaking seasons have passed away, the crops of grass on the line were abundant and people began to speculate upon the probability of shareholders receiving a dividend by the sale of hay'. Railway officials concerned to boost 'their' company could be deliberately obstructive of the interests of the travelling public at stations served by more than one company or at junctions. There was an odd mixture of co-operation between companies at some points and virtual warfare at others.

Once the main outline had been laid down, further lines were added: as branches, as cross-country routes, and as lines competing for existing routes (e.g. between London and Birmingham) though it needs to be remembered that the competitive element often only affected the termini, intermediate places being served by only one of the lines as they took different routes between main cities. Whilst some of these provided much needed services, it has also to be said that some, particularly in the latter part of the

nineteenth century, owed more to the Napoleonic aims of certain company chairmen than to the real needs of travellers and shareholders. Examples were lines such as the Great Central's route to London, the competitive lines of the North British and Caledonian in Central Scotland and those of the South Eastern and the London, Chatham & Dover in the south-east. Whilst closure has wiped out most of the first two cited, the last mostly survive as vital commuter services; this is the result of later residential development which could not have been foreseen by those who built the lines.

There was a clear logic to the amalgamation of lines that contributed to a single route, and this happened almost from the start: in 1844 a group of lines centred on Derby united to form the Midland Railway, and in 1846 the London & North Western was formed by combining the Grand Junction (which had already absorbed the Liverpool & Manchester and several smaller lines), the Manchester & Birmingham, and the London & Birmingham. It could also provide a way of ending inter-company arguments: the South Eastern and London, Chatham & Dover Companies buried their differences by creating the South Eastern and Chatham Railway Companies Managing Committee, which effectively made one company of them, though legally they remained separate. Amalgamations were to continue right through to 1922, though Parliament was increasingly reluctant to authorise them. However, for a long time the number of companies in existence grew because new ones were being formed faster than old ones were being lost to amalgamation. Typically, a branch line would be locally promoted by those who expected to gain from it. While legally it was an independent company, usually the understanding from the outset was that it would be operated by whichever main company it joined. Occasionally such lines were independently run, but these were rarities. At a later stage such lines were usually absorbed, at a discount (most railways cost a lot more to build and were less profitable than their optimistic supporters estimated), by their big brothers. By the end of the century new openings were tailing off, so that amalgamations now tended to outweigh new creations. In Section 4, stations are generally attributed to the companies owning or operating them in 1922 or at their closure if this was earlier; reference is rarely made to the companies which had opened them. Exceptions are made for those absorbed a few years before Grouping and for the two parts of the South Eastern and Chatham (technically a Managing Company).

Almost from the outset there were also closures. At that stage, companies were in full charge of their affairs and could apply a swift axe to any line or station if they felt it was not paying its way. These were comparative rarities, though a few lines were so financially insecure that they were closed and re-opened several times or lurched on precariously in the hands of a receiver.

Another early development was the creation of special arrangements for workmen, who were provided with cheap travel on early morning and evening trains. Sometimes this was an obligation placed on railways by Parliament as a condition of allowing the demolition of housing in town and city centres; in other cases, the initiative seems to have come from employers. The facility could be provided at ordinary stations, or by means of special workmen-only stations which did not appear in the public timetable. Railway historians have probably made more of a distinction between 'ordinary' and 'workmen's' stations than their users did. The most common workers' stations were those provided for coal miners and, during the two World Wars, for munitions workers – many of whom were women. In both cases, there was a need to bring workers some distance to their pits and factories and no other means of transport was available. It should be noted that many miners' stops, including those which preceded public stations, would have been on sidings off the running lines; in some cases they would have alighted directly onto the ground. A wide variety of other industries was also served. Workers were sometimes carried as 'passengers' to and from stations not used by the general public in such cases as herdsmen accompanying cattle and pigs or grooms with racehorses.

During the First World War all railways were taken temporarily into government management. This period also saw the first major batch of closures, mostly designed to free workers for the army. These were meant to be temporary but some of the stations involved never reopened. The benefits found from working the system as a whole were clear and logic might well have prevailed to maintain the railways as a single system. However, that change was too great for many to accept and the outcome was a compromise of sorts. The railways were reorganised into four big companies: Great Western, Southern, London & North Eastern, and London Midland & Scottish. This left an element of competition in services between major centres. Already the railways, which had had an effective monopoly of inland passenger traffic for much of the nineteenth century, had started to face competition over short distance inner-city routes from electric street-tramways; now they were also faced with petrol-driven bus competition in rural areas at a time when the major 'Industrial Revolution' industries such as coal and steel were in difficulties, so that the cross-subsidisation between profitable goods and some unprofitable passenger services, which had previously occurred, now became more difficult. The outcome was that the new companies embarked on a wave of closures in the early 1930s, especially in cases where a big new company had inherited two lines which were to a large extent duplicates. There were still some new openings, but these were mostly designed to foster commuter traffic, particularly in the London area. The Great Western continued to open 'Halts' to try to beat off the competition but its example was only copied to a limited extent by others.

The Second World War again saw the network taken under government control. During this war the system was heavily worked and some parts were damaged by enemy action but the needs of the time meant that investment was minimal and that the system was simply patched to keep it going. According to *The Railway Magazine* of September & October 1942 (p 311): 'For war workers more than 200 new halts and stations have been opened, but these cannot, of course be specified'. This both illustrates the scale of the operation and helps to explain why information about these stations is hard to find – clearly, not all of them have been included in this book. The railway companies' history of their war contribution states that at one stage nearly 6,500 additional passenger trains per week were run for government factories; one factory at Chorley required 426 of these. This plus the need to move large numbers of troops to training camps, for leave, and to the ports for embarkation, meant that civilian traffic was severely curtailed. Afterwards there was no possibility of private investment making good the damage of the war years, especially given the post-war levels of taxation. Thus some form of continued government participation was inevitable, though the details might have been different. Nationalisation followed, effective from the start of 1948. It was still in some ways a partial measure: initially, an element of competition between the Regions into which the railways were divided remained and no serious attempt was made to integrate bus services, nationalised at the same time, with the railways. Although the theory was that politicians would not interfere in the detailed running of the railways, in practice the increasing losses incurred meant that they often did so; in any case, politicians tend, by a process of natural selection, to be compulsive meddlers. The result was re-organisation, re-re-organisation, and so on.

Immediately after this war, railways still had a near monopoly of travel over longer distances. This was eroded as private car ownership and long-distance coach services grew. Thus the railways faced mounting losses. A fuel crisis in 1947 led to another batch of 'temporary closures' some of which became permanent. A coal shortage early in 1951 resulted in another similar but smaller batch. Some attempt was made to fight the competition, e.g. by the electrification of some main line services, but many services were felt to be beyond redemption and from 1950 there was an accelerating number of closures. By now an elaborate system of public

enquiry plus final ministerial approval had to be followed before closure could legally occur. Dr Beeching was brought in from industry to try to stem the losses; his Report, published in 1963, recommended further large-scale closures and tried to set out criteria for the future running of a profitable network. In practice, closures continued, but not according to a plan: lines were considered individually and survival or closure depended ultimately not only on the lack of profitability of a line but on such matters as who was Minister of Transport and how many marginal constituencies would be affected. The closures tailed off in the mid-1970s (the Alston branch, closed in 1976, being the last). The 'system' that has been left clearly lacks logic in that some areas still have lines with closely-packed stations while in others only the largest centres are still served.

Since then, the picture has been one of mild expansion. A number of stations and short stretches of line closed in the 1950s and 1960s have reopened; a few new ones have been added. The main developments have been the continued expansion of the London Underground and provision of 'metro' lines giving frequent services to closely-set stations in major urban areas. Much of the latter has depended on political considerations and the degree of local initiative applied; Scotland has been particularly favoured in this respect as far as 'orthodox' services are concerned.

Most recently, the railways were privatised in 1994. This represented the sharpest break in the railways' history: evolution was abandoned, replaced by undiluted and contrived theory. Some improvements have been made but problems have resulted from the division of responsibility between various groups operating the 'system'.The present writer felt, and still feels, that the vast sums spent on the legal and other non-productive aspects of this process, including the expenses incurred when franchises are renewed or revised, would have been far better spent on direct investment in the railways themselves. It would surely not have been beyond human ingenuity to have found a way of making private investment available by way of something akin to the debentures issued by public companies, whilst keeping the basic structure intact. No attempt is made here to follow the labyrinthine complications of the privatised system.

Fuller details on many general questions are provided by:

P. Bagwell & P. Lyth, *1750-2000: Transport in Britain from Canal Lock to Gridlock*, Hambledon & Lindon, 2002.
(Deals will all forms of transport; little narrative detail but strong on analysis and explanation of changes.)
B. Baxter, *Stone Blocks & Iron Rails*, David & Charles, 1966.
R. Bell, *History of the British Railways during the War 1939 – 45*, Railway Gazette, 1946.
G. Biddle, *Great Railway Stations of Britain*, David & Charles, 1986.
G. Body, *Great Railway Battles*, Silver Link, 1994. [Inter-company quarrels].
M. R. Bonavia, *Historic Railway Sites in Britain*, Robert Hale, 1987.
Cliff-Hangers: article on surviving cliff railways: R. Humm, *The Railway Magazine*, March, 2010.
J. Glover, *Privatised Railways*, Ian Allan, 1998.
T. R. Gourvish, *British Railways 1948-73, A Business History*, Cambridge University Press, 2002, and *British Rail, 1974-97, from Integration to Privatisation*, Oxford University Press, 2002.
A. & E. Jordan, *Away for the Day: the railway excursion in Britain 1830 to the present day*, Silver Link, 1991.
M. J. T. Lewis, *Early Wooden Railways*, Routledge & Kegan Paul, 1974 edition, paperback.
Minor Railways: lists those in use; published by Branch Line Society at regular intervals.
C. E. Mountford, *Rope & Chain Haulage ...*, Industrial Railway Society, 2013.
H. Pollins, *Britain's Railways: An Industrial History*, David & Charles 1971. [Economic aspects].
P. J. G. Ransom, *The Archaeology of Railways*, Worlds Work Ltd, 1981.
L. T. C. Rolt, *Red for Danger*, David & Charles, fourth edition, 1982 [accidents and safety].
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The Railway in Town & Country, 1834 – 1914, David & Charles, 1986;
The Victorian Railway, Thames & Hudson, 1991.
J. Simmons and G. Biddle (editors), *The Oxford Companion to British Railway History*, OUP, 1997.
A. W. Warren, *Register of British Railway and Tramroad Companies incorporated before 1948 (also Joint Lines)*, published by the RCHS in 2005, after the compiler's death.
What's Happening to Brunel's railway ..., The findings of the Investigation into the provision of the Great Western service. Rail Passengers Committee, April 2002. [An early analysis of effects of privatisation.]

Comings and goings – some statistical comments

No exact statistical survey is worthwhile because of the difficulties of definition. Some stops listed in timetables were weekly-only market ones, perhaps just pick-up and drop-off points beside level crossings, and, over the years, many obvious stations were re-sited or replaced by others so what constituted a 'new station' is open to debate; for the second reason alone anyone seeking to balance the rough figures of openings and closures that follow is doomed to failure. Suffice it to say that at one time or another well over 9,000 clearly existed in their own right. In approximate terms 500 were open by the end of 1840. Thereafter **additions** by decades were, in the decades ending:

1850	1,650
1860	1,200
1870	1,600
1880	1,000
1890	800
1900	600.

By the outbreak of war in 1914 another 1,000 had been added;

from then until Grouping less than 100 completely new stations were provided;

from 1923 to the start of the Second War about 500 more were opened;

less than 50 joined them between 1939 and Nationalisation in 1948;

from 1948 to the end of 1976 only 70 or so were added;

since then over 400 have been opened, some on or near sites previously abandoned apparently for ever.

Closures represent even more of a problem because most of the early ones related to stations replaced by others or whose services were diverted to others nearby. Ignoring those types, half-a-dozen places had completely lost their services already by 1840.
From then until 1880 50 or so were closed each decade. The last twenty years of the nineteenth century only saw about 30 closures but there was some acceleration in the next 14 years with about 70 going.
The First War resulted in the 'temporary' closure of about 400, half of which did not reopen afterwards. Another 60 went before the end of 1923 but then losses accelerated. By 1939 more than another 900 had gone (400 in 1930-1 alone); the Second War accounted for 250. By the end of 1960 (before Dr. Beeching's time, please note) 1,800 more had gone. The next ten years saw the end of another 2,000 (more than three-quarters in the period 1962-6). Since then the position has been much more stable: 70 were lost in the early 1970s and only 30 since.
In addition details are given of when stations were closed and reopened or moved from one site to another.

There are now about 3,000, including those on the London and Glasgow underground systems, the Docklands Light and Tyne and Wear Metro.

The book also includes about 800 sites used by trains but not shown in the public timetables. Some of these were for workers and would have dealt with more passengers in their lifetimes than many orthodox stations did; others were private, for the use of a particular family, or were only used for a single day to serve a special event.

In addition, brief coverage is given of more than 130 lines that provided various services of less orthodox natures.

SECTION 3

SOURCES and INFORMATION

This section lists and describes the sources used, in order to aid understanding of the main text, to show the likely limits of accuracy, and to assist those who might wish to follow certain items more fully for themselves. The arrangement is that the primary sources used are first discussed, and then the information derived from them is described in more detail than is given at the beginning of Section 4. Finally, all sources are listed.

Ideally, everything should have been derived from, or checked against, primary sources but there is a limit to what one person, even given the help listed in the acknowledgements, can do with such a vast topic as this. Strictly, at least two first-hand sources known to be completely independent of each other should be used for each item but the nature and availability of the evidence is such that one is often lucky to find one fairly believable source, let alone two unimpeachable ones, so that in practice a mixture of primary and secondary sources has to be used. The sources quoted are the best available to the compiler at the time of writing. A basic underlying principle of the work has been that better sources were substituted as they became available.

CONTEMPORARY SOURCES

Railway Companies

Railway companies' records, such as Board Minutes, should be the best starting point, but, remarkably, they often do not readily provide the answers, especially in the case of stations that were opened after the line on which they were situated: either the Minutes do not give the information at all or it is buried in the detailed records of some sub-committee and the volume of the records of some companies deposited at Kew is such that it would take months of research to find (or not find) one date. Even where the information is given, it should, if possible, be verified against another source, though some have tended to use railway material uncritically. The clerks and other officials who kept the records were as capable as other human beings of making copying and other errors, and of making up records to satisfy superiors interested only in seeing that spaces on the forms had been filled. Anyone thinking otherwise should remember that these employees were the ones whose carefree operating methods led to so many mishaps, fortunately mostly minor, in early railway operation. That said, it is obvious that the further one moves from the original time, the greater the possibility that some intermediary has created an error.

Official sources could be inaccurate. In 1926 a record of the *Routes, Statutes, Opening Dates & Other Particulars* of the Great Western Railway was prepared within that company as a sort of stocktaking exercise after the changes of 1922 and 1923, when a number of smaller companies were added to the GW; a reprint was published by Avon-Anglia in 1986. According to CR Clinker, the original was produced in a hurry; it certainly contained many errors.

Returns to Parliament

Parliament's concern for the public interest meant railway companies were called upon to provide various pieces of information which were collated and published as 'Returns', which provided much information of use in compiling this work. An early example was a Select Committee of the House of Commons, which collected information about fares, passenger numbers and the like for a period from the start of 1838 to mid-1839. In 1840 the Board of Trade was given various regulatory and inquisitive powers; its publications were initially grandly entitled *Report of the Officers of the Railway Department to the Lords of the Committee of Privy Council for Trade*, but were much more prosaically titled as time went on. In 1846, owing to the amount of work resulting from new projects, this work was transferred to a new body of Railway Commissioners (whose reports were thus ascribed) but this did not result in any gains so in 1851 the Board of Trade took over again. In 1919 the relevant responsibilities were transferred to the Minister of Transport, whose reports were published under the heading of *The Ministry of Transport*. Here their returns are all treated as though they were part of the continuous sequence of records that they were in practice. They included such matters as the reports of inspections of new lines before opening, accidents, and statistical details of the companies' operations. The last of these has provided most information for this book. The continuous sequence began with one for the second half of 1840. Initially, the returns covered half-yearly periods but in the 1860s the Board standardised on issues of figures for the complete calendar year, though some companies continued to provide information based on their own accounting years. At Kew, the returns are to be found in the series *RAIL 1053/...* The first few bound volumes contain some of all of the types of return mentioned earlier; the later ones used in connection with this book contain only statistical material. The return for the first half of 1841 is available in much less detail (in *1053/2*) than for the other half-years thereabouts. That for the half-years between July 1845 and June 1847 has only so far been found at the House of Lords Record Office.

When a company opened its first stretch of line, the date of opening was often directly quoted; in other cases, this was done indirectly – a note would say 'Return from [date X]'. Given the official nature of these returns, it should be possible to rely on this information as accurate. In the vast majority of cases where it has been possible to check against company minutes, press reports and the like, the dates do coincide. However, there are a few cases where the balance of the evidence suggests that the dates in the returns might be wrong. Perhaps a company's clerk misunderstood what was wanted or sent the wrong date (perhaps for formal rather than public opening); perhaps copying or printing errors occurred at the receiving end. Where a modern source gives one date, the return another, and no means has been found for determining which is more likely to be right, the modern source has been used for the date given in the body of the work and a note added in Section 5. It should be said that the further checking against other contemporary sources has been taken, the more frequently it has been found that the dates provided in these reports were the correct ones.

The Press

The local press is an obvious source for verification and generally a useful selection of papers is available on microfilm in the Local Studies or Reference sections of major libraries. More recently the British Newspaper Archive (available on the internet) has become an invaluable source. However, there are inevitably gaps and new openings did not always make the news, especially once railways had lost some of their novelty value. Sometimes companies did what one might think would have been standard practice for commercial organisations seeking extra custom and inserted advertisements for their new line or station but this happened more rarely over time.

One trap is that sometimes one has to rest content with a statement like: 'On Monday next the line from X to Y will open'. Confirmation that it did open is not always given and there were sometimes last-minute delays owing to failed inspections and the like; since the date of the source is always quoted here, it will be evident which statements were before and which after the event. Even where it is said that a line did open on a specific date, it is not a guarantee of accuracy: especially with short items it is impossible to be sure that the news was first-hand. The Great Western advertised the opening of its extension to Wootton Bassett Road for 16 December 1840 but actually opened it on the 17th. At least two local papers duly announced that it had opened on the 16th. Papers sometimes referred to partly built or intended stations as if they already existed. There are also problems in interpreting 'Wednesday last' (if a Friday publication, did they mean two days ago or nine? – news was collected and published in a more leisurely fashion then). Similarly, does 'yesterday' relate to the day the item was written or to the newspaper's publishing day?

When dealing with local papers one often cannot be sure of the source. Was it one of the paper's own staff? Was it some local correspondent? Was it copied from another paper or provided by some agency supplying information to many papers? The identical wording often found in reports makes it obvious that the last was a standard practice and the dating was not always amended so that 'last week' was really two weeks ago. Usually it is possible to work out which were nearest to the event (geographically as well as in time) but, especially with very early events, there may be cases where the copies of the paper originating the story have not survived or are not presently available. Sometimes e.g. 'Thursday last' in a Saturday paper meant the Thursday of the previous week, not that of the same one.

Papers also varied in their 'locality'. At one stage, some claimed to cover large areas: one such was *The Hampshire Chronicle, Southampton Courier and General Advertiser for the South & West of England, circulating throughout the Isle of Wight and the Counties of Hampshire, Sussex, Surrey, Berkshire, Wiltshire, Dorset and Somerset.* Over time, papers became more localised in their coverage and many new ones came into existence. The Hampshire paper quoted above increasingly concentrated on events in and around Winchester; Andover was an example of a town gaining a paper of its own later.

Much has come from *The Times*, which is an accessible national source containing much relevant information. However, it was not infallible. Indeed, there is more possibility of error than with local papers when it dealt with events far from London. Prior to 1914 three sorts of information have been derived from it:

Firstly: Notices of opening placed by the railway companies in the form of advertisements. These have been treated as a first-class source though even here it needs to be remembered that there were sometimes last-minute hitches. There were also very occasional instances of a service beginning before the advertised date.

Secondly: Items concerning companies' half-yearly meetings, which usually came in series. The first would mention the dividend likely to be paid (of prime interest to the shareholders of the day but of no use for this book). A few days later would come a summary of the half-yearly report; many at one time gave information about new openings in the previous six months. Finally would come an item on the shareholders' meeting. At first the report was repeated (and in at least one case a different opening date quoted) but soon the policy was to refer readers back to what had already appeared in the paper and to concentrate on the meeting. This rarely included anything used here, though a new opening fixed for a date soon after the meeting might be mentioned by the Chairman. Dates given in these reports and at these meetings have been accepted unless there is very clear evidence to the contrary.

Thirdly: News items, at one time appearing in a regular column of 'Railway Intelligence'. These were a mixed bunch. Some appear to have been produced by the paper's own journalists, some by 'Special Correspondents', some copied from regional papers. Others look as if they were contributed by locals sending in material on their own area or by railway companies anxious to publicise their services. The remarkable thing is that the last were sporadic rather than routine offerings; whether this should be put down simply to poor public relations or regarded as the result of the arrogance of monopolists is an arguable question; it might be added that little concerning this has changed since. The compiler suspects that many of these items were provided, in outline at least, by outsiders and then handed to a journalist to put into final form. Thus there was the possibility that they could have become garbled in transmission since, even with items apparently reliably dated, some peculiar geography was included. The policy adopted has been to quote *The Times* alone where secondary sources agree with it: few authors seem to have used it when writing their books and thus it usually provides an independent check on what is in print, though there is always the possibility of common, and inaccurate, ancestry of information. However, discrepancies have been found. Where it has been possible to resolve these by reference to e.g. local press items, the unhelpful conclusion is that sometimes *The Times* is right and the 'accepted' sources wrong, but in other cases the reverse. Items from *The Times* known from other sources to be wrong have been ignored. Some give the impression of being clearly authentic and have been preferred. That leaves those where it is simply the word of a possibly second-hand item in *The Times* against that of a historian who claims to have written his book wholly or partly from primary sources. Here, if there is some possibility that *The Times* is right, the date given in Section 4 is taken from the secondary source and a note of the *Times* version added.

In all cases the most fertile early period for information from *The Times* was from the late 1840s to the early 1860s. Thereafter diminishing amounts of information were available. Understandably, the London area and the major trunk lines received the fullest coverage. However, as with the local press, what was included and what overlooked is often beyond logical explanation – what impelled those concerned to put an opening notice for the Dornoch Light Railway in *The Times*?

After 1918 there was a marked revival of interest. Items were now essentially of two types. One sort consisted of very brief items to the effect that station or line x would open or close on date y; these appear to have been based on company handouts (still erratically provided). The other was made up of reports, nearly all covering events in the London area, apparently provided by the paper's own journalists. Both types have been accepted as reliable.

Railway Guides

As lines opened, the fashion rapidly developed of publishing guides for travellers on the new lines; often the phrase 'Iron Road Book' or something similar was worked into the title. These normally gave a brief history of the undertaking, not usually very exactly dated, plus a description of the line, scenery and places of interest to be seen along the way. Time- and fare-tables were also included. They help to establish which stations existed at the start but they are not a foolproof source. The authors generally claimed to be writing from personal inspection but this was not always true (see the entry on *1839 June 10* in Section 5). Revised versions were commonly issued without exact dating or any mechanism for showing what changes had been made, so that the stations listed in the description no longer tallied with those in the timetable.

The disadvantage for the traveller was that these guides mostly only covered one route (though often the London, Birmingham, Manchester and Liverpool services provided by complementary companies were bound together). Also, he would not want to buy a complete new book whenever times were revised. *Freeling's Guide* (early 1841 version) to the London & Birmingham and related lines did include a wide variety of tables but they are so clearly of different dates that some must have been out of date before publication and there was an obvious need for specialist timetable publications.

Timetables

Timetables are the fall-back source. It must be emphasised that there is an element of approximation about dates found from them.

In theory the most useful timetables should be those issued by the companies themselves. However, at first these were issued in flimsy single-sheet form so that few have survived, at any rate in the continuous runs needed to establish first and last dates accurately. *The Railway Times* of 18 September 1847 reported that the LNW had outgrown the usual form and was now issued as a pamphlet, which gave a better chance of survival. Other large companies increasingly used this form but many small ones never justified more than a single sheet, often a small one. Also the large number of companies in existence meant that the evidence was produced in very scattered form. Even company timetables could err: the Liverpool & Manchester timetable for March 1831 included a railway service to Bolton while the local press makes it clear that this service had not yet begun. Only later, with the larger amalgamated companies, are these tables commonly available at Kew, and even then there are gaps; furthermore, to achieve the national coverage attempted in this book, impossibly large numbers would have had to be consulted. Regional timetables such as *Murray's* for Scotland or *Reid's* for the north east were issued from an early stage, but these are difficult to track down. Thus national timetables have to be the main source.

These seem to have developed naturally from the Guides once the opening of the London & Birmingham in September 1838 made this a worthwhile undertaking. Needless to say, at first they only covered some of the lines then operating and concentrated on those that were connected with one another. The earliest known were produced by James Drake of Birmingham in about August 1838 and Joseph Bridgen in February 1839. They were soon eclipsed by George Bradshaw of Manchester. (See letter by Canon Fellows in *The Sunday Mercury*, 25 September 1938 and G Royde Smith, *The History of Bradshaw ...'*, Blacklock, 1939.)

Bradshaw's early dominance in this field was kept until 1961, when economics rather than competition caused publication to be handed over to British Rail. His first timetable was probably a local one for Manchester published in 1838 but the earliest timetable of which copies are known today was issued 19 October 1839, in a form that soon became entitled *Bradshaw's Companion*. From the start of 1840, the theory was that a timetable, then hard-covered, about 5 inches by 3¼ inches, would be bought at the start of the year. Soon after Bradshaw began the practice of issuing a monthly penny sheet of tables which could be bought, cut up and the relevant pieces pasted in as corrections or additions; these often contained tables that did not include all the stations listed in the book versions. The publisher also sold versions with the corrections made in the text as the year went by, but just left the year date at the front. Needless to say, these present all sorts of problems with dating; thus before December 1841 dates from these are usually quoted as e.g. 'about June 1840'. The monthly sheets were dated but only one of these from before 1842 is available at Kew. The books also included maps of parts of the system (rarely accurately revised), gradient diagrams (to help the traveller understand the slow speed at some points?) and information about cab fares in the main cities.

Starting in December 1841 Bradshaw issued his monthly *Guide*, paper covered, clearly priced and designed to be thrown away once out of date. The page size was twice that of the *Companion*. Only one map was included, a large fold-out at the front. To begin with, the various parts of the country were shown in turn, but he soon standardised on a national map (of very limited use for historical purposes). For a while, the *Companion* continued to be published as well; double pages from it made up single pages in the *Guide*. However, there was no real need now for the *Companion* and this faded out after a few years. The *Guide* became the accepted standard national timetable. Dates derived from *Bradshaw* are ascribed to '*Brad*'. Others are indicated as 'company's tt', 'press tt', etc. Where the date has been derived from a seconary source, it will be shown as in that work: this will usually be 'tt'. In most cases *Bradshaw* is likely to have been the timetable used.

Users should be warned that for a long time a cheaper, abridged, version of the *Guide* was issued alongside the main one. Scotland was particularly roughly treated in this, as indeed it had been in the early years of the other time-tables mentioned.

There were competitors. *Robinson* and *Tuck* produced works along the lines of *Bradshaw's Companion*, though they retained some of the features of the earliest road-books mentioned – diagrams showing places of interest along the route were sometimes included. Not enough of these rivals have been seen to make any judgements on relative reliability possible. There were differences, but these seem mainly to have consisted in the amounts of detail provided: one would list all the stations on one line but not another while a rival would provide the reverse. The likeliest explanation for Bradshaw's victory over his rivals lies in the convenience provided by the monthly throw-away format. Other factors might have been his greater coverage of steamer services and inclusion of revenue-earning advertisements (in themselves sometimes providing interesting insights into Victorian life); he also omitted the irrelevant material that others included.

Rivals continued to appear, often with a layout designed to make their tables easier to interpret. One such was *Topham's Patented Railway Timetables*. The full range of its issues is not known but it certainly appeared at least from May 1848 to March 1850 inclusive. Its approach was to list stations just once, on the left-hand side of the page; the times of down trains had to be read down the page and the up ones up; at first one set were printed in red to help distinguish them but later the distinction had to be

made from bold and normal type. Topham was not the inventor of such an arrangement: the Grand Junction used a form of it in its opening notice and Tuck included such a table. The latter's was much easier to follow since the names were printed in the middle of the page, with up trains on one side and down on the other. Initially Topham looked a promising competitor since his standards of printing were higher and full detail was given for a number of lines that Bradshaw only covered in outline. By 1850, however, Topham had clearly lost the battle: many lines were not included, others were not up to date and organisation had become chaotic. In fairness, it should be pointed out that this was relatively the most hectic period in British railway history, at least as far as the numbers of new stations are concerned. There were considerable differences between the two, even before Topham had clearly lost the plot. As far as opening dates are concerned, Topham's tables are used if they provide earlier evidence. The differences (often random in nature) can be illustrated from the Chester & Holyhead line:

Chester – Bangor opened 1 May 1848. Both included the line in the May volume, with the same intermediate stations: Queen's Ferry; Flint; Holywell; Mostyn; Prestatyn; Rhyl; Abergele; Conway; Aber. These agree with the tt included in Parry's 1848 *Guide* to the line.

Llanfair – Holyhead opened 1 August 1848; both included this in August, without any intermediate stations.

Additions ('never' = not by March 1850); May/June = not in April tt, May tt not seen, present in June tt:

	Bradshaw	*Topham*
Bagillt	January 49	May/June 49
Colwyn	October 49	never
Penmaenmawr	November 49	never
Gaerwen	January 49	May/June 49
Bodorgan	October 49	May/June 49
Ty Croes	November 49	December 49
Valley	October 49	May/June 49

As far as closures are concerned (there were few anyway), the earlier is again used. The assumption has been made that where a line continued to be shown, as the Morningside line was in *Topham's* for several months after *Bradshaw* had declared 'service suspended', it was the result of failure to keep the tables up to date.

A later rival was *The Intelligible Railway Guide*, certainly in existence in 1858 and 1859. It divided tables into many small sections. It looked tidier and easier to read but also resulted in a bulkier volume. Occasional reference is also made to the *ABC Timetable* and a few local ones, but these are of very limited use for the purpose in hand.

To begin with, there was much variation in the way information was presented. This was because the companies themselves had their own ways and publishers seem to have copied their presentations, which is clear evidence that for the most part, give or take a misprint here and there, the companies must take most of the blame for any shortcomings in the timetables. It was, after all, in publishers' commercial interest to be as accurate as possible. For some lines full details were given, complete with all intermediate stops and train times at them. Others only had an outline showing times at the termini and major points in between, with other stations listed in fare tables or in notes. When these were put in a continuous line, separated just with commas, this could present difficulties of interpretation since a station with a double name might look like two (Holytown & Bellshill was shown as Holytown, Bellshill). Yet others provided no information whatsoever about intermediate stops. Some companies' tables appeared very late (the Blyth & Tyne not until 1852).

From about 1850 until Grouping, timetables were normally issued as effective from the first day of the month. *Bradshaw* normally just put the month on the cover. However, increasingly there were exceptions. The LNW's own company timetable for May 1875 has a note on its cover that the services would not come into effect until Monday 3rd. *Bradshaw* June 1890 carried a warning that services would not start until Monday 2nd, though that did not stop the LSW from opening its independent line to Plymouth on Sunday 1st. Increasingly, especially in summer, changes might be deferred or brought forward a day or two, in order to coincide with a Monday, but this happened erratically and was not always done by all companies in the month concerned. The July 1914 issue of *Bradshaw* was a traveller's nightmare: the cover warned that not all services would start on the 1st. The marginal notes inside show that the GW, LNW and North Staffs started their new services on Sunday 12th and the Great Central and Cheshire Lines from Monday 13th (except for services noted to start on the 1st, 4th or 5th). The rest were presumed to start on the 1st.

After Grouping, practice remained mixed. Some new timetables were still introduced on the first of the month, regardless of the day of the week. Summer timetables normally ran from about the beginning of the second week in July to the end of the third week in September. These tts are dated in Section 4 by their starting date and tt is added afterwards to emphasise that, although exact dates are given, they are timetable dates and that a station given as opening e.g. 9 July 1934 tt would not necessarily have opened on that date. There were other variations: in 1938, the sixth month's issue was just 'June', though it is clear that services in it commenced on 30 May. Some short periods apparently went missing: one issue in 1944 is dated May 1 – 21, the next June.

Whilst there was an increasing tendency for timetables to run from Monday to Sunday, inclusive, the Southern Railway, which had few contacts with the other companies and was geographically compact, ran its new services from the Sunday preceding; there had been some tendency for its constituent companies to do this before Grouping. Thus Sunnymeads opened 10 July 1927 with the new SR tt, whilst the appropriate *Bradshaw* is dated 11 July 1927. A note on the cover of *ABC* tt July 1927 says: 'This Timetable operates from Monday July 11th, except Sunday services on the Southern Railway, which commence July 10th'. This practice even occurred at other times: the January 1930 *ABC* tt (mostly effective from the 1st) included a note on the opening from South Merton to Sutton to the effect that it started on the 5th.

In their last years all except the Great Western handed the job of timetable production over to *Bradshaw*; their own names appeared on the cover but *Bradshaw's* part was indicated inside. This practice continued after Nationalisation, except that the Scottish Region used *Murray*. Soon the various Regions published their own (some from 1950, others from 1955), using a larger format (5 7/8 inches by 9 inches), which was also used by *Bradshaw* from June 1955.

From 1961 to 2007, the timetables of British Rail and its component regions have been treated as the standard. At first issues were regional, all starting on a Monday. In 1974 the first comprehensive British Rail timetable was issued. Generally, issues have been made twice a year, starting May/June and September/October. The 29 May 1994 tt saw a switch to starting new timetables on Sundays. That starting 11 December 2005 was the first to follow EU orders. The issue of Sunday 20 May 2007 to Saturday 8 December 2007 (inclusive) was the last official issue. The Middleton Press has stepped in with its *Rail Times*, first issue from 9 December 2007; with no known prior publicity HM Stationery Office also provided a replacement. Two versions now exist

although the official one ceased because it was claimed there was inadequate demand for it. More recently fragmented versions have been provided by some franchises.

Timetables were also printed in many local newspapers but provision was erratic. Tables could appear regularly for years and then be abruptly discontinued. These are cited where appropriate. There are a number of instances where part of a notice was altered in a local paper, leaving the heading as it was. How far such alterations could be used to date the event concerned is open to question. Was the change a prompt response to new information from the railway company, or a catching-up exercise? In such cases the evidence seen is presented without any attempt at judging.

Railway Clearing House

The Clearing House was established to deal with the consequences of a 'system' run by many companies. It helped make it possible for passengers to book for a journey that involved travel over several companies' lines (e.g. Plymouth to Edinburgh) and be issued with one ticket for the whole trip. It allocated the revenues from such journeys between the companies concerned. To help railwaymen, it issued various publications. For fuller details of its workings, see P. Bagwell, *The Railway Clearing House in the British Economy, 1842-1922*, Allen & Unwin, 1968.

Its publications evolved from private enterprise to official status. At first staff members issued their own. The start was provided in 1851 by Zachary Macaulay, one of its clerks, who published a *Station Map of the Railways in Great Britain* and a *List of all Stations on the Railways of Great Britain alphabetically arranged*. Later came the best known, John Airey: D. Garnett, in the Brunel publication listed below, wrote: 'It has never been explained how Airey ran a flourishing private enterprise, using official information, from his employers' address and in their time'. Gradually publication was taken over by the Clearing House itself. Whilst its works were aimed at railwaymen, most were also sold to the general public.

One series of publications was of national maps, with lines coloured according to companies, all stations supposedly listed. Later, Airey added more detailed maps of separate areas, showing distances between stations and junctions. He also continued the Junction Diagrams – very detailed plans of locations where two or more companies came together: the originator of these is not known.

Revised versions of all were issued from time to time; annual supplements to the Junction Diagrams were issued between full revisions. Although it was claimed in advertisements and on the published maps that they were based on information derived from the companies and were regularly revised, there were many inaccuracies, especially in the early issues, and revision sometimes failed by a wide margin to keep pace with the changes that were occurring. All ceased with Nationalisation, except for a map of Scotland published in 1960.

Only a few examples of these maps are available in modern reprints. The only ones in the original format are the 1918 Map of the West of England, published by David & Charles, the only one of a promised 'series' to be produced; the 1914 Junction Diagrams (Ian Allan) and 1915 Junction Diagrams (David & Charles). For other versions see the section on Atlases at the end of the Sources section. For more information, see *Railway Maps and the Railway Clearing House*, a series of articles published by Brunel University in 1986.

Another series came to be known in short as the *Station Hand-books* (hyphen not always included). Originally published by Airey, they became 'Official' when the Clearing House took over. The earliest give no indication of whether the names listed belonged to a passenger station, goods station, siding, physical junction or whatever. From 1877 this was remedied and a series of columns showed what sorts of traffic were handled. These books were revised from time to time; between editions cumulative supplements were issued annually. Despite the claims about the books being kept up to date, outworn information could remain for years – Seven Stones went out of use during the First War but was still shown as a passenger station in 1938.

Both these books and the Junction Diagrams provide dating traps. Between major revisions bound copies were sold which included the last edition plus later revisions. In the Diagrams book revised diagrams usually replaced the out-of-date ones in the appropriate place but the date at the front was not altered: the 1888 book at Kew actually dates from 1892. However, in the Handbooks the supplement was bound in at the back and the date given at the front is that of the latest information included: the Handbook at Kew dated 1879 is actually an 1877 issue with a cumulative appendix for 1878 and 1879 bound in at the back; what has been described as the 1900 edition was in fact 1895 plus appendices. After about 1900 the Clearing House seems to have abandoned this practice, keeping appendices separate (but still cumulative). The 1904 Hand-book was reprinted in 1970 by David & Charles, with an introduction by CR Clinker, the dating in which needs to be corrected in accordance with what has been said above. Note that the 1938 book was the first to include Halts; even then some were omitted, to be included in later appendices. The one exception so far seen was Balgreen Halt, included in the appendix for 1936. However, earlier books had continued to include stops which had been reduced to Halt status without including 'Halt' in their names. Thus only the 1938 and 1956 books are of any use in determining which stops were Halts. 'Platforms' were always included.

Some use has been made of another series of Clearing House publications, the *Distance Books*, particularly the supplements, which listed (and usually dated) new stations, closures, and replacements. The latter were issued to staff in pamphlet form so their survival has been a matter of rather erratic chance. In this respect, the compiler has been particularly fortunate in the amount of help received from Tony Cooke.

Shareholders' Manuals

Tuck from 1841 and Bradshaw from 1848 published information aimed at shareholders. As with timetables, the latter publisher soon monopolised the field. These books gave some idea of the companies' legal powers and financial standing, listed their directors and so on. Sometimes a line's opening date was given amongst all this. In addition, a list of the previous year's openings was included at the back, though these lists were far from complete. Unfortunately, the same date did not always appear in both

places. These have been used by many works in print and some are cited here. However, they are not the most reliable source in existence and many errors in print seem to have originated there, so they are only used if nothing else is available. Modern reprints exist of Tuck, 8th edition, 1847 (Dragonwheel, 2003) and Bradshaw's Manuals of 1869 (David & Charles, 1969), complete with sections on European and Imperial railways and 1923 (Peter Kay, Teignmouth, 1999), British data only, canals included.

Magazines

Use has been made of a number of publications devoted to railway matters. These have been treated as somewhere between primary and secondary sources. They deal with events as they occur. However, much they include seems to have been provided by readers sending in what they regard as interesting information, rather than from the investigations of their own staff, and this material has tended to be printed uncritically. It has also to be said that those designed for a wide audience have been less likely to correct errors than the more specialised works produced by enthusiasts' groups and societies.

SECONDARY SOURCES

Much has had, of necessity, to be taken from works already in print. As far as possible, those used are works limited to a particular company, line or area; Clinker's *Register* is the chief exception. A few items have come from local histories which include a little about railways among the general history of the area involved.

References are generally limited to one, though more than one is available for many stations. Where a book is cited, the choice usually depends on the order in which secondary sources were consulted for the purpose of checking this book, rather than any preference for one over another. In some cases correspondents provided the citations used. '(Corr)' after a source, means that the date was corrected by the author (or reviser) of the book quoted e.g. in an appendix, supplement, or notes provided in a later volume.

Although all books listed below were used in the compilation of the list, duplication of information means that not all will be quoted; in many instances, a book in this list was originally taken as the source but a primary source has since been substituted. It should be recognised that it is much easier to find a date in a primary source if someone has already told you where to look – even if the original information was a few days adrift. Where a book was only used to provide one or two references it has often been quoted in full in the appropriate place and is thus not listed here as well.

COMBINED LIST OF SOURCES

Names of individual contributors and places where newspapers were consulted have been removed from the Combined List of Sources because many of the newspapers concerned have now been cited by more than one person and there has been much local reorganisation as a fashion for 'Heritage Centres' has taken over from local libraries and record offices. Furthermore, the British Library has closed the Newspaper Library at Colindale and all now have to be seen at the main library; much has now been found from the internet British Newspaper Archive, Welsh Newspapers and Edinburgh Libraries. Anyone seeking to see local newspapers is advised to contact their local library for information.

The alphabetical order of the abbreviations is used, following the 'nothing before something principle'; '&' is treated as 'and', with assumed gaps either side of it. Thus the A & B type of entry will appear at or near the beginning of the appropriate letter.

Some of the newspapers quoted altered their names over time; variations are generally mentioned only briefly or are ignored completely. The aim has been to describe sources in sufficient detail to make it possible for others to identify them; thus in many cases, not just newspapers, an abbreviated form has been used.

Also note that the British Newspaper Archive (trying to give continuity to its offerings as names changed?) sometimes gives a name in its search facility that is different from that at the top of the papers shown: the *Daily Gazette for Middlesbrough etc* was, in 1870, the *Evening Gazette* and this is by no means the only example found.

A couple of useful books of 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.

AB = information on excursions and other uses of closed stations provided by A. Brackenbury from his own records and personal experience. Also see his articles on Manchester Ramblers' Excursions (RCHS *Journal*, November 1979) and Race Stations (RCHS *Journal*, November 2007).
Aber = C. Chapman, *The Aber Branch*, Welsh Railways Research Circle, 2002.
Aberdare = E. R. Mountford & R. W. Kidner, *The Aberdare Railway*, Oakwood, 1995.
Aberdeenshire = G. Stansfield, *Aberdeenshire's Lost Railways*, Stenlake (Ochiltree), 2000.
AC&W = Airdrie, Coatbridge & Wishaw Advertiser.
@JF =see *JF*, below.
All Aboard = handbill of that name issued to publicise exhibition at Motherwell to celebrate area as 'the cradle of Scotland's railways'.
Angus 3 = Angus Railway Group's *Steam Album, volume 3, Perthshire.*
ANSW = J. Hutton, *Newport Docks & Railway Co.,* Silver Link Publishing, 1996.
Ashover = K. P. Plant, *The Ashover Light Railway*, Oakwood, 1987.
Avon = M. Oakley, *Railways in Avon*, Avon-Anglia, 1986.
Away = A. & E. Jordan, *Away for the Day …*, Silver Link, 1991 [excursions].
Ax Jt = C. W. Judge, *The Axholme Joint Railway*, Oakwood, 1994.
AZ = A. Bevan (editor), *A – Z of Rail Reopenings*, Railway Development Society, 1998. This lists new as well as reopened stations during the last forty or so years. However, it does not distinguish between ceremonial and public dates.
Back Track. Monthly magazine of articles on railway history.
Balerno = D. Shaw, *Balerno Branch and The Caley in Edinburgh*, Oakwood, 1989.
Barry = D. S. Barrie, *The Barry Railway*, Oakwood, 1962. Also see *Glam.*
Basingstoke = D. Robertson & J. Simmons, *The Basingstoke & Alton Light Railway*, Crusader Press, 1988.
Bath & Chelt = The Bath and Cheltenham Gazette.
Bath Chron = The Bath Chronicle; later …. *& Herald*.
Bell = J. T. W. Bell's series of maps of the great northern coalfield at 2½ inches to the mile (1850s and 1860s); Cambridge University Library, maps 3 to 8; 36; 84.
Berkshire = The Berkshire Chronicle.
Berrow's = Berrow's Worcester Journal.
BG = P. J. Long & Rev. W. V. Awdry, *The Birmingham & Gloucester Railway*, Alan Sutton, 1987.
Bham NS = R. Foster, *Birmingham New Street*, vol 1, Wild Swan, 1990.
Bideford = The Bideford Weekly Gazette, later *Bideford & North Devon Gazette.*
Birkenhead = T. B. Maund, *The Birkenhead Railway*, RCTS, 2001.
Bishops Stortford = P. Paye, *The Bishops Stortford, Dunmow and Braintree Branch*, OPC 1981.
Blackburn = The Blackburn Times.
BLN = Branch Line News, issued twice-monthly by the Branch Line Society.
BM = D. S. M. Barrie (revised by R. W. Kidner), *The Brecon & Merthyr Railway*, Oakwood, 1991.
Bolton = J. R. Bardsley, *The Railways of Bolton, 1824 – 1959*, privately pub, 1960.
Boston = Boston, Stamford & Lincolnshire Herald.
BoT = Board of Trade. Still used for some purposes but some items previously referenced thus are now '*Rtn'*. See 'Returns to Parliament', Section 3.
Bourn = J. Rhodes, *Bourn to Essendine*, Boston, 1986.
Boyd = J. I. C. Boyd, *Tal-y-Llyn Railway*, Wild Swan, 1988.
BR = British Railways
AR = Anglia Region; ER = Eastern Region; LMR = London Midland Region; NER = North Eastern Region; ScR = Scottish Region; SR = Southern Region; WR = Western Region.
BR doc = various items (e.g. letters) provided by R Maund, considerations of space demanding abbreviation.
BR/NBR .. = files in National Records of Scotland (originally Scottish Record Office).
Brad = Bradshaw's Timetable. For fuller details see under 'Timetables', earlier in this section. Use has been made of those at Newton Abbot, York, the Bodleian Library, Kew and the British Library (especially 1843 and 1844). Some modern reprints are available, all in enlarged form, easier to read. D&C reprinted August 1887, April 1910, July 1922 and July 1938. Peter Kay of Teignmouth has reprinted c October 1841 (*Guide*), July 1845, March 1850 and February 1863 (confined to railway information only). Middleton Press has reprinted March 1850 and December 1895.
Brad Sh = Bradshaw's Shareholders' Guide / Railway Manual (title changed in 1860s).
Brad Sh Eng = Engineers' reports from *Brad Sh*, LNW material from J Gough.
Bragg = S. Bragg, article on *Railway Stations in County Durham*, RCHS Journal, 1981.
Bridport = B. L. Jackson & M. J. Tattershall, *The Bridport Railway*, Oakwood, 1998 edition.
Bridgwater Merc = The Bridgwater Mercury.
Bridgwater T = The Bridgwater Times.
Brierley = The Brierley Hill Advertiser.
Brightlingsea = P. Paye, *The Brightlingsea Branch*, John Masters, 1997.
Brill = B. Simpson, *The Brill Tramway*, OPC, 1985.
Bristol E P = The Bristol Evening Post.
Bristol Merc = The Bristol Mercury.
Bristol NWR = Bristol New Works Register.
Bristol Stand = The Bristol Standard.
Bristol T = The Bristol Times & Bath Advocate/ Daily Bristol Times/ Bristol Times & Mirror.
BRJ = British Railway Journal
Brixham = C. R. Potts, *The Brixham Branch*, Oakwood, 2000.

Brown / Smith = information on station sites from Joe Brown, *London Railway Atlas*, Ian Allan, 3rd edition, 2012, plus / or OS evidence from S. Smith, *Chron July 2014*.
BT = J. A. Wells, *The Blyth & Tyne Railway*, 3 vols, Northumberland Library, 1989, 1990, 1991.
Bury = J. Wells, *Illustrated History of Railways in and around Bury,* Challenger Robbins, 1995.
Bury & Norwich Post.
Butlins = P. Scott, *A History of Butlin's Railways*, author, 2001.
Buxton = Buxton Advertiser.
By GW = Bob Yate, *By Great Western to Crewe: The Story of the Wellington to Nantwich and Crewe Line,* Oakwood, 2005.
Byles = A. Byles, *History of Monmouthshire Railway & Canal Company,* Village Press, 1982.
C to C = B. Reed, *Crewe to Carlisle*, Ian Allan, 1969.
C/W = correspondence of Col. M. Cobb and G. Webb, transcribed by D. R. Steggles (copy at Newton Abbot), and corrections to Clinker's Register that were in course of assembly by G. Webb at the time of his death. D. R. Steggles transcribed the latter from very rough notes so only those items that look fairly secure have been used. In some cases entry is *C/W- another source*; this is where notes give source not presently available to compiler. Where a source given in the notes is available and has been checked, it is used as a direct reference. Some amendments have been made after following up items in e.g. timetables.
Cal = A. Brand, *Caledonian Railway: Index of Lines*, R. Millar (General Manager, Caledonian), 1902. Also available as a reprint (Caledonian Railway Association, 2004), including additional material to 1922.
Cal Cent = Caledonian Railway Centenary, Stephenson Locomotive Society, 1947.
Callander = C. E. J. Fryer, *The Callander & Oban Railway*, Oakwood, 1989.
Cam = R. Christiansen & R.W. Miller, *The Cambrian Railways*, D&C, 2 vols, 1967, undated.
Cam Coast = L. Green, *The Coast Lines of the Cambrian Railway, vol 1*, Wild Swan, 1993.
Camb Ag = J. Carter, article *Cambridge & the Royal Show*, GE Journal 1989, GE Railway Society.
Cambridge = Cambridge Independent.
Camp = N. S. C. Macmillan, *The Campbeltown & Machrihanish Light Railway*, Plateway Press, second edn, 1993.
Caradon = M. Messenger, *Caradon & Looe: The Canal, Railway and Mines*, Twelveheads, 1978.
Cardiff = E. R. Mountford, *The Cardiff Railway*, Oakwood, 1987.
Cardiff & M G = Cardiff & Merthyr Guardian.
Cardiff T = The Cardiff Times.
Carmarthen = The Carmarthen Journal.
Carnarvon = The Carnarvonshire & Denbigh Herald.
Catterick = A. J. Ludlam, *The Catterick Camp Military Railway and Richmond Branch*, Oakwood, 1993.
Cawood = K. E. Hartley, *The Cawood, Wistow & Selby Light Railway*, Turntable 1973.
Cd 187 = Government Command Paper 187 of 1900: answer to Board of Trade request about Workmen's Trains *(MT 6/949/8).*
Chard = The Chard & Ilminster News.
Chelt Chron = The Cheltenham Chronicle.
Chelt Exam = The Cheltenham Examiner.
Chelt Exp = The Cheltenham Express..
Chepstow = Chepstow Weekly Advertiser.
Chron = item from *The Newsletter* of the RCHS Railway Chronology Group.
Churnet = B. Jeuda, *The Churnet Valley Railway*, Lightmoor, 1999.
Cl = C. R. Clinker, *Clinker's Register of Closed Passenger Stations*, Avon-Anglia, 1988 edition.
Cl 29 = list of opening dates, 1929 to mid 1960s, compiled by C. R. Clinker; original at Brunel University. Photocopy at Railway Studies Library, Newton Abbot; also see '*GW H'*, below.
Cl corr = manuscript corrections made by Clinker to his various works, now at Brunel University.
Cl pap = Clinker's papers, held in the Brunel Library Special Collection; if no specified official source is given, assume that information would have been provided by a fellow railwayman from company sources (one such was D. S. M. Barrie, General Manager of Eastern Region).
Clay = A. A. Jackson & D. F. Croome, *Rails Through the Clay*, Allen & Unwin, 1962, [London tube lines].
CLC = P. Bolger, *Illustrated History of The Cheshire Lines Committee*, Heyday Publishing, 1984.
CLC Portrait = N. Dyckhoff, *Portrait of the Cheshire Lines Committee*, Ian Allan, 1999.
CMDP = M. R. C. Price, *The Cleobury Mortimer & Ditton Priors Light Railway*, Oakwood, 1995 edtion.
Co ½ = company's half year report or meeting, mostly from *The Times (co ½ T)*.
Co ½ 1110/… = company half-year reports at Kew.
Co n = notice issued by the company owning or operating the line.
Co tt = company timetable. Company timetables in the public domain: all *PRO RAIL 981/xxx* .
Cobb = Col. Cobb's *The Railways of Great Britain – A Historical Atlas*, 3rd edition, Ian Allan, 2015.
Cockermouth = R. Western, *The Cockermouth. Keswick & Penrith Railway*, Oakwood, 2007 (revised edition).
Coghlan = F Coghlan, *The Iron Book and Railway Companion to The London & Birmingham,* 'Sixth Thousand' – probably start of 1839 – quotes Post Office information for January 1839.
Colliery = The Colliery Guardian (RA Cooke).
Companies = C. Awdry, *Encyclopaedia of British Railway Companies*, Patrick Stephens, 1990.
Coniston = R. Western, *The Coniston Railway*, Oakwood, 2007.
Connop Price = M. R. Connop Price, article on Narrow Gauge Railways of Pembrokeshire, RCHS *Journal*, July 2020.
Consett = G. Whittle, *The Railways of Consett and North-West Durham*, D&C 1971.
Cornish & D P = The Cornish & Devon Post.
Cornish Gaz = The Cornish Gazette.
Cornish Guard = The Cornish Guardian.
Cornish T = The Cornish Times.
Cornish Tel = The Cornish Telegraph..

Cornwall = C. R. Clinker, *The Railways of Cornwall, 1809 – 1963*, D&C, 1963.
Corris = appropriate section of J. I. C. Boyd, *Narrow Gauge Railways in Mid-Wales*, Oakwood, 1952.
Corris GW = G. Brynant Jones, *Great Western Corris*, Gomer, 2001 impression.
County Obs = *The County Observer* (Usk).
Course = E. Course, *The Railways of Southern England*, 3 vols, Batsford: *The Main Lines*, 1973; *Secondary and Branch Lines*, 1974; *Independent and Light Railways*, 1976 [geographical area from Southampton to Dover].
Cowbridge = C. Chapman, *The Cowbridge Railway*, Oxford Publishing Company, 1984.
Culm V = C. G. Maggs, *The Culm Valley Light Railway* ..., Oakwood, 2006. (Material quoted from *Tiverton 1 June).*
Cumbria = P. W. Robinson, *Cumbria's Lost Railways*, Stenlake, 2002.
D&C = David & Charles, publishers, of Newton Abbot. Some of their books continue to be published by Atlantic Transport Publishers. If only a number follows, reference is to a volume in their Regional Railway History Series:
D&C 1 = D. Thomas, *The West Country*, 1988 edition.
D&C 2 = H. P. White, *Southern England*, 1982 edition.
D&C 3 = H. P. White, *Greater London*, 1987 edition.
D&C 4 = K. Hoole, *The North East*, K Hoole, 1986 edition.
D&C 5 = D. I. Gordon, *The Eastern Counties*, 1990 edition.
D&C 6 = J. Thomas & A. J. S. Patterson, *Scotland: The Lowlands & Borders*, 1984 edition.
D&C 7 = R. Christiansen, *The West Midlands*, 1991 edition.
D&C 8 = D. Joy, *South & West Yorkshire*, 1984 edition.
D&C 9 = R. Leleux, *The East Midlands*, 1984 edition.
D&C 10 = G. O. Holt, *The North West*, 1986 edition.
D&C 11 = P. E. Baughan, *North & Mid Wales*, 1991 edition.
D&C 12 = D. S. M. Barrie, *South Wales*, 1980 edition.
D&C 13 = R. Christiansen, *Thames & Severn*, 1981 edition.
D&C 14 = D. Joy, *The Lake Counties*, 1983 edition.
D&C 15 = J. Thomas & D. Turnock, *The North of Scotland*, 1989 edition.
D&D = G. Daniels & L. Dench, *Passengers No More*, Ian Allan, 1980 edition.
Darlington = Darlington & Stockton Times.
Derbyshire = Derbyshire Courier.
Devizes = The Devizes & Wiltshire Gazette.
Dist t supp = supplements to Distance Tables, issued by RCH.
DM = D. Miller (ticket information).
Dock = Docklands Light Railway, Official Hand-book, Capital Transport, 1988.
Dorset = J. H. Lucking, *The Railways of Dorset*, Railway Correspondence & Travel Society, 1968.
Dorset Chron = The Dorset County Chonicle.
Drake = J. Drake, *Drake's Road Book of the Grand Junction Railway* (Introduction dated 1 September 1838), reprinted 1974 by Moorland Publishing.
Dudley = Ned Williams, *The Railways of Dudley*, Uralia Press, 1994.
Dumfries = The Dumfries & Galloway Standard.
Dundee = P. Marshall, *The Railways of Dundee*, Oakwood, 1996. Also see *Newtyle.*
Dunston = E. Manns, *Carrying Coals to Dunston*, Oakwood, 2000.
Durham = A. Maitland, *Durham City and the Railway Age*, University of Durham, 1997 (2nd edition).
E Cos Her = Eastern Counties Herald [Hull].
E D Press = Eastern Daily Press.
E Lincs = A. J. Ludlam, *The East Lincolnshire Railway*, Oakwood, 1991.
E of F C = The East of Fife Central Railway ..., A. Hajducki et al, Oakwood, 2015.
East of T J = J. K. Corstorphine (also publisher), *East of Thornton Junction*, 1995.
EC = Chronology of the Eastern Counties Railway, compiled by B. D. J. Walsh, GE Railway Society, undated.
Ed & Dalk = E. S. Lomax, *A brief historical outline of The Edinburgh & Dalkeith Railway*, typescript, Edinburgh City Library, undated.
Ed Sub = A. A. Maclean, *The Edinburgh Suburban & South Side Railway*, Oakwood, 2006.
eddowes = eddowes Shrewsbury Journal.
Eden V = R. Western, *The Eden Valley Railway*, Oakwood, 1997.
Edin = W. A. C. Smith & P. Anderson, *An Illustrated History of Edinburgh's Railways,* Irwell, 1995.
EG = D. Martin & A. A. Maclean, *Guidebook to the Edinburgh & Glasgow Railway*, Strathkelvin District Library 1992.
EK = M. Beddall, *The East Kent Light Railway*, author, 1998.
EK- F&G = M. Lawson Finch & S. Garrett, *The East Kent Railway*, two volumes (pages 1-232 in I, 233-472 in II), Oakwood, 2003.
Ely V = C. Chapman, *The Ely Valley Railway*, Oakwood, 2000.
Ewart = item at The Ewart Library, Dumfries.
Ex to NA = P. Kay, *Exeter to Newton Abbot, a Railway History*, Platform 5, 1993.
Ex & Plym = Exeter & Plymouth Gazette.
Exeter = The Exeter Flying Post – later *Trewman's*.
Express & E = The Express & Echo [evening paper] (Exeter).
Fawley = J. R. Fairman, *The Fawley Branch*, Oakwood, 2002.
Fife = W. S. Bruce, *The Railways of Fife*, Melven Press (Perth), 1980.
Findhorn = I. K. Dawson, *The Findhorn Railway*, Oakwood, 1983.
First = G. Dow, *The First Railway Across the Border*, LNER, 1946.
Foxell = C. Foxell, *The Story of the Metropolitan and Great Central Joint Line*, author, 2001.
Freeling = A. Freeling, author of a number of Guides on early railways published by Whitaker & Co. These consisted of descriptions

of lines concerned plus timetables. They are difficult to date since the books were frequently reissued with minor revisions of contents but not of date on title page.

Fur = Furness Railway 150, Cumbrian Railways Association, 1996.

Furness Rise = W. McGowan Gradon, *The Furness Railway, Its Rise and Development, 1846 – 1923*, J Collins (Altrincham), 1946.

FYN = A. Blackburn & J. Mackett, *The Freshwater, Yarmouth & Newport Railway*, Forge Books, 1988 edition.

FYN Oakwood = R. J. Maycock & R. Silsbury, *The Freshwater, Yarmouth & Newport Railway*, Oakwood, 2003.

G&I = B. Pask, *The Tickets of the Grimsby & Immingham Electric Railway*, Transport Ticket Society, 1999 (includes map and details of stops on street tramway section at Grimsby).

G&S = M. D. Greville & J. Spence, *Closed Passenger Lines of Great Britain 1827 – 1947*, RCHS, 1974 edition.

Galloway = The Galloway News.

Garnkirk = The Garnkirk & Glasgow Railway, D. Martin, Strathkelvin District Libraries & Museums, 1981.

Garstang = R. W. Rush & M. R.C. Price, *The Garstang & Knott End Railway*, Oakwood, 1985 edition.

GC = G. Dow, *Great Central*, 3 volumes, Locomotive Publishing Co/Ian Allan, 1959, 1962, 1965.

GC dates = RAIL 1005/273. This contains two lists of GC openings, including ancestors and joint lines. One is a printed chronology dated January 1909; second a typescript version, somewhat expanded and continued to 1915. They appear to have been compiled within the company but no sources are cited; very few discrepancies have been noted where contemporary items are available for checking. Closure dates appear to have been quoted last day of use; they have been accepted as verifying those given in the book in the 'official' style. In addition to those given this reference, *'GC dates- line'* could have been added to many items presently sourced to *GC*.

GE = Great Eastern Railway Society *Information Sheet M185*, *Historical Calendar*, compiled 1985. Also see *EC*, for lines to 1860.

GJ = N. W. Webster, *Britain's First Trunk Line* [Grand Junction], Adams & Dart, 1972.

Glam = C. Chapman, *The Vale of Glamorgan Railway*, Oakwood, 1998.

Glasgow = W. A. C. Smith & P. Anderson, *An Illustrated History of Glasgow's Railways*, Irwell, 1993.

Glencorse = Jeff Hurst, *The Glencorse Branch*, Oakwood, 1999.

Glos Chron = The Gloucestershire Chronicle.

Gloucester J = The Gloucester Journal.

Glyn = D. L. Davies, revised R. W. Kidner, *The Glyn Valley Tramway*, Oakwood, 1991.

GM's report = General Manager's Report.

GN = J. Wrottesley, *The Great Northern Railway*, 3 vols, Batsford 1979/81.

GN Soc = Newsletters and Magazines of the Great Northern Railway Society.

GN/GE = Great Northern & Great Eastern Joint Railway, GE Railway Society Journal, Special Issue, October 1982.

GN/LNW = D. L. Franks, *The Great Northern and London & North Western Joint Railway*, Turntable Enterprises, 1974.

GNS = K. Fenwick and others, *Great North of Scotland Railway Stations*, Great North of Scotland Railway Association, 2nd edition, 1997 plus later information directly supplied by K. Fenwick.

Grev Temp = M. D. Greville, article *Temporary Stations*, RCHS Journal vol 4, no 6, November 1958.

GU = D. L. Thomson & D. E Sinclair *The Glasgow Subway*, Scottish Tramway Museum Society, 1964.

GSW = Chronology of The Glasgow & South Western Railway, Stephenson Locomotive Society, 1950.

GW = E. T. MacDermot, revised C. R. Clinker, *History of The Great Western Railway*, Ian Allan, 2 vols, 1989 reprint. This mostly provides only line dates.

GW ac = circulars issued from GW accountant's office (information supplied by D. Geldard).

GW book = G. Perry (editor), *The Book of the Great Western, Sunday Times Magazine*, 1970. Much taken from General Manager's privately printed *War Reports*.

GW Ency = C. Awdry et al, *Encyclopaedia of the Great Western Railway*, Patrick Stephens, 1993.

GW H = C. R. Clinker, *Great Western Railway: A Register of Halts and Platforms, 1903-1979;* Avon-Anglia, 1979. Since this is the more recent work, dates from this list have usually been preferred to those from *Cl-29*, above, in the few cases where there are discrepancies.

GW ir = Great Western internal records.

GW Mag = Great Western Railway Magazine, fair number of copies at Newton Abbot.

Haddington = A. M. Hajducki, *Haddington, Macmerry and Gifford Branch Lines*, Oakwood, 1994.

Hadleigh = P. Paye, *The Hadleigh Branch*, Oakwood, 2006.

Hamilton = The Hamilton Advertiser.

Hants Adv = The Hampshire Advertiser.

Hants Chron = The Hampshire Chronicle.

Hants Teleg = The Hampshire Telegraph.

Harrogate = J. Rogers, *The Railways of Harrogate & District*, North Eastern Railway Association, 2000.

Harrow = P. G. Scott, *The London & Birmingham Railway Through Harrow*, London Borough of Harrow, 1983.

Hart = B. Hart, *The Canterbury & Whitstable Railway*, Wild Swan, 1991.

Hartlepool = S. Bragg, article, *The Railways of Hartlepool*, RCHS Journal, vol 27, November 1983.

Hasenson = A. Hasenson, *The History of Dover Harbour*, Aurum Special Editions, 1980.

Hatfield = S. & G. Woodward, *The Hatfield, Luton & Dunstable Railway*, Oakwood, 1994.

Hayling Island Railway, R. G. Harman, Branch Line Hand-books No 18, undated – about 1964?.

hb = (Official) Hand-book of Stations… (varying additions over the years); published by Airey and, later, by the Railway Clearing House (see paragraphs on RCH, earlier in this Section); 1862-1956 editions used.

hba = Appendix to *hb*. The main hand-books and these amendments were often issued at some mid-year point. The dates should only be regarded as a very general guide. 1863 on seen, but many gaps in set at Kew. The only dates given from these generally come from cases where the appendix gave an exact date. Usually it just said 'closed', 'now called ...', or something similarly vague. Only in rare cases have such instances been cited; they were sometimes years in arrears with such information.

hbl = amendment leaflet to *hb*, with date or number. Numbering normally began again at '1' after issue of revised book. These were issued far more frequently than the amendment books, their contents being consolidated into (usually) roughly yearly amendment

books.
Heathfield to Exeter = L. W. Pomeroy, *The Heathfield to Exeter Railway*, Ark, 1995.
Henshaw = A. Henshaw, *GNR in the East Midlands, volume 4*, RCTS.
Herapath = Railway & Commercial Journal (LNW half-yearly material from Dr. J. Gough); *ZPER series 3* at Kew; 1836-38 at Newton Abbot; (title varied over the years).
Hereford J = The Hereford Journal.
Hereford T = Hereford Times.
Hertford = The Hertford Mercury.
High = K. Fenwick, *Highland Railway Station Locations and Dates*, Highland Railway Society, revised, 1995.
High Maps = R. A. Cook, *Great North of Scotland and Highland Railway Historical Maps*, RCHS, 1977.
High Pamph = Chronology of the Highland Railway, Stephenson Locomotive Society, 1955.
High Val = H. A. Vallance, *The Highland Railway*, House of Lochan (originally published by D&C), 1996 edition.
HMRS = Journal of Historical Model Railway Society.
Hosp = D. Voice, *Hospital Tramways and Railways*, 2nd edition, Adam Gordon, 2006; includes maps of all sites described.
Huddersfield = The Huddersfield Chronicle.
Huish List = list of LNW passenger stations and their passenger revenues prepared by Captain Mark Huish at the orders of the Road and Traffic Committees, April 1850. It gives totals for each half-year, the earliest being that ending 30 June 1846. (Copy from H. Jack, from original at the Science Museum).
Hull = The Hull Advertiser.
Hurst = G. Hurst, *Register of Closed Railways, 1948 – 1991*, Milepost Publications, Worksop, 1992.
IA = Pregrouping Atlas & Gazetteer, Ian Allan, 1976 (fifth edition).
ILN = A. J. Lambert, *Nineteenth Century Railway History through The Illustrated London News*, D&C, 1984.
Immingham = A. J. Ludlam, *Railways to New Holland*, Oakwood, 1996.
Insp rpt = Inspection Report – usually MT series at Kew; indexes available there.
Intell tt = Intelligible Railway Timetable – some issues for 1858 and 1859 seen.
IoW = O. Smith, *Illustrated History of Isle of Wight Railways, Cowes to Newport*, Irwell Press, 1993.
IoW 1923 = R. J. Maycock & R. Silsbury, *The Isle of Wight Railways From 1923 Onwards*, Oakwood, 2006.
IoW CP = Isle of Wight County Press.
IoW Obs = Isle of Wight Observer.
IoW-M&S = R. J. Maycock & R. Silsbury, *The Isle of Wight Railway*, Oakwood, 1999.
Ironmasters = W. McGowan Gradon, *The Track of the Ironmasters: a History of the Cleator & Workington Junction Railway*, original 1952, reissued with extra material by P Robinson by the Cumbrian Railways Association, 2004.
IU = Ian Umpleby – mostly information on excursions and other special uses.
IWC = R. J. Maycock and R. Silsbury, *The Isle of Wight Central*, Oakwood, 2001.
James = L. James, *A Chronology of the Construction of Britain's Railways 1778 – 1855*, Ian Allan, 1983.
JB = information from ticket collection of late John Britton, photocopies seen by compiler; reference to this means that at least one ticket showed this form of name; other tickets might have shown different forms.
Jenkins = The Diary of Thomas Jenkins of Llandeilo 1826-1870, Bale, Dragon Books, 1976.
JF = Jim Fergusson; *@JF* usually used because *U* was assembled by Godfrey Croughton, its co-author, and others including Jim Fergusson; he has passed on much information collected in connection with a possible second edition that never materialised and also provided some of the sources used for *U*, now substituted. For V 4 extra information was available from Jim Fergusson and Godfrey Croughton's records.
JNMC = material on Maryport & Carlisle and Solway area from J. N. M. Charters.
Journal = Journal of Railway & Canal Historical Society now available freely to all on RCHS website, except last six issues (two-years' worth).
JP Morris = J. P. Morris, *The North Pembroke & Fishguard Railway*, Oakwood, 1969.
JS = Jeoffry Spence, articles, *Alterations to names of passenger stations*, RCHS Journals, vols 11 on.
KC = items by M. Perrins and D. Anderson in GNR Society's *Great Northern News*, September/October 2002.
Kelvedon = N. J. Stapleton, *The Kelvedon & Tollesbury Light Railway*, Town & Country, 1968 edition.
Kernahan = J. Kernahan, *The Cathcart Circle*, Lightmoor Press, 2nd edition, 2011.
KES = S. Garrett, *The Kent & East Sussex Light Railway*, Oakwood, 1999 edition.
Kingsbridge = K. Williams & D. Reynolds, *The Kingsbridge Branch*, Oakwood, 1997 edition.
Kinross = Kinross-shire Advertiser.
Kirkcud = The Kirkcudbright Advertiser.
Kittridge = A. Kittridge, *Plymouth, Ocean Liner Port of Call*, Twelveheads, 1993.
L = H. V. Borley, *Chronology of London's Railways*, RCHS, 1982, plus later amendments.
Lakeland = H. Bowtell, *Rails Through Lakeland*, Silver Link, 1991 reprint.
Lampeter = M. R. C. Price, *Lampeter, Aberayron & New Quay Light Railway*, Oakwood, 1995.
Lancaster = Lancaster Guardian.
Lancaster Gaz = Lancaster Gazette.
Lancaster Obs = Lancaster Observer & Morecambe Chronicle.
Lancs Chesh = M. D. Greville, *Chronology of the Railways of Lancashire & Cheshire*, RCHS, 1981 edition.
Langport = Langport & Somerton Herald.
LBSC = J. Howard Turner, *The London, Brighton & South Coast Railway*, 3 vols, Batsford, 1977/8/9.
LCD = A. Gray, *The London Chatham & Dover Railway*, Meresborough Books, 1984.
Lee = C. E. Lee, *Centenary of Bradshaw*, Railway Gazette, 1940; this includes an appendix with some company timetables predating *Bradshaw*.
Lee A/S = C. E. Lee, article, *Anglo-Scottish Railway Centenary*, Railway Magazine, March/April 1948.
Leeds = Leeds Intelligencer.

Leek = B. Jeuda, *The Leek, Caldon & Waterhouses Railway*, N Staffs Railway Co (1978), 1980.
Leic = A. Moore, *Leicestershire Stations, An Historical Perspective*, Laurel House, 1998.
Leicester Mercury = Leicester Daily Mercury and weekly version of same paper.
Lester = C. R. Lester, *The Stoke to Market Drayton Line*, Oakwood, 2001 reprint.
Lewin = H. G. Lewin, *Early British Railways, 1801 – 1844*, Locomotive Publishing Co, undated, and *The Railway Mania & Its Aftermath*, Railway Gazette, 1936.
Linc R & S Merc = The Lincoln, Rutland & Stamford Mercury.
Little SW Scot = D. L. Smith, *The Little Railways of South-West Scotland*, D&C, 1969.
Liverpool = The Liverpool Mercury.
Liverpool D P = The Liverpool Daily Post; *Liverpool* only added to title 1879; has recently become weekly.
Llan = information from minutes of Executive Committee of Llanelly Railway & Dock Co.
Llantrisant = C. Chapman, *The Llantrisant Branches of the Taff Vale Railway*, Oakwood, 1996.
LM = R. G. H. Thomas, *The Liverpool & Manchester Railway*, Batsford, 1980.
LMS List = Alphabetical List of Passenger and Goods Stations, October 1933, for internal use of staff of LMS; facsimile published by Dragonwheel Books, 2007. [Possible that some additions were for goods use only.]
LMS S Wales = G. B. Jones & D. Dunstone, *The Origins of the LMS in South Wales*, Gomer, 1999.
LNW = M. C. Reed, *The London & North Western Railway*, Atlantic Transport Publications, 1996.
LNW Cl = C. R. Clinker, *LNW Chronology, 1900 – 1960*, D&C, 1961.
LNW dates = London & North Western Railway: Opening dates of sections and lines, with authority for the same (RAIL 1005/260). This was compiled, retrospectively, by/for the company's audit office. Many entries have abbreviations alongside which show sources (contemporary LNW records), but others, especially before about 1860, do not. It is clear that many early stations were given the line date and distinctions between goods/passenger and formal/public openings were not always made. Consequently this has only been used where a source is cited or where nothing better is available; in the latter case 'no authority' is added. Where *PCC* is added it refers to an extract from a Passenger Commercial Circular added to the book.
LNW Officers = books containing minutes of LNW Officers' Committee *(RAIL 410/585 and following)*. At one time these also contained information about other companies' activities likely to affect LNW. Where two minute numbers are given, reason is usually that first gave timetable, including this station, ready for when line should open, and second gave opening date, without station detail. Some of references used are of 'will open first of next month' variety; since there were also plenty of references to delays owing to inspection problems and the like, it seems safe to use these where there was no later contradiction.
LNW Record = Record of Opening and Closing Dates; L&NW Railway (last entry 1915); continued by London, Midland & Scottish Railway from 1931 (RAIL 1005/289). 'Book re-written from Old Book (collapsed) 1938'. The original started in 1869, with events originally entered as they occurred, sourced to company documents. Entries were continued into the 1950's. A few incongruous items, such as the closure of the WCP, were included, clearly from official information. Some pre-1869 items were later added (none used here). A few do not agree with, for example, company notices in *The Times*; these discrepancies were probably the result of copying errors and no reference is made to them here.
LO = C. E. Box, revised A. Jarvis, *The Liverpool Overhead Railway*, Ian Allan, 1984.
Lochalsh = D. McConnell, *Rails to the Kyle of Lochalsh*, Oakwood, 1997.
London Local = A. A. Jackson, *London Local Railways*, D&C, 1978.
London's Termini = A. A. Jackson, *London's Termini*, D&C, 1985 edition.
Looe = J. M. Tolson, G. F. Rouse & C. F. D. Whetmath, *The Railways of Looe & Caradon*, Forge Publishing, 1974.
Loop = A. J. Ludlam, *The Lincolnshire Loop Line*, Oakwood, 1995.
Lost Railways of East Yorkshire = PG Mason, *Lost Railways of East Yorkshire*, Driffield, Wolds Publications, second edition 1992.
Louth = A. J. Ludlam, *The Louth, Mablethorpe & Willoughby Loop*, Oakwood, 1997.
LPJ = M. D. Greville & G. O. Holt, *The Lancaster & Preston Junction Railway*, D&C, 1961.
LRR = London Railway Record, begun 1994, published by Peter Kay since 2017.
LSW = R. A. Williams, *The London & South Western Railway*, D&C – vol I 1968, vol II 1973, vol III (with JN Faulkner) 1988.
LT = G. D. Beecroft et al, *London Transport Railways Hand-book*, Foxley Press, 1983.
LTS = P. Kay, *The London, Tilbury & Southend* Railway, author, 5 vols.
LY = J. Marshall, *The Lancashire & Yorkshire Railway*, vols I and II, D&C, 1969, 1970.
Lynton = G. A. Brown, J. D. C. Prideaux & H. G. Radcliffe, *The Lynton & Barnstaple Railway*, D&C, 1971.
Macclesfield = Macclesfield Courier & Herald.
Maenclochog = J. Gale, *The Maenclochog Railway*, author, 1992.
Maesteg = C. Smith, *Maesteg Railway Tunnel (The Explosion of 1876)*, Port Talbot Historical Society, 1998.
Maggs = The GWR Bristol to Taunton Line, C. G. Maggs, Amberley, 2013.
Maidens = Rails to Turnberry and Heads of Ayr... D. McConnell & S. Rankin, Oakwood, 2010.
Manch G = The Manchester Guardian.
Manch Cour = The Manchester Courier.
Manifold = (many authors), *North Staffordshire Railway*, Henstock of Ashbourne, 1992.
Market Drayton = C. R. Lester, *The Stoke to Market Drayton Line*, Oakwood, 2001.
Marlborough = The Marlborough Times.
Marx = Klaus Marx, *The Wainwright P Tanks*, Runpast, 1990.
Mawddwy Railway = L. Cozens, R. W. Kidner & B. Poole, *The Mawddwy Van & Kerry Branches*, Oakwood, 2004.
MC = H. & M. Jackson, *The Maryport & Carlisle Railway*, Hirst-Jackson, 1979.
Melbourne = A Cooper, P Leggett & C Sprenger, *The Melbourne Military Railway*, Oakwood, 1990.
Merioneth = Merionethshire Herald [later *Standard*].
Merlin = The Monmouthshire Merlin.
Metro = Manchester Metro News.
MGN = J Wrottesley, *The Midland and Great Northern Railway*, D&C, second edition, 1981.
MGN Circ Bulltn = Bulletin of the Group set up to research into MGN history.

Mid = Dr. J. V. Gough, *The Midland Railway – A Chronology*, RCHS, 1989. Items sourced to *(Mid)* are ones that Dr Gough, who has kindly provided the compiler with his sources, has validated from the local press and company documents, including timetables and working timetables and supplements which explicitly state that station X will be opened/closed/renamed on such a date. Where the information has been inferred from a timetable, it is 'co tt/wtt *(Mid)*'; after Grouping this will refer to LMS timetables. After Nationalisation the reference will simply be 'tt *(Mid)*', unless *Bradshaw* is involved. *Mid* is also used for material not in the published book but supplied directly to the compiler by Dr Gough.

Mid/GW Officers = material from the minutes of the conferences held to deal with matters concerning the lines run Jointly by the Midland and Great Western Companies.

Milford = J. S. Holden, *The Manchester & Milford Railway*, Oakwood, 2007 – second edition.

Millwall = articles by R. Green, *Millwall Junction* and *Millwall Extension Railway*, GE Journals, April 2003 and October 2005.

Mining = *The Mining Journal.*

Minor = R. W. Kidner, *Minor Standard Gauge Railways*, Oakwood, 1981.

MK = D. Martin, *The Monkland & Kirkintilloch and associated Railways*, Strathkelvin District Library, 1995.

Moffat = H. Moffat, *East Anglia's First Railways*, T Dalton (Lavenham), 1987.

Mon min = material from minutes of Monmouthshire Railway & Canal Company.

Morecambe = D. Binns, *Midland Lines Around Morecambe*, Trackside, 1995.

Mountford = C. E. Mountford, *The Private Railways of County Durham*, Industrial Railway Society, 2004. Very detailed survey, with generous provision of sketch-maps, of the many private railways built mostly to serve coal mines; emphasis obviously on industrial matters but information is given about known passenger services.

MSJA = F. Dixon, *The Manchester, South Junction & Altrincham Railway*, Oakwood, 1994 edition.

MSWJ = C. G. Maggs, *The Midland & South Western Junction Railway*, D&C, 1980 edition.

MT references will be from the report of an inspecting officer prior to opening, after accident, or other BoT matter, at NA.

Murray = *Murray's Scottish Timetables*, Glasgow – scattering of issues seen.

Murray 1948 = British Rail Scottish timetable printed by Murray.

N Berwick = A. Hajducki, *The North Berwick & Gullane Branch Lines*, Oakwood, 1992.

N Devon = *The North Devon Journal*.

N Wilts = *The North Wiltshire Herald.*

NA = National Archives, previously Public Record Office. For Scottish National Archives see *SRO*, below.

N&B Gomer = G. Brynant Jones, D. Dunstone & T. Watkins, *The Neath & Brecon Railway: a History*, Gomer, 2005.

NB = J. Thomas, *The North British Railway*, D&C, 2 volumes, 1969 and 1975.

NB list = manuscript list of Important Events and Station Openings, compiled by NB (continued by LNE) at National Records of Scotland, *BR/NBR/4/294.*

NC = G. Whittle, *The Newcastle & Carlisle Railway*, D&C, 1979.

NC Fawcett = Bill Fawcett, *A History of the Newcastle & Carlisle Railway 1824 – 1870* ..., North Eastern Railway Association, 2008.

NC MacLean = J. S. MacLean, *The Newcastle & Carlisle Railway*, Robinson, 1948.

NE = W. W. Tomlinson, *The North Eastern Railway*, D&C, 1987 reprint.

NE Express = *North Eastern Express*, Journal of the North Eastern Railway Association.

NE Hoole = K. Hoole, *Railway Stations of the North East*, D&C, 1985.

NE maps = R. A. Cook and K Hoole, *North Eastern Railway Historical Maps*, RCHS, 1991, revised edition.

Neele = G. P. Neele (LNW Superintendent), *Railway Reminiscences*, McCorquodale, 1904.

Nelson = C. Chapman, *The Nelson and Ynysybwl Branches of The Taff Vale Railway*, Oakwood, 1997.

Nene = J. Rhodes, *The Nene Valley Railway*, Turntable, 1983, 2nd edition.

NER I = C. Fraser (editor), *North Eastern Record, volume I*, The Historical Model Railway Society, 1988.

New Holland = A. J. Ludlam, *Railways to New Holland and the Humber Ferries*, Oakwood, 1996.

Newark = M. A. Vanns, *The Railways of Newark-on-Trent*, Oakwood, 1999.

Newcastle = J. Addiman & B. Fawcett, *The High Level Bridge and Newcastle Central Station*, 150th Anniversary Committtee, 1999.

Newmarket = *Newmarket Journal*.

Newport = *The Newport Gazette*.

Newquay = *The Newquay Express.*.

Newtyle = N. Ferguson, *The Dundee & Newtyle Railway*, Oakwood, 1995. Also see *Dundee.*

NGMW = J. *C.* Boyd, *The Narrow Gauge Railways of Mid-Wales*, Oakwood, 1952.

NGNC = J. C. Boyd, *The Narrow Gauge Railways of North Caernarvonshire*, Oakwood, 2 volumes, 1972, 1994.

NGSC = J. C. Boyd, *The Narrow Gauge Railways of South Caernarvonshire*, Oakwood, two volumes, revised editions 1988 and 1989.

Nhumb = J. A. Wells, *The Railways of Northumberland & Newcastle-on-Tyne*, Powdene Publicity, 1998.

Nhumb Young = A. Young, *Railways in Northumberland*, Martin Bairstow, 2003.

Nidd = D. J. Croft, *The Nidd Valley Light Railway*, Oakwood, 1987 edition.

NL = *The North London Railway, a Pictorial Record*, National Railway Museum York/HMSO, 1979.

NLRHS = North London Railway Historical Society.

Norfolk = G. Dow, *The First Railway in Norfolk*, LNER, 1947 (2nd edition).

Norfolk & S = R. S. Joby, *The Norfolk & Suffolk Joint Railways Committee*, Klafron (Norwich), undated (1975?).

Northwich = *Northwich Guardian*, later *Northwich & Knutsford Guardian*.

NR = Network Rail.

NS = R. Christiansen & R. W. Miller, *The North Staffordshire Railway*, D&C, 1971.

NS-K = B. Jeuda, *The Knotty* [Illustrated History of the NS], Lightmoor, 1996.

Oldham E P = *The Oldham Evening Post*.

Oldham E Stand = *The Oldham Evening Standard*.

Ormskirk = *The Ormskirk Advertiser*.

Oswestry = The Oswestry Advertiser.
Out of Course = Internal GW document 'Stopping of Passenger Trains Out of Course'; see M. Searle, *Chron July 2019*.
Ox & Camb = B. Simpson, *Oxford to Cambridge Railway*, 2 vols, OPC, 1981, 1983.
Oxford Chron = The Oxford Chronicle.
Parry = Parry's Railway Companion from Chester to Holyhead, 1848.
Pask = material provided by B. Pask in *Chron April 2010*. *Pask GW Fares* is from manuscript book of fares.
PCC = Passenger Commercial Circular.
Peebles = P. Marshall, *Peebles Railways*, Oakwood, 2005.
Pembroke = M. R. C. Price, *The Pembroke & Tenby Railway*, Oakwood, 1986.
Penzance = The Penzance Gazette.
Pigeon = R. Pigeon, article in *The True Line*, January 2004.
Plymouth = Plymouth & Devonport Weekly Journal.
Poole = paper that was at various times *Poole & (various additions)*.
Pontypool = Pontypool Free Press.
Portfolio = E. W. Fenton, *A Portfolio of Railway Notices*, Holland Press, 1964.
Portland = M. Smith, *The Railways of the Isle of Portland*, Irwell, 1997.
Potter = G. W. J. Potter, *History of The Whitby & Pickering Railway*, Locomotive Publishing, 1906.
PP = Parliamentary Papers (House of Lords Record Office). Mostly found via references in *Robertson*. For this book simplified references are used:
PP 1 = (222) X, Select Committee to inquire into State of Communications by Railway, Appendices 20-26 (1839). This includes a fairly comprehensive set of returns for period January 1838 to April 1839, inclusive.
PP 2 = (151) XXX, Returns of Amount of Duty paid by Railway Companies 1832-42 (1843). All figures relate to year ending 5 January; years quoted here are preceding ones – i.e. 1842 for year ending 5 January 1843.
PP 3 = (687) XIV Select Committee on Insertion of Conditions in Railway Acts to promote Interests of Public, Second Report, Appendices 13, 14 (1846).
Pratt = Derek Pratt, notes on Alan Godfrey Corwen and Dolgellau OS reprints.
Preston G = The Preston Guardian.
Preston P = The Preston Pilot.
PRO = Public Record Office (now the National Archives). Items previously given this reference are now shown as *RCG; RAIL ...; MT ... . See individual entries in this list.*
PSUL = Passenger Train Services over Unusual Lines, Branch Line Society, various years.
R Cornwall Gaz = The Royal Cornwall Gazette.
RAC = R. A. Cooke: *Atlas of the Great Western Railway*, revised edition, Wild Swan, 1997 or items directly from his research.
Race = items provided by J. Tolson from his unpublished study on the influence of railways on the racing industry.
RAIL = item at Kew catalogued as *RAIL ...* . E.g. *RAIL 393/151* is a collection of LNE internal instructions. *RAIL 1005/265* = job lot dealing with opening dates of lines eventually part of LMS which seems to have been prepared in answer to questions from H. G. Lewin; only used where it gives company minutes or engineers' reports as source. The first 770 odd deal with individual companies; higher numbers more general information.
Ramsey = J. Rhodes, *Branch Lines to Ramsey*, Oakwood, 1986.
Raven = W. J. K. Davies, *The Ravenglass & Eskdale Railway*, D&C, 2000 edition.
Reading = The Reading Mercury.
RCG = list of station openings, closures and renamings compiled in the 1950s from the Minutes of the Railway Clearing House Goods Managers' and Superintendents' Conferences. At Kew catalogued as *RAIL 1005/280 for openings and closures, RAIL 1005/282 for renamings*. Manuscript list, photocopies available at York and Newton Abbot. *'RCG'* means exact date is given. '*RCG ref*' means a more general reference; some entries look like a catching up exercise (stations which other records show to have opened individually are here given in one batch); in any case, such entries were only made in January, April, July and October. Whilst it is a useful record, it has to be said that some of the dates given do not tally with information from local sources.
RCH = Railway Clearing House. Many publications – maps, Hand-book of Stations, lists of amendments to names, closures, opening dates. See *hb* and *hba* above and paragraphs on the RCH earlier in this section.
RCHS = Railway & Canal Historical Society.
RCHS Jour = Journal of the above; now available freely to all on RCHS website, except last six issues (two-years' worth) on RCHS website.
Reid = Reid's Monthly Timetable of the York, Newcastle, & Berwick Railway, April 1849 (first issue, 1925 facsimile). Later was *Reid's Railway Guide,* covering the north-east.
Return/Rtn = Return to Parliament; see 'Returns to Parliament' in Section 3 for details – series RAIL 1053, Kew.
RHD = W. J. K. Davies, *The Romney, Hythe & Dymchurch Railway*, Oakwood, 1988 edition.
Rhy = R. W. Kidner, *The Rhymney Railway*, Oakwood, 1995.
Rly Chron = Railway Chronicle.
Rly Gaz = Railway Gazette, various issues.
Rly Obs = Railway Observer, various issues.
Rly Times = Railway Times.
Rly World = Railway World, various issues.
RM = Railway Magazine: various issues (set at Newton Abbot). Most entries come from sections on 'What the Railways are doing' later 'Notes and News', most recently the regular lists of line updates. Please note that in the 1940s, the Magazine was issued every other month; an issue dated 'March and April' is given the reference *RM March*.
Robertson = C. J. A. Robertson, *Origins of the Scottish Railway System*, John Donald, 1983.
Robinson = Robinson's Railway Guide/ Timetable, scattering of issues seen.
Ross = The Ross Gazette.
Rounthwaite = T. E. Rounthwaite, *Ironstone Mines and Railways of Cleveland and Rosedale* (originally articles in *Railway Observer*,

reprinted 1997 as book in *Industrial Archaeology of Cleveland* series).
RtnT PP = Returns for July 1845 to June 1847 *(PP (937) LXIII, Return of Passenger and Goods Traffic ...)*, House of Lords Record Office.
Rutland = Railways of Rutland, Rutland Local History Society, vol 3, 1980.
Ryde = R. J. Maycock & R Silsbury, *The Piers, Tramways and Railways at Ryde*, Oakwood, 2005.
Rye & C = C. Judge, *The Rye & Camber Tramway*, Oakwood, 1995.
Ryedale = P. Howat, *The Railways of Ryedale*, Nelson, 1988.
S&D = P. J. Holmes, *Stockton & Darlington Railway 1825 – 1975*, First Avenue Publishing, Ayr, 1976.
S&D Pass = P. J. Holmes, *Stockton & Darlington Passenger Traffic*, author, 2000.
S&M Chron = Shropshire & Montgomeryshire Light Railway ... a chronology ... compiled by R. Maund for RCHS Railway Chronology Special Interest Group, July 2020: now available on RCHS website, under 'Special Interest Groups / Railway Chronology'.
S Halts = R. W. Kidner, *Southern Railway Halts*, Oakwood, 1985.
S Spec = D. W. Winkworth, *Southern Special Traffic*, Irwell, 2000.
S Wales = The South Wales Daily News.
S Yorks Joint = B. H. Elliott, *The South Yorkshire Joint Railway and the Coalfield*, Oakwood, 2002 edition.
Salisbury = The Salisbury & Winchester Journal.
Scarborough = The Scarborough Gazette.
Scot Cent = P. Marshall, *The Scottish Central Railway*, Oakwood, 1998.
Scott = Scott's Railway Companion to The Newcastle & Carlisle Railway. Dated 1837, probably for start of year but perhaps containing material of different dates.
SD Jt = R. Atthill, *The Somerset & Dorset Joint Railway*, Pan/D&C, 1970 edition.
SE = A. Gray, *The South Eastern Railway*, Middleton Press, 1990.
SEC = A. Gray, *The South Eastern & Chatham Railway*, Middleton, 1998.
Selkirk = The Southern Reporter, Selkirk, Borders ...
Settle = timetable and note published by Settle – Carlisle Joint Action Committee Ltd, 2 July 1986 (information supplied by A. Brackenbury).
Sewell = G. W. M. Sewell, *The North British Railway in Northumberland*, Merlin, 1993 reprint.
Sheffield = The Sheffield & Rotherham Independent.
Shepton = The Shepton Mallet Journal.
Sherborne = The Sherborne & Yeovil Mercury (ancestor of *The Western Gazette*).
Shrewsbury = The Shrewsbury Chronicle.
Sidmouth = The Sidmouth Observer & Visitors' List.
Sig inst = signalling instructions – gave details of changes such as new stations.
SIT = C. E. Lee, *The Swansea & Mumbles Railway*, Oakwood, 1988.
Skegness = A. J. Ludlam, *Railways to Skegnesss*, Oakwood, 1997.
SLS Jour = The Journal of the Stephenson Locomotive Society.
SMJ = J. M. Dunn, *The Stratford & Midland Junction Railway*, Oakwood, revised edition, undated (first ed 1952).
SMJ Jordan = A. Jordan, *The Stratford & Midland Junction Railway*, OPC, 1982.
SMJ Riley = R. C. Riley & B. Simpson, *The Stratford & Midland Junction Railway*, Lamplight, 1999.
Sol J = S. Edgar & J. M. Sinton, *The Solway Junction Railway*, Oakwood Press 1990.
Som & W J = The Somerset & Wilts Journal (Frome based).
Som Gaz = The Somerset County Gazette.
Som Guard = The Somerset Guardian & Radstock Observer.
Som H = The Somerset County Herald.
Som Stand = The Somerset Standard (Frome area).
Somerset = M. Oakley, *Somerset Railway Stations*, Dovecote, 1992.
Southport G = The Southport Guardian.
Southport Vis = The Southport Visiter [sic].
SR = R. H. Clark, *A Southern Region Chronology and Record, 1803-1965* (and appendix), Oakwood, 1964 (and 1975). Only used if more specific work not available – see *LBSC, LCD, SE.*
SRO = items derived from Scottish Record Office, later National Archives for Scotland; now National Records of Scotland; all provided by people listed in the acknowledgements.
SS = N. T. Sinclair and I. S. Carr, *The Railways of South Shields*, Tyne & Wear Museums, 1990.
Stamford = The Stamford Mercury.
Stockport = The Stockport Advertiser.
Stratford = Stratford-upon-Avon Herald.
Stroud J = The Stroud Journal.
Stroud N = The Stroud News.
SU = Bob Yate, *The Shropshire Union Railway*, Oakwood, 2003.
Surrey = A. A. Jackson, *The Railway in Surrey*, Atlantic, 1999.
Sweeney = D. J. Sweeney, *A Lancashire Triangle*, Triangle, 1996.
Swindon = The Swindon Advertiser.
SY = D. L. Franks, *South Yorkshire Railway*, Turntable Enterprises, Leeds, 1971.
T = The Times.
Talerddig = G. Briwant Jones, *Railways through Talerddig*, Gomer Press, 1992 impression.
Tasker = ? Tasker, *Merthyr, Tredegar & Abergavenny Railway*, OPC, 1986, p 97-8.
Taunton = The Taunton Courier.
Tavistock = The Tavistock Gazette.

Tayside = W. A. C. Smith & P. Anderson, *Illustrated History of Tayside's Railways*, Irwell, 1997.
Tenbury = K. Beddoes & W. H. Smith, *The Tenbury & Bewdley Railway*, Wild Swan, 1995.
Tewkesbury = The Tewkesbury Register.
Thames Haven = P. Kay, *The Thames Haven Railway*, author, 1999.
Tiverton = The Tiverton Gazette.
Topham = Topham's Patented Railway Timetables. May 1848 to March 1850 seen (Bodleian); May 1848 to April 1849 are also at the British Library.
Torquay Dir = The Torquay & Tor Directory.
Torquay T = The Torquay Times.
Totnes = The Totnes Times & Devon News.
Trains Illustrated, various issues.
Trans = Transport Histort, vol 1/3, March 1970 (article on South Wales miners' services).
Trewman = Trewman's Exeter Flying Post.
Trowbridge = The Trowbridge Chronicle.
True Line = The True Line, Magazine of Caledonian Railway Society.
TTS = Journal of the Transport Ticket Society.
Tuck = Tuck's Railway Shareholders Manual.
Tuck tt = Every Travellers Guide to the Railways, (only one seen 1843, probably June).
TV = D. S. M. Barrie, *The Taff Vale Railway*, Oakwood, 1969 reprint.
Tyneside = A. Young, *The Suburban Railways of Tyneside*, Martin Bairstow, 1999.
U = G. Croughton, R. W. Kidner & A. Young, *Private and Untimetabled Railway Stations*, Oakwood, 1982.
Ug = D. Rose, *The London Underground: a Diagrammatic History*, author.
Van = L. Cozens, *Van and Kerry Railways*, author, 1953.
VoR = C. C. Green, *The Vale of Rheidol Railway*, Wild Swan. 1986.
W Briton = The West Briton (Truro).
W D Merc = The Western Daily Mercury.
W D Press = The Western Daily Press.
W Fife = A. W. Brotchie & Harry Jack, *Early Railways of West Fife*, Stenlake, undated (2007?).
W Fly P = The Western Flying Post (ancestor of *W Gaz).*
W Gaz = The Western Gazette (Yeovil), Yeovil edition unless specified.
W High = The Story of the West Highland, LNER, 1944.
W Lancs = J. E. Cotterall, *The West Lancashire Railway*, Oakwood, 1982.
W Mid = C. R. Clinker, *The Railways of the West Midlands, a Chronology 1808 – 1954*, Stephenson Locomotive Society, introduction dated 1954.
W Morn News = Western Morning News.
W Som F P = The West Somerset Free Press, published at Williton.
W Sussex = Going off the Rails: the Country Railway in West Sussex, West Sussex County Record Office, 1997.
Wales = H. Williams, *The Railways of Wales*, C. Davies (Swansea), 1981.
Waterloo Times, Merseyside.
Waverley = R. G. Perkins with I. MacIntosh, *The Waverley Route Through Time*, Amberley, 2012.
WCP = C. G. Maggs, *The Weston, Clevedon & Portishead Light Railway*, Oakwood, 1990 edition.
Wellington = The Wellington Weekly News (originally *Corner's).*
Wells = The Wells Journal.
Wemyss = A. W. Brotchie, *The Wemyss Private Railway*, Oakwood, 1998.
Wenlock = K. Jones, *The Wenlock Branch*, Oakwood, 1998.
Westmorland = Westmorland Gazette & Kendal Advertiser.
Weston = The Weston Mercury.
Weymouth = The Weymouth, Portland & Dorchester Telegram.
Weymouth branch = V. Mitchell & K. Smith, *Branch Lines in and around Weymouth*, Middleton, 1998 reprint.
WHH = Welsh Highland Heritage (newsletter of Welsh Highland Heritage Group).
Whishaw = F Whishaw, *The Railways of Great Britain & Ireland (1842)*, 1969 reprint, Augustus M. Kelley, New York. This was a contemporary description of many of the early railways, mostly derived from personal inspection – or so the author claimed.
Whitby = M. Bairstow, *Railways Around Whitby*, author, two volumes, 1989 (revised 1998) and 1996.
Whitchurch = The Whitchurch Herald (B Wilson).
Whitland = M. R. C. Price, *The Whitland & Cardigan Railway*, Oakwood, 1990 edition.
Whittle = J. R. Whittle, who provided much information for *Cl pap* (above).
Wilts = The Wiltshire Independent (Devizes).
Wilts & Glos = The Wiltshire & Gloucestershire Standard.
Wisbech = The Wisbech Advertiser.
WL = J. B. Atkinson, *The West London Joint Railways*, Ian Allan, 1984.
WMCQ = J. C. Boyd, *The Wrexham, Mold & Connah's Quay Railway*, Oakwood, 1991.
Wolfe = C. S. Wolfe, *Historical Guide to the Romney, Hythe & Dymchurch Railway*, RH&DR Association, 1976.
Wolv Chron = The Wolverhampton Chronicle.
Wombourn = The Railway to Wombourn, N. Williams, Uralia Press, 1986.
WON = Weekly Operating Notice (or equivalent document of the time).
Woolmer = Woolmer's Exeter & Plymouth Gazette.
Worcester = The Worcester Herald.
Wrexham = The Wrexham Advertiser.
WSM = R. Sellick, *The West Somerset Mineral Railway*, D&C, 1970 edition.

Wtt = working timetable –always be one appropriate to relevant company/BR Region; date given is starting date.
Wtt supp = supplement to above – these often gave details of new station openings.
WW II = World War II Railway Study Group, *Bulletin*, July & August 1997, which includes reproductions of documents which are the source of its dates.
Wye = B. Handley & R. Dingwall, *The Wye Valley Railway*, Oakwood, 1998.
Wyld = Wyld's Guides to the London & Birmingham and Liverpool & Manchester Railways.
York = The York Courant.
Yorks Gaz = The Yorkshire Gazette.

Finally, mention has to be made of R. V. J. Butt's *Directory of Railway Stations*, Patrick Stephens, 1995 (when part of the Haynes Group). This has many basic faults. No means are provided for dealing with the vagaries of early contractors' services; the author seemed to be unaware of the lack of evidence for the earliest services of many lines and simply assigned the line opening date to all stations, when the reality is that many opened later. Overall, the errors, omissions and other inadequacies run into the thousands. It should be added that his work covered ground not covered here, on Ireland, preservation lines and the like; comparison with *Johnson's Atlas & Gazetteer of the Railways of Ireland*, Midland Publishing, 1997 and *Ireland*, J. W. P. Rowledge, Atlantic Publishing, 1995 (issued as volume 16 of the D&C Regional History series) suggests even less accuracy there. Butt's book was used at an early stage to check dates given here and some corrections were made after reference to other sources; nothing, for obvious reasons, has been directly derived from it.

ATLASES

The most prolific publisher has been Ian Allan, since taken over by Crecy Publishing Ltd which continues to produce revised editions of many books and has added new titles, no distinction usually made here between two, not all seen by compiler:
By far the best to use in conjunction with this work is Col. M. Cobb's, *The Railways of Great Britain, A Historical* Atlas, Ian Allan (only), 3rd edition 2015; except for a very few instances it includes all the regular stations listed in this book, shown on an outline of the one-inch Ordnance Survey. However, its lavish nature means that its future availability is uncertain so on balance it seems best to keep references in this book to the *Pre-Grouping Atlas* (see below).
Their basic book is the *Pre-Grouping Atlas*, based on Clearing House maps), 6th edition, revised and enlarged scale 2015. This is the model for a series of atlases showing the system at various times: 1923 (showing system at Grouping, plus Junction Diagrams); 1904 (reprint in book form of the Railway Clearing House map for that year); 1947 2nd edition with RCH Junction diagrams; 1955; 1965; 1967; 1970. Earlier ones for 1881 (from *Macaulay's Station Map*, with *Airey's Railway Junction Diagrams* of the same time); *Rail Atlas, 1890* (Tony Dewick), 2005. *Sectional Maps of Britain's Railways* were also published in a larger format for January 1982, Winter 1984/5 and January 1989. Also *The Beeching Era*, 2013, details changes and proposed closures following the Beeching Report; *Railway Atlas, Then and Now* (comparison of system 1923 and 2012), P. Smith & K. Turner, 2012; *Rail Atlas 1939 – 1945*, P. Walker (2014); *Complete Atlas of Railway Station Names*, compiled by Tony Dewick, 2002 (here the ludicrous use of the original scale means that some areas are very difficult, even impossible, to disentangle); *Atlas of Train Operating Companies*, 2000. *Atlas of Railway Station Closures*, maps on larger Ian Allan format, photographs and index giving exact dates of closures of all entries, 2018.
For particular areas: a reprint of Clearing House map of London of 1935 in book form; *London Railway Atlas* (covering whole history) by Joe Brown, 3rd edition, 2012; same author has created *Birmingham & West Midlands Railway Atlas*, 2nd edition 2021; *Liverpool and Manchester Atlas* 2021 – all very detailed. They began a series designed to bring together all the factual material about railways in a particular area: the first two to be issued covered Norfolk & Suffolk and Kent & Sussex - unfortunately in the first one there are very many discrepancies between the information given in the historical and map sections and that in the index and gazetteer; the second has fewer errors of this sort but is far from perfect. More recent is *Atlas of the Southern Railway*, R. Harman & G. Nichols, 2017 [grouping to nationalisation]. *Scottish Railway Atlas Then and Now*, Paul Smith and Paul Jordan, 2021 – with much additional photographic and diagrammatic material. *Atlas of the Railways in South West and Central Southern England from 1731 to Present Day*, (including Channel Islands), Stuart Malthouse, with much additional photographic and diagrammatic material .
S. K. Baker, *Rail Atlas of Great Britain & Ireland*, originally OPC, shows the present position and is regularly re-issued in revised editions (most recent 15th, 2015).
Other publishers: .....
Track Atlas of Mainland Britain, Trackmaps, 2009 (omits London Underground, Metro lines).
What was assumed to be the first of a series is: A. Mackintosh (editor), *As They Were, Book I, Southern England*, Offington Press, 2002. This is a reproduction of 1 inch OS maps, designed to show railway system as it was in 1950s. This volume covers the area south of line from Bristol to London.
R. A. Cooke, *Atlas of the Great Western Railway*, Wild Swan, revised edition 1997. This is centred on 1947 but does show stations closed before that time and added since; it covers the Great Western in its widest sense, including 1922-3 amalgamations. It is very accurate and detailed and it is unfortunate that no comparable works have been produced for other companies. He is also producing a very detailed series of Track Diagrams for GW and BR WR.
J. Jowett, *Railway Atlas*, Patrick Stephens, 1989. This is based on Railway Clearing House maps. It provides far more detail than the Ian Allan atlas listed in Section 4 but is no longer in print. The complex underlining used can be ignored by those who simply want to locate stations. Also *Jowett's Railway Centres*, vol I, Patrick Stephens, 1993; *Jowett's Nationalised Railway Atlas*, Atlantic, 2000.
C. J. Wignall, *Complete British Railways Maps and Gazetteer 1825 – 1985,* OPC, revised edition 1985. Claims to include all lines and stations but there are many inaccuracies even in this revised edition.
Midland Railway System Maps (The Distance Diagrams) have been reprinted in 6 volumes, including an index and gradient diagrams, by the Cumbrian Railways Association (vol 1) and P. Kay (rest). They show the Midland Railway in great detail just before Grouping.
Table of Distances for the London, Brighton & South Coast Railway, January 1901, was reprinted by Ian Allan, no date given for reprint.
A very detailed National Series of Waterway, Tramway and Railway Atlases, photocopied and frequently revised was produced by G. L. Crowther of 224 South Meadow Lane, Preston, PR1 8JP. The various sections possess their own indexes but there is no overall national index.
North Eastern Railway Atlas 1922, S. Bragg, Industrialogical Associates, dated 2005, gives a very detailed picture of the North Eastern in its last independent year. An earlier work, *North Eastern Lines and Stations*, compiled by S. Bragg & E. Scarlett, North Eastern Railway Association, 1999, is essentially a list showing the lines and stations of the North Eastern at the end of 1922; some diagrams are also included.
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.
Mapseeker Archive Publishing has issued a reprint (2012) of *Bradshaw's New Railway Map ... 1852* and have included with it reprints of a number of town plans of that time.
D. Rose, *The London Underground: a Diagrammatic History*, author, latest edition 2016.

THE INFORMATION OBTAINED

Opening dates

The dates quoted are intended to be those when the station was first used by the ordinary fare-paying public, even if only a reduced (e.g. afternoon only) service ran that first day. Often there were also earlier ceremonial ('formal') occasions, when directors, chosen friends and local dignitaries travelled over the line. Quite a lot of these formal events are quoted in print as the public dates since contemporaries often cited only these. Indeed, this is one of the constants of railway history: *Bradshaw's Shareholders' Manual*, newspapers of all eras, and secondary sources, have all done this. Even today magazines devoted to railway matters often still fail to clarify the full significance of the dates they give. Many such errors have been corrected but some will have survived, especially in areas reliant on secondary sources.

Sunday dates can cause problems. Some Sunday opening dates have been copied from book to book down the years for stations, that as far as is known, never had a Sunday service. This has mostly, but not exclusively, occurred in cases where a first of the month was a Sunday. Some have been found and corrected; again, others probably still lurk. More difficult are cases where the station did have a Sunday service. Initially, there was much Victorian heart-searching, especially in Scotland, about Sunday train services so there would have been a reluctance to open lines on the Sabbath, with the accompanying celebrations. The policy followed has been to quote 'accepted' dates up to 1850, adding a note to the effect that it was a Sunday. After 1850, no comment has been added. The vast majority of stations affected were opened on the first day of a month and were additions to existing lines so that operationally it would have made sense to open them with the new timetable rather than wait a day. Primary evidence can be quoted in support of some of these openings. Some were perhaps held back but rather than add a lot of notes likely to turn out eventually to be unnecessary, it seems best to leave alone for the moment.

Whilst normally preference has been given to primary evidence, an exception was originally made in the coverage of the Highland and Great North of Scotland Railways. The Societies devoted to the study of the histories of these companies have published lists where sources have been given for all items, the overwhelming majority of them from the local press. However, the vast range of newspapers now available from the British Newspaper Archive and the limited availability of the Societies' publications make it now preferable to make press references the desirable ones.

If the source is described as e.g. *(Mid; T 3 May- line)* it means that the Midland Chronology gives the exact date for the station whilst *The Times* only covered the line opening; this approach has been used on the basis that as far as possible contemporary sources should be used; if these are incomplete, modern ones should be used to fill the gaps. *T/Derby Mercury* means that the information comes from the former, which acknowledged the latter as its source.

Where a newspaper report is given as the source it means that the item has been seen by the compiler or was provided by someone who knew it would be used in this book, and whose name is included in the Acknowledgements. Where a secondary source quotes a press report of an opening, the source given is the book. Only where the sense demands reference to the paper, is full acknowledgement is given. However, where a book includes a facsimile of an opening timetable or press advertisement of opening, is cited as, e.g.: '*co n (= company's opening notice shown in) book's name'.*

As far as timetables are concerned, if a station is shown as 'first in *Brad* May 1856', it means that the April 1856 issue has also been seen and that the station was not present then. Occasionally a range of dates is given. If a station is shown as 'May/June/July 1856', it means that April has been seen and the station was absent; the May and June issues (or the relevant pages) were missing from the set used and the station was there in July.

However, more than 10,000 pieces of information have been either derived from, or checked against, *Bradshaw*. Though much has been double (or even triple) checked, it is highly unlikely that no errors or omissions have occurred. Furthermore, *Bradshaw* itself was dependent on companies sending up-to-date information in time for it to be included in the next issue. From common references in the book itself it is clear that this often did not happen. There are cases where other sources show that a new line or station was opened several months or even years before it appeared there. There are also examples where it looks suspiciously as though revisions were made at intervals in a sort of catching-up exercise; changes such as the addition of an extra station or two coincide with alterations in the layout of tables and reorganisation of pagination rather more often than one would expect. These suspicious items were particularly prevalent during the hectic period of openings in the late 1840s. It is impossible to be sure whether *Bradshaw* or the railway companies were responsible – the writer suspects that both played a part.

Closing dates

The modern accepted convention is to quote as the closure date the first day a service should have run but did not do so. Nowadays the timetables start on a Sunday, so a quoted closure date will mean that the last train ran on the preceding Saturday (or perhaps Friday). However, from Nationalisation until recently the quoted date will normally have been a Monday and the last train will have run the preceding Friday, Saturday or Sunday but it was not always as simple as this. It seems to this compiler that it would have been preferable and more logical always to quote the date of the last train but the 'accepted' way is followed, partly because it is the one used by officialdom and partly because so much in print uses it that confusion would be caused by departing from it. Apart from some exceptions explained later, the dates used here are always those for the actual closure, calculated in accordance with the convention mentioned. Some stations were initially 'temporarily closed' but never reopened; usually they were 'officially' closed years later. No mention is made of these later official dates since a station officially open but with no trains calling is of no use to anyone. It should be pointed out that *Returns* usually operated on the principle of inclusive dates, so its closing dates were last days of use.

It would seem that, at first, stations were closed on any date and at any stage of the month. As the system grew, companies developed the practice of making most changes on the first of the month with a new timetable. The earlier paragraphs on 'Timetables' have explained how variable practice could be in this respect.

Many existing secondary sources (and perhaps even the Railway Clearing House) seem at times to have been confused by all this. Some attempt has been made here to unravel the tangle, but further work is needed. However, it should be stressed that normally only a matter of a day or two is involved.

After Nationalisation, the standard practice for all regions was to make changes on Mondays and to issue a standard form of closure notice. The fairly recent change to Sunday starts for new timetables could in the future create problems of the sort explained later.

Various snags arise from the accepted way of dating closures. For a start, it is clear from examination of the evidence that it has not in reality always been followed and that some of the dates copied down the years were actually the last days of use; others seem to have been arrived at by adding one to a known last day of use, which gave the correct answer if the latter was a Sunday but created an absurdity if it was a Saturday since it resulted in a Sunday closure date for a line or station without a Sunday service (though there were circumstances in which this did certainly 'officially' happen as a result of Southern practice between the Wars). There are indications that the early nineteenth century usage of terms was not the same as today's (see the entry on *1844 December 1* in Section V). The *Railway Gazette*, which has tended to be regarded as a semi-official source, probably contributed to the confusion. It is clear from analysis of lists it produced in the 1930s that it used a mixture of last days of use and official closure dates. *The Times* and the local press sometimes did quote the notices issued by the companies themselves but often only made brief mentions of closures. These can leave one wondering whether they meant the last day trains ran, or the official closure date, and thus fail to resolve the issue. Modern magazines devoted to railways are also sometimes at fault.

Another difficulty arises where closures were made with the introduction of a new timetable on the first of a month. Provided the first fell between Monday and Friday inclusive, there is no problem since the last train will clearly have run in accordance with the principles set out. Where it occurred on a Saturday or Sunday ambiguity can arise. If the first was a Saturday, did the company really close it then (i.e. last train on Friday) or was it a last day of use that historians have failed to correct to a Monday closure date? Sundays pose that problem, plus another one if the station concerned had no Sunday service. Where historians have spotted this type of closure they seem often to have resolved it by quoting the Monday (the 2nd) as the closure date. This compiler wonders whether in fact companies and their clerks were as finicky as this; he suspects that at least some of the time, especially before 1914, they simply quoted the date of the start of the new timetable as the closure date, regardless of niceties. Later, they do seem to have followed 'standard' practice. This problem is compounded by the fact that over time, the starting dates of new timetables were more frequently deferred or brought forward a day or two, so that the changes were made on a Monday. This was not done with any consistency; sometimes it was only done by a few companies. Thus dates like '2nd' or '31st' of a month should be regarded as suspect until the full story can be substantiated from reliable primary sources.

Throughout, where a station closed on a Monday, no comment is made. Closures on other days have the day of the week in brackets after them, so that e.g. (Tuesday) means that theoretically the last train should have run on a Monday. In the interests of consistency, Sunday dates have been given to all Southern services that are likely candidates. Ideally, information about whether there was a Sunday service or not should also be given. However, to do that from scratch would have taken a long time and required either a lot more space or the use of more symbols which, given the complexity of the information already included, might well have confused rather than enlightened the reader.

Some of the references used in support of the dates given are of the 'last day' kind, as long as they clearly support that date in accordance with the principles set out here. Ambiguous references are not used.

In cases where a station was served only on one or two days of the week, the date is given 'last day', thus avoiding some at least of the absurdities arising from the accepted practice.

In some cases, two sources are given; this normally occurs where the more immediate source gave notice well in advance and it thus seems desirable to give another source which confirms that it did actually close on the date given – there were cases where stays of execution were granted. Entries derived from timetables are shown: 'Last in *Brad* ….', if seen by the compiler but 'closed …tt' if from elsewhere, since that is the way the sources used showed these (and the compiler usually has no means of knowing what timetable the source quoted used). This phrasing 'last in *Brad* …' is also used in cases where a station later re-opened; it would be a waste of space to put 'last in the tt for the time being' or some such entry each time. Theoretically such stations would have had a closure date that was the first of the following month, unless they closed part way through a month. 'Last trains …' covers those which remained in the timetable, without trains, after they had presumably been closed.

The same qualifications need to be added as for opening dates; there is a strong possibility that in some cases the service had ceased some time before it was omitted from *Bradshaw*.

Short-term omission from the timetable

Some stations were omitted from timetables for a few months only. These are shown: 'last in *Brad* …; back ….'. Without corroborative evidence it is impossible to say whether they actually closed for a short time or remained open but were not included in the timetable because some clerk (almost certainly the railway company's, not the timetable publisher's) felt them not important enough for inclusion or wanted to save space.

Some companies, e.g. the Maryport & Carlisle, provided skeleton tables for some months, fully detailed ones for others. In such instances the fact that some stations went missing for a while is ignored.

Change of site

Where a station was removed to a new site, the information is given, as far as possible treating the new site as a continuation of the old station. Sometimes this is not possible since the new site was given a different name; cross-references are then given. In any case, the distinction between a re-sited station and a new one is one of the many grey areas of the subject. Sometimes the reader will find: 'New station ….': this is where the source used does not make it clear (the information might not be available anyway) whether the station was rebuilt on the same site or a different one. This aspect is one where there is the heaviest dependence on Clinker, who regarded a station as re-sited if the new location was more than 10 chains from the old. The local press was generally indifferent to such matters and timetables are rarely of any use for this purpose (they often gave distances but these were unreliable approximations). The vast majority of modern books simply copy Clinker, though in this book a station has been regarded as re-sited if it is clear from the local press that contemporaries saw it in this way.

Names

Much effort has been made by many to provide 'official' names for all stations at all times. This has generally been done by applying later practice to an earlier age while the proper historical method is to take the evidence available and work forward from there. The outcome of the latter is a much untidier picture than many would like since it fails to provide the definitive answers many seek, though a far more accurate one. M. D. Greville, in an article in the RCHS *Journal* of September 1956, pages 66-7, effectively said this and the more this writer has tangled with the subject, the more he feels the same way; all attempts at finding definitive answers have usually led to more, not less, confusion. Many of the renaming items included here, as in most books about railways, are, and are likely always to be, mongrel items since the information comes from a mixture of sources whose reasons for giving it were different so that the same version would have not been in use in all the relevant places at the same time: e.g. in some cases to inform professional railwaymen, in others to help passengers. Following Nationalisation, the Railway Executive seems to have taken the initiative in bringing some sort of order to this question, sometimes making 'official' use of names already in use by e.g. *Bradshaw*.

The first point to note is that the spelling of place-names was only fully standardised in the period under consideration as the needs of the Royal Mail and other bodies made it desirable. Thus BRIDGEWATER and BRIDGWATER happily co-existed for much of the C19th. STALY BRIDGE, STALEY BRIDGE, STALYBRIDGE and STALEYBRIDGE all appeared in timetables: the LNW even managed to use three of these in different tables of the same issue. In addition, the way locals pronounced a name was not always the same as the way it was shown in the Ordnance Survey maps and the atlases of the time (which often disagreed amongst themselves) so this could lead to variations. Sometimes the one used by the railway was not the most commonly used one but became the standard as people regularly saw it in timetables, on notice boards and the like. The early companies' minute books frequently included different names for the same station, especially if it was one intended to serve an area that included several villages: the Stockton & Darlington was one such. Local newspapers made their own contributions to the mixture. Railwaymen did not always use the most recent names: they had more important matters on their minds.

In the early days it seems that railway companies simply used the name of the place to be served as the one to be used for their station, sometimes giving an indication of its site: the Liverpool & Manchester did the latter in the verbiage that accompanied its earliest timetables while the tables themselves simply used the two place names. As more stations came into existence and older ones were replaced by more convenient ones additions were made to the names in press notices and timetables; at first these were probably intended to be seen as helpful additions rather than official names (see the introductory remarks at the start of the entries for these two cities in Section 4). In time such additions did achieve official sanction and notices were issued by companies to their staff and placed in their timetables that X would now be called X Z Street or A would be called B.

No tidy arrangement is available in many cases and one has to fall back on other sources. One would expect the most useful to be the timetables issued to the public by the companies themselves but, as the example above shows, they do not provide a magic answer. Early working timetables issued to their staff cannot be regarded as definitive evidence: their staff would know where their stations were without needing extra information. National timetables take us a step further from the original source; the problem here is that it is now impossible to determine what, if any, alterations they made to help travellers decide which of two or more stations in a town was the one needed. Even when clear evidence exists to show when a company intended a station's name to be changed it was sometimes a while before the timetables caught up; this was especially true when the practice of issuing only two new versions a year was adopted.

The Railway Clearing House should have provided definitive answers but its information was often out of date and there seem to have been copying errors as it was passed from place to place. Its publications often showed as still in existence stations closed years before, never mind keeping up with changed names.

If anyone still needs convincing of the complexity of the task of establishing names and an explanation of why this book takes refuge in inexact references, this final example, provided by sampling, might clinch matters. It concerns what is now Bristol Temple Meads. In the 1860s all sources seen just had Bristol. There was only one site, though a complex one. Passengers were left to work out for themselves whether they needed the Great Western station, the Bristol & Exeter or the through platform. Occasionally tables did specify 'the GW station' but for services which only a traveller totally ignorant of local geography would have attempted to catch from the Bristol & Exeter; no help was given in those vital cases where it was needed. In 1871 and 1887 *Bradshaw* had Bristol Temple Mead in both GW and Midland tables, but in 1876 and 1878 it was Bristol Temple Street. In 1902 the timetable issued by the GW itself had Bristol Temple Meads but that issued by the Midland in 1903 still showed Bristol Temple Mead. The Clearing House Hand-books for 1890 and 1895 called it Bristol Joint Passenger Station; the appendix for 1896/9 showed Temple Meads for passengers and goods, GW only (there was no Midland entry in the appendix); the 1904 book had Joint Station for passengers and confined Temple Meads to the GW goods station only; the 1938 book is the same; at some time between then and an amendment leaflet dated September 1939 the passenger station had become Bristol Temple Meads Joint. The Junction Diagrams added Temple Meads about 1900, apparently, but not certainly, to the whole station. Though not strictly relevant here, it might be added that while for a long time no reference to Temple Meads appeared under 'Bristol' in the Hand-books, by 1890 there was an entry under 'T', with the explanation that it was the same as Bristol Goods: GW-Mid.

Finally, it remains to outline the policy followed here. Exact dates for changes have been given in cases where there is evidence from explicit company or equivalent post-nationalisation sources; in such cases no mention is usually made of any later use of the old name elsewhere. While experience suggests that use of *Bradshaw* dates is generally a good guide, within a month or two, to the opening and closing of stations, it is of far more limited use when it comes to defining exact station names or the dates when these changed. Thus dates derived from there are quoted year-only and the same treatment has been given to those where others have quoted one derived from a timetable. In the most shambolic cases no attempt is made to date variations. They are merely listed, perhaps with a date giving an idea of when sanity prevailed. Mention made that the version appeared in a company timetable or some other source in a particular year does not mean that was the only time it appeared; it is simply an example of its use. The 'X for Y' type of name is usually only given full treatment if it was clearly the company's intention that it should be treated thus; others of this sort have been placed at the end of their entries to avoid disruption of the flow of basic information and to make it easier for those with no interest in this aspect to ignore it.

Name changes ascribed to '*Brad* 1955' occurred with the change of format, 13 June 1955. How far these were actual changes made then, and how far this was a tidying-up operation including changes that should have been made earlier, is not known – the latter would seem more likely.

Technically names shown here as 'X & Y' should be shown 'X and Y' but the use of '&' as a shorthand was common in official documents and has been very widely used in secondary works; it also avoids ambiguity since it clearly shows that one station is involved while the use of 'and' runs the risk of one becoming two if the information is copied to another document. The same considerations apply to many company names also.

More exact treatment has been possible for stations on the Midland Railway because John Gough kindly supplied the writer with a full version of his sources, thus enabling him to specify the type of timetable involved.

The names of Welsh and Scottish stations are restricted to versions found in English timetables.

SECTION 4

STATIONS

EXPLANATION

Far more information about many aspects is available in Section 3, Sources.
A separate GLOSSARY covering some of the terms used is included later.

Stations are listed in alphabetical order by place name. Thus:

HAY & X
HAY PARK
HAY-ON-WYE
HAYMARKET

Please note that many names (e.g. Queens Ferry/ Queensferry) appeared in both one- and two-word forms in railway sources at different times.

Here, the last or present form is used; if you do not see the place you are looking for in one form, please look on or back to the other.

Suburban stations are listed under their own names. The name under which full details are given is normally the present name if it is still open or its name at closure. If a town or city has, or had, two or more stations where the place name is/was the first word of the station name (e.g. BATH SPA; BATH GREEN PARK), entries are preceded by an underlined heading, giving the place's name. Where the place's name is/was the second word, it is normally treated thus: SOUTH CROYDON is under 'S', with cross-reference under 'C'. Exceptions have been made for a few places where the complications make it seem sensible to put all its stations in one place; cross-references are provided for those where readers might initially look in the wrong place. Cross-references are also provided for alternative names where these are significantly different but not for minor differences of the 'BATH GW see BATH SPA' type, nor for cases where a name has appeared as both one and two words. Where 'HALT', 'SIDING' or 'PLATFORM' was part of a name, it is not included in the heading, but is mentioned in the text. Commas or brackets that were part of the name are usually omitted to avoid confusion; similarly, the possessive apostrophe is normally omitted. In both cases practice has been very variable both over time and region (St. James being a leading victim). After a town or station name has been given once, initial letters only are used, unless ambiguity might result.

The organisation of entries is flexible, allowing each entry to be given in the way that seems most suitable. The components are explained below, but do not always appear in the order given.

Stations of the same name in different areas are generally distinguished by 'near ….' after the name; counties are only used if they actually formed part of the name (according to RCH sources or the body of a tt, not the index). This approach is used to avoid the need for alteration when local government boundaries are changed.

Company name – shown […]. Normally, the company quoted is the one that operated the station at the end of 1922, or at closure if this was earlier. Following the usual custom, no reference is made to companies that were still legally independent but had their trains operated by another company. Stations not owned by a railway company (e.g. those provided by the government for munitions workers) are similarly ascribed to the company operating the service to and from then. Stations opened from 1923 to 1947 are ascribed to the company responsible for opening them. No reference is given for stations opened since nationalisation, unless they were opened by the London Underground or some other organisation not subject to British Railways. Exceptions have been made for operating companies that only lost their independence late, including all of those involved in amalgamations that were preliminaries to the main grouping. The London, Tilbury & Southend is shown, though by 1922 it was part of the Midland. The handling of the south east is more complicated. The South Eastern (SE) and the London, Chatham & Dover (LCD) in 1899 created the South Eastern & Chatham Railway Companies Managing Committee (SEC) to run their lines operationally as one, though they were still legally separate. Here SE and LCD are used for stations opened before the 'merger' and SEC for later ones. Stations now part of the London Underground are given their present line names; if they were opened by a 'surface' railway, that is also mentioned. Abbreviations (list below) are used where frequent reference has to be made to a company; where only occasional mention is needed the name is given in full. Names are sometimes given in a simpler form than their full legal ones, especially where it was normal in the nineteenth century to do this. Reference is made occasionally to unusual arrangements, such as the partitioning of the City of Glasgow Union between North British and Glasgow & South Western in 1896.

Opening date. The date given is that when fare-paying passengers were first carried on a train shown in the ordinary public timetable. Non-timetable and occasional stations and services are treated as seems most appropriate to their circumstances and the evidence available. The nature of the evidence is such that even for public stations this has to be expressed in different ways:

If the entry is simply 'op …' it means that the source quoted in brackets immediately after gives believable evidence that the station really did open that day.

If it is 'op 1 May 1850 *(source – line)*', it means that the quoted source only supplies the line date and not details of intermediate stations. However, the station is in the first timetable seen for the line, after and within a month or two of its opening. The vast majority of stations so shown will have opened on the date given.

With some early stations, the entry will be e.g.: 'line op …, in early *Freeling*', which means that it was included in a very early description of the line. Again, the vast majority of these will have opened with their lines.

'Line op 1 May 1850, nd (= no detail), August 1851' means either that no timetable prior to August 1851 has been seen or that the timetables seen did not give full details until then, so that one cannot be sure whether the station opened with the line or at some time up to and including the date given after 'nd'. Where other evidence has later come to light in cases like this, it has shown

that most did open with the line. An awkward category is where short branches or additional stretches of line were opened and initially the timetable gave just the terminus of the new stretch, adding one intermediate station a few months later. These cases are far more difficult to judge than those where several stations were included with the line and only one added later. Another problem sometimes arose when a new branch was opened, joining the main line at a point away from existing stations so that a new junction station had to be built. Sometimes this was not shown at first, though it is clear from working arrangements that something had to exist at the junction.

'First in *Brad* June 1851' or something similar means it is reasonably certain that it opened after its line and this is the best available evidence for dating its appearance. It must be emphasised that this will be an approximation; whilst many stations did open on the first of the month in which they were first included, others did not appear in *Brad* for several months after opening and a few were not included for years – or ever – presumably because the companies did not think them worth a mention. Far more rarely, stations were put in early.

'First trains May 1850' means previously included in the timetable without any trains shown calling.

Closing date. The date given, following accepted practice, is that of the first day when services would normally have run but did not. In the vast majority of cases, this will have been a Monday, with the last train running the previous Friday, Saturday, or Sunday. If there was a big gap between the date of the last train and the official closure, the entry will be: 'Last train ….'; no reference will be made to the official date.

Where the date was not a Monday, the day of the week is quoted in brackets after the date; this is done to highlight issues fully explained in Section 3. The commonest use after 1922 is (Sunday), for stations on the Southern Railway, which normally began its new timetables on Sundays. Days of the week are not given when a closed station was immediately replaced by another.

In most cases an exact date is available but a few dates have had to be derived from timetables. These are shown: 'Last in tt ….' or similarly. It should again be borne in mind that these are approximations and that some stations remained in the timetable after closure. 'Inertia?' is included where there is a suspicion that there might have been a delay in removing the station. 'Last trains …' means that the station was included in later timetable(s) but no trains were shown calling.

Intermediate closures and re-openings are shown; the same principles apply to these as to first openings and final closures. Where timetables have had to be quoted, it is: 'Last in tt ….; back in tt ….'. Especially early on, it is unsafe to assume that a station closed just because it was omitted from the timetable for a few months; other evidence is needed to be certain. Where the closure was clearly intended to be temporary (as was the case with many stations closed in 1917 as a war-time economy measure), or was a short one, the phrasing will be 'clo…; reop (= re-opened)….' or a variant based on timetables. If the closure was clearly intended to be permanent, or the intention is not known and the gap a long one, the uses are listed (a), (b), etc. This is an area where many differences of opinion will be found on the question of what should and should not be included. Here, deliberate closures for engineering works and closures resulting from major structural failures are included up to 1994 whilst those resulting from strikes, accidents and short-term flooding are generally not.

Changes of site are mentioned, with details if known. As far as possible, where a station on a new site immediately replaced another, the replacement is normally treated as a continuation of that replaced, not as a new station. Where the replacement carried, or was later given, a different name, it is normally shown as a separate station. This method is followed regardless of distance between sites.

Name variations are shown. No attempt is made to lay down the law over what was 'official' and what not since the evidence seen suggests that usage was often variable amongst railwaymen themselves, perhaps depending on the circumstances in which a name had to be quoted. Practice seems to have become more exact over time, especially after the reorganisations of the twentieth century.

If part of the entry is 'CENTRAL added …' it means the station opened as X and was renamed X CENTRAL on the date or in the year quoted. For reasons explained in Section 3, dating is often confined to a year-only basis or 'in the early years' or 'aot' used.

If a name variation is quoted as 'hb' or 'tt', it means that it was certainly in that source at some stage; it does not necessarily mean that this was the only place it appeared.

The name used for stations still open is that shown in tables in the body of the *Rail Times*. Different versions will sometimes be found – e.g. on station name-boards or tickets.

Other detail felt to be of interest is included, e.g.: if it was a station served only by market trains for all or part of its existence; if it had any use as a private station prior to, or after, its public existence); if it was a HALT, SIDING or PLATFORM; if it was at one time a request station of some sort, though it is likely than some halts not shown as request stops were in fact such – halts were often simply listed in footnotes, without any details about times and the like. Formal openings and pre-opening excursions are included if there was fairly wide public use. Where dated excursions are included they should usually be regarded as examples rather than as part of a complete history; sometimes the entry is just 'later excursions' and no attempt is made to date final use of a station since this would have been occasional and erratic and survival of the information depends on chance.

'P' is mostly used in cases where the only evidence is an entry in a Railway Clearing House Hand-book: this will mostly concern stations without a public timetabled service (often excursion stations). From 1877 the Hand-books had a series of columns showing the facilities available at the main locations. The inclusion of 'P' meant that passenger and/or parcel facilities should have been available. However, there were misprints and it was only in 1904 that stations handling only parcels (as well as goods and/or livestock) were differentiated from those catering for passengers also, so that in the earlier books, 'P' might have meant 'parcels', not 'passengers'.

Map location – shown {…}. One possibility would have been to give Ordnance Survey six-figure references for all; however, finding these would have taken at least as long again as did the collection of the information presented here and, anyway, such references are no use to someone trying to find a station on a map not provided with the Ordnance Survey grid, or without access to a full set. Readers are initially referred to the atlases listed below, chosen because they are normally in print.

For stations still open see S. K. Baker's *Rail Atlas of Great Britain & Ireland*, OPC/Ian Allan. For stations open about 1914 see *British Railways Pre-Grouping Atlas & Gazetteer* published by Ian Allan. Though the atlas is dated 1922, in practice the vast majority of stations closed during and just after the First World War were still included.

Provided that a station is shown on one (or both) of the atlases mentioned by name in the previous two paragraphs, no reference to its location is given here. Where a station is not so shown, either because it closed before 1922, or both opened and closed after 1922, the location is explained, if possible, by reference to stations on the 1922 map: e.g. Yeo Mill is shown {East Anstey – Bishops Nympton} – i.e. it is between those two stations (which are in the Ian Allan Atlas). The reference stations may be shown with abbreviated names. Please remember to use the station's name in 1922 when seeking to find by this method. Where this is not possible, the reference will be {see map …} and the station will be found on the appropriate map in Section 8. If *U* is used as a source, a six-figure OS reference will often be found there for the station concerned.

A fuller list of atlases is provided near the end of Section 3. Even though, between them, they show nearly all the stations included in this book, the number of atlases involved, and the difficulties likely to be met in trying to find copies of some of them, make it seem unreasonable to expect the reader to hunt for and through all of them. At the same time, the policy followed does provide a major saving of space.

GENERAL ABBREVIATIONS

* = see note later in the entry.

** after a date = see the note of that date in Section 5, where notes are in chronological order and may include material about the station and/or line's later history. Sources given there are not repeated in individual station entries.

> = history continued below.

aot = at one time. Used where reliable exact dates have not been found.

clo = closed.

co ½ = information issued in a company half-yearly report or at a meeting following it.

co n = notice issued by the operating company, usually as a newspaper advertisement. Where a book or magazine article is cited, it means that the opening notice was reproduced in it. After 1948 the 'company' will be BR.

co tt = timetable issued by the company operating the line.

hb = Railway Clearing House Station Hand-book.

hba = Appendix to Railway Clearing House Station Hand-book.

HL = High Level }
LL = Low Level } used to distinguish between two stations, usually close together, in the same town or between two, perhaps separately run, parts of one station.

nd = no detail – see explanation under Opening Dates, first line on page 34.

ng = narrow gauge station.

non-tt = station not in public timetables.

op = opened.

P = shown 'P' in RCH hand-book – see earlier in this section.

reop = reopened.

tt = timetable; please see earlier section for more exact information. not given unless they are different from those of the opening date.

Since the material used has been accumulated over many years, much of it before there was any thought of publication, it has been found impossible to trace some of the sources. Where an opening date is involved, some attempt has been made to justify the date given, so the reference is: date *(?; first in tt …)*.

Where information is given such as disappeared from tt Month A Year X / Month B Year Y, it should be interpreted to mean 'was still present A, was no longer present B, nothing seen in between'.

ABBREVIATIONS OF RAILWAY COMPANIES' NAMES

In most cases, the word 'Railway' needs to be added to the name given. The exceptions are those where 'Line', 'Tramway' or 'Committee' are given in the titles. For the most part, the abbreviations used are those given in Clinker's *Register*, since many readers will already be familiar with these. The main differences concern railways such as the Lynton & Barnstaple, where 'Lynton' still saves space but is more readily recognisable than 'LB'. Where companies are shown 'A/B', it means that the station in question was in some way jointly owned by A and B; separate listings for the various combinations are not given (there is a large number of them). Where 'A; B' is shown, it means that the two companies operated the station's services at different times. For more details on companies, see *Companies* or A. Warren's book listed at the end of Section 2; the former gives more information, the latter is restricted to the legal framework but is more accurate. For more on the complexities of joint ownership see the papers on this topic by various contributors in the RCHS *Railway Chronology Group Newsletters, numbers 15 to 19.*

AN Jt = Ashby & Nuneaton Joint.
ANSW = Alexandra (Newport & South Wales) Docks & Railway.
Ax Jt = Axholme Joint.
Bak = Bakerloo Line.
BC = Bishops Castle.
BE = Bristol & Exeter.
BG = Birmingham & Gloucester.
BLCJ = Birkenhead, Lancashire & Cheshire Junction.
BM = Brecon & Merthyr.
BPGV = Burry Port & Gwendraeth Valley.
BR = British Railways (whilst nationalised).
BT = Blyth & Tyne.
BWA = Bideford, Westward Ho! & Appledore.
Cal = Caledonian.
Cam = Cambrian.
Camp = Campbeltown & Machrihanish Light.
CE = Clifton Extension Joint.
Cen = Central Line.
CGU = City of Glasgow Union.
CHP = Cromford & High Peak.
CKP = Cockermouth, Keswick & Penrith.
CLC = Cheshire Lines Committee.
CMDP = Cleobury Mortimer & Ditton Priors Light.
CO Jt = Croydon & Oxted Joint.
Croydon = Croydon Tramlink.
CVH = Colne Valley & Halstead.
CW Jc = Cleator & Workington Junction.
DA = Dundee & Arbroath (original and later Joint).
DB Jt = Dumbarton & Balloch Joint.
Dist = District Line (strictly Metropolitan District).
Dock = Docklands Light.
DPA = Dundee & Perth & Aberdeen Junction.
EA = East Anglian.
EC = Eastern Counties.
Ed & Dalk = Edinburgh & Dalkeith.
EG = Edinburgh & Glasgow.
EK = East Kent Light.
ELZ = Elizabeth Line.
EU = Eastern Union.
EWYU = East & West Yorkshire Union.
Fur = Furness.
FYN = Freshwater, Yarmouth & Newport.
GBK Jt = Glasgow, Barrhead & Kilmarnock Joint.
GC = Great Central.
GC GI = Great Central (Grimsby & Immingham electric tramway).
GE = Great Eastern.
GJ = Grand Junction.
Glyn = Glyn Valley Tramway.
GN = Great Northern.
GNS = Great North of Scotland.
GP Jt = Glasgow & Paisley Joint.
GSW = Glasgow & South Western.
GU = Glasgow Underground.
GW = Great Western.
HB = Hull & Barnsley.
HC = Hammersmith & City Joint.
High = Highland.
IoW = Isle of Wight.
IWC = Isle of Wight Central.
Jub = Jubilee Line.
KB = Kilsyth & Bonnybridge Joint.
KE = Knot(t) End.
KES = Kent & East Sussex Light.
L&B = London & Birmingham.
LBSC = London, Brighton & South Coast.
LCD = London Chatham & Dover.
LM = Liverpool & Manchester.
LMS = London, Midland & Scottish.
LNE = London & North Eastern.
LNW = London & North Western.
LO = Liverpool Overhead.
LPJ = Lancaster & Preston Junction.
LPTB = London Passenger Transport Board.
LSW = London & South Western.
LTS = London, Tilbury & Southend.
LU = Lancashire Union.
LY = Lancashire & Yorkshire.
Lynton = Lynton & Barnstaple.
Manch = Manchester Metrolink.
MC = Maryport & Carlisle.
Met = Metropolitan Railway/ Line
Met GNC = Metropolitan (Great Northern & City Section).
MGN = Midland and Great Northern Joint line.
Mid = Midland.
MK = Monkland & Kirkintilloch.
MS&L = Manchester, Sheffield & Lincolnshire.
MSJA = Manchester, South Junction & Altrincham.
MSWJ = Midland & South Western Junction.
N&B = Neath & Brecon.
NB = North British.
NC = Newcastle & Carlisle.
NE = North Eastern.
Newtyle = Dundee & Newtyle.
Nidd = Nidd Valley Light.
NL = North London.
Nor = Northern Line.
Norfolk & S = Norfolk & Suffolk Joint.
NS = North Staffordshire.
NSWJ = North & South Western Junction Joint.
NU = North Union/North Union Joint.
NWNG = North Wales Narrow Gauge.
OAGB = Oldham, Ashton & Guide Bridge Junction Joint.
PDSW = Plymouth, Devonport & South Western Junction.
Picc = Piccadilly Line.

PLA = Port of London Authority.
PPW Jt = Portpatrick & Wigtownshire Joint.
PT = Port Talbot Railway & Docks.
PW = Preston & Wyre (original and later Joint).
Raven = Ravenglass & Eskdale.
RHD = Romney, Hythe & Dymchurch.
Rhy = Rhymney.
RSB = Rhondda & Swansea Bay.
Rye & C = Rye & Camber Tramway.
S&D = Stockton & Darlington.
Scot Cent = Scottish Central.
SD Jt = Somerset & Dorset Joint.
SE = South Eastern.
SEC = South Eastern & Chatham.
SH Jt = Shrewsbury & Hereford Joint.
SIT = Swansea Improvements & Tramways Company (Swansea & Mumbles).
SK = Swinton & Knottingley Joint.
SM = Shropshire & Montgomeryshire Light.
SMJ = Stratford-upon-Avon & Midland Junction.
SR = Southern.
SSMWC = South Shields, Marsden & Whitburn Colliery.
SW Jt = Severn & Wye Joint.
SY = South Yorkshire (later part of GC).
TFG Jt = Tottenham & Forest Gate Joint.
TH Jt = Tottenham & Hampstead Joint.
TV = Taff Vale.
TWM = Tyne & Wear Metro.
Vic = Victoria Line.
VoR = Vale of Rheidol.
W Lancs = West Lancashire.
WCE Jt = Whitehaven, Cleator & Egremont Joint.
WCP = Weston, Clevedon & Portishead Light.
WELCP = West End of London & Crystal Palace.
WH = Welsh Highland.
WL = West London Joint (including Extension).
WMC = Wilsontown, Morningside & Coltness.
WMCQ = Wrexham, Mold & Connah's Quay.
WP Jt = Weymouth & Portland Joint.
WRG Jt = West Riding & Grimsby Joint.
WS = West Sussex (Selsey Tramway).
WSC Jt = Woodside & South Croydon Jt.
WSM = West Somerset Mineral

GLOSSARY

Coach in the early days could cause the same problems of interpretation as 'omnibus', which see.

Depot was sometimes used in the early days for 'station', especially in Scotland.

Down trains are those from London; up trains towards. Cross-country lines need individual listing. As far as possible, the terms are avoided here – 'northbound', 'towards x' being used instead.

Exchange station. In theory, a station provided only for changing between main and branch line trains. Passengers could not be booked to or from such stations. Often there was no official public access. However, the possibility of local 'arrangements' should not be ruled out.

Excursion Platform / Station. At some places extra long platforms were provided so that large numbers could join and alight from lengthy excursion trains of the period; these usually had separate entrances as an extra means of avoiding delays to other travellers. They were usually shown in companies' notices as if part of the main station even though in some cases they were some distance away; locals often used them as reference points in adverts as though they were separate.

Flag station – see Signal station.

Formal openings: A common practice was to have a ceremonial opening. Most were held the day before the public opening though some were well before, the same day as, or several days after, the public one. Generally these are ignored – apart from anything else they sometimes applied to the line rather than individual stations.

Halt: simple stopping place, usually unstaffed, with basic provision of platform and, perhaps, minimal shelter. Originally spelled 'Halte' – the idea was copied from the continent. Company usage varied and was both erratic and inconsistent. Some (e.g. LNW) had halts but did not always call them that (*Bradshaw* often did). In the mid-1920s 'halt' was removed from the names of many ex-Lancashire & Yorkshire stops, but they seem still to have been (mostly, if not all) treated as halts; the 8 July 1935 tt had a note on the page containing the St Helens to Ormskirk service that certain trains did not stop at the halts but no 'halts' appeared in the tables or other notes. Halts, whether named as such or not, were frequently relegated to footnotes. The term was used from soon after 1900, when such stops were added to serve places not warranting the cost of proper stations; later the aim was to counter road competition. Many were simply extra stops on existing services but in some areas several were opened at close intervals and a special 'Rail Motor' service was laid on for them. Further complications are explained in notes on '1904' and '1905'. In later years cost-cutting meant that many stations became unstaffed. At first the Western Region generally added 'Halt' in the timetable but the North Eastern and Scottish did not. Thus *RM*, February 1960, said most stops on the Hornsea and Withernsea branches had been reduced to unstaffed halts but the timetable only included a symbol to show they were unstaffed; some on the Ballater line received similar treatment later 1960. Later in the 1960s 'Halt' was generally dropped from names. Oddly the handful that kept the title longest were in Scotland. Overall, usage appears to have been less precise than some writers have claimed.

Incline was used to describe a stretch of line with a steep gradient. At first trains often had to be worked up and down such lines with the help of stationary engines, which meant a stop at top and bottom to attach and detach haulage cables. For safety reasons, passengers might be expected, officially at least, to walk the inclines. Some of these stops appeared in the timetables, often

intermittently, others did not. The possibility existed for all to be unofficial joining or leaving points, though often few people lived nearby. Over time the inclines were replaced by more gently graded deviation lines, or ceased to cause operating problems as locomotive power increased.

Inspection. From 1840 the Board of Trade (or its replacement) had to be notified before a line could be opened to passengers and an Inspector (for a long time always a Royal Engineers officer) was sent to check on many aspects of safety. At first the report was advisory but the law was soon altered to allow officialdom to refuse opening if he recommended this. Any major faults found had to be rectified and the line re-inspected before it could open, though with lesser faults the authorities might be content with a written promise from the company to put the defects right. Failure to satisfy the Inspector frequently caused delays in opening. At first these requirements did not apply to stations opened after the line, but the law was later extended to include them. Sometimes ways around the law were found (see Section 5, '1844').

Narrow gauge was used initially to mean what would now be called 'standard' gauge, as opposed to Brunel's 'broad' gauge. In this work, 'standard' is used for 4 foot 8½ inch gauge, 'narrow' for lesser gauges.

Offset was used on some early Scottish railways in the way that 'Halt' was used later.

Omnibus was used in two ways in the early timetables, sometimes even in the same table. One referred to road services provided in connection with trains. The other equalled 'horse-drawn railway carriage'.

Passenger duty. Taxes were levied on private coaches and public stagecoaches, so it was inevitable that railways would also become liable. The tax was modified from time to time but not abolished until 1929. In the early years the fact that a particular railway company paid this tax is sometimes the only evidence available to show that passengers were carried.

'**Platform' as part of a name:** used for stops that ranked between stations and halts (which see, above). Usually one or two staff were available and parcels might be handled but accommodation was still very basic.

Request station – see Signal station.

'**Siding' as part of a name.** Generally 'siding' equalled some sort of provision for goods. Some came to be granted passenger services, often of the one or two days a week variety; the 'facilities' would have been minimal – perhaps just platforms beside the running lines.

Signal station (alias Request station, Flag station). Trains only stopped (and in some cases still do stop) at some stations when there were (and are) passengers to be picked up or set down. The usual arrangement is that anyone wanting to alight informs the guard, when joining the train or at the ordinary station immediately before the request stop, and that signals are used to halt trains when anyone needs to be picked up. Here, such stations are shown 'aot request'; the qualification for this reference is that for at least part of a station's life its entire week-day service was provided this way. No attempt is made to date the period when they were request stops. To begin with, the majority of these were to be found on lines belonging (or later belonging) to the GE and the GN. Later they were mostly in the remoter parts of Wales or the Highlands and on lesser companies' lines.

Temporary terminus. Sometimes when railways were being built a length of line would be opened to a spot beside a main road where there was no intention of providing a permanent station. Road coaches would be laid on to take passengers to the next major town. This was usually done when a structure such as a tunnel or viaduct had to be completed before the next stretch could be opened and a lengthy delay in opening the already-built section would otherwise have occurred. Later such stations might be provided briefly if a line was cut by e.g. a tunnel collapse or by a dispute between companies over the use of a junction or station.

Ticket platform. At one time it was common practice to stop trains at a special platform just before major stations, especially termini, so that tickets could be collected or checked. Some appeared in the timetables, usually as places where people could alight only. Less often, they were sited just after main stations and, even more rarely, available as joining points. Some developed into full stations.

Temporary platform: seems to have been used in several ways; most commonly either to mean something provided just for one event, or a facility always present but only used occasionally (e.g. Queen's Station Edinburgh, Powderham). It was even used of what was officially Bott Lane Halt in the *Nelson Leader*, 15 January 1932; there its primitive condition would seem to have given some justification for this.

Up trains: towards London; see also 'Down trains', above.

Workmen's services. On some lines cheap travel for workmen and women was provided on early morning and evening trains, either via special or normal services. The practice had its origins in the demolition of inner city residential areas to make room for lines and stations. The intention was that displaced workers would be compensated by cheap travel to and from their new, more distant, homes. In reality it did not work quite like that. The services mainly benefited skilled workers with secure jobs. The unskilled casual labourers, likely to be the main victims of the demolition, had to stay in the centres to be near whatever casual work was going, at whatever time it was offered, and, in any case, would not have been able to afford even the 'low' workmen's fares.

Traditional units are used:

Length: 22 yards = 1 chain
1760 yards or 80 chains = 1 mile.

Money: 12d (pence) = 1s or 1/- (shilling)
20s = £1.

STATIONS
A – Z

Page navigation within the stations listing:

Listed below are the page numbers of the first station of each letter of the alphabet which can be accessed using the search options available in Adobe Acrobat reader;

In the 'View' menu, select 'Page navigation', 'Go to page' then enter the required page number.

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ABBEY

A TOWN [NB] op 3 September 1856** as A; TOWN added 1889 tt *(Cl)*; clo 7 September 1964 *(RM October)*. Initially ABBEYHOLME *(Brad)*.

A JUNCTION [Cal] op 31 August 1870 (based on *Solway Junction co ½ Carlisle Patriot 30 September)*. See 31 January 1881**. Clo 20 May 1921 (see April/ May 1921**).

A JUNCTION [NB] line op 8 August 1870 *(Carlisle Patriot 12th)* but paper said arrangements had not yet been made at Abbey and it would not have made sense to open one until Cal station also available – see above. See 31 January 1881**. Clo 1 September 1921 (Thursday) *(RCG)* – stops still shown until then in *Brad* (all-days August 1921) but would seem to have been pointless after April/May 1921**. Left in case Cal line reopened? Did trains actually call?

Brad and co tts seen all have Abbey Junction for the station concerned. OS maps show as effectively one station.

ABBEY & WEST DEREHAM [GE] op 1 August 1882 *(Thetford & Watton Times 5th)* as A; became A for W D 1 January 1886 *(Cl; RCG ref Jan)*, A & W D 1 July 1923 *(hbl 12th)*; clo 22 September 1930 *(Cl)*.

ABBEY FOREGATE – see SHREWSBURY.

ABBEY HOUSES see BEAUCHIEF.

ABBEY MILLS pumping station [private line south of West Ham] (non-tt): visit of interested Vestries to this addition to London's sewage disposal system on opening 30 July 1868 and whole week following; by river to North Woolwich and rail to West Ham, then private line *(Shipping & Mercantile Gazette 30 July; Kentish Independent August 8)*.

ABBEY OF DEER [GNS] (non-tt): pilgrimages; train for Roman Catholic pilgrimage to 'special platform' 9 square feet on down side near bridge 701, 100 yards east of milepost 32½ *(LNE weekly circ 497 17 June 1932 via GNS)*; first used 17 July 1932 *(Scotsman 18th)*; following later usage established via *Aberdeen Press ... where always day after date given for event* – 19 August 1934, 7 July 1935, 9 August 1936, 7 August 1938; 1938 perhaps last – 2 July 1939 walked from Mintlaw *(Aberdeen Press ... 3rd)*, though some had always come that way; PLATFORM; {Maud – Mintlaw}.

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

ABBEY WOOD

ABBEY WOOD [SE] op on or by 1 November 1849 (included in notice of alterations *T 29 October*, but not in earlier notices seen); still open.

Earliest co tt for line has place for this occupied by HARROW ROAD, no trains calling – intended name? (D. Banks); at first one word in *hb*, altered 1890 *(hb)*; A W for the CRAYS *(Brad*, e.g. 1850).

ABBEY WOOD [Elz] added 24 May 2022 *(BBC News)*; still open.

ABBEY WOOD Bristol – see under FILTON.

ABBEYDORE [GW] op 1 September 1881**- line; finally clo 8 December 1941.

ABBEYHILL [NB] op 1 May 1869 *(Scotsman 1st)*; clo 7 September 1964 *(Cl)*. At times ABBEY HILL *(hb)*; about 1875-8 *Brad* called it EDINBURGH A.

ABBEYHOLME [MC]: Macaulay's 1851 map shows station just west of Leegate; not on 1854 map. No supporting evidence for existence. See 1840** for habits of MC; perhaps site between stations at which trains called often enough to cause confusion for someone drafting maps at a distance; perhaps stop for people of Abbey and district – seems to have disappeared from Macaulay's maps at about time the North British opened its station there and latter was shown as ABBEY HOLM on his maps, early 1860s at least.

ABBOTS RIPTON [GN] op 2 November 1885 (based on *GN* – says 1st, but that a Sunday, no Sunday service here – first in *Brad* November; 'now open' *Cambridge 7th*); ABBOTTS R until 1938 *(Cl)*; clo 15 September 1958 *(RM October)*.

ABBOTS WOOD JUNCTION [GW/Mid] op November 1850 *(Mid)* as WORCESTER J; renamed 1 March 1852 co tt *(Mid)*; exchange only but in public tt; clo 1 October 1855 *(Cl)*; {physical junction *IA*}. See Worcester Shrub Hill for earliest use and arrangements.

ABBOTSBURY [GW] op 9 November 1885 *(W Gaz 13th)*; clo 1 December 1952 *(W Gaz 5th)*.

ABBOTSCLIFFE BOX (non-tt): stops for staff shown 17 June 1957 wtt; {Folkestone East – Dover}.

ABBOTSFORD FERRY [NB] first in *Brad* May 1856 – line op 5 April 1856 but A F not in op notice *Selkirk 5th*, paper of 3 May (next issue) said passengers now booked to 'BOLDSIDE (A.F.)'; clo 5 January 1931 *(Cl)*.

ABBOTSHAM ROAD [BWA]: line op 18 May 1901**; clo 28 March 1917**.

ABDIE: alias for LINDORES temp.

ABER [TV] – see ABERTRIDWR.

ABER near Caerphilly [Rhy] op 1 April 1908 *(Aber)* as BEDDAU (BEDA, error, in *Brad*); became A JUNCTION 17 September 1926 *(GW circ 3011)*, A 6 May 1968 *(Aberdare)*; HALT until 1968/9; still open.

ABER near Bangor [LNW] op 1 May 1848 *(D&C 11; co n T 2nd- line)*; clo 12 September 1960 *(RM October)*.

ABERAMAN

First station [Aberdare] of this name probably op 5 April 1847 (in co tt of that date, *RAIL 981/491*, assumed to be opening tt as far as this station was concerned); although in tt, more of a private station for Crawshay Bailey than a public one; at Cwmbach Junction (see OS plan 1868), at end of long drive from Aberaman House (Bailey's home), no public access by road, most of few using it reached it by walking along line, weekly receipts £3 (TV report by Fisher, *Rail 684/450)*; last train ran 12 July 1856 (Saturday) *(Cardiff & Merthyr Guardian 28 June)*; however Board Minute of 25 June said that trains would stop for Bailey at policeman's cottage nearby; would not have lasted long since he soon moved away.

Another station [TV], TREAMAN, op about 50 chains south October 1848; renamed A 1 January 1889 *(RCH Distance Book amendment 4 July)*; clo 16 March 1964 *(Cl)*.

ABERANGELL [Cam] op 30 September 1867 *(co n Merioneth 12 October)*, when required – notice has ABERANGEL (also in *hb* until altered 1882); clo 17 April 1901 (Wednesday) *(co n dated 17 April in Cambrian News 26th)*; reop 31 July 1911 *(RCG)*; clo 1 January 1931** (Thursday) *(T 13 December 1930)*.

ABERAVON

[RSB] {map 85}.

A SEA SIDE op 1 March 1899 (station at Sandfields, Aberavon op on Wednesday, *S Wales Daily Post, Thursday 2nd)*; clo 3 December 1962 *(BR WR notice Port Talbot Guardian 23 November)*. A Jubilee Road pre-opening *(RAC)*.

A TOWN op 25 June 1885 *(Cambrian, 26th)* as A; became A PORT TALBOT 1 December 1891 *(RCG)*; P T (A station) June 1895 tt *(Cl; RCG ref April)*; A TOWN 1 July 1924 *(GW circular 18 June)*; clo 3 December 1962 *(BR WR notice Port Talbot Guardian 23 November)*.

ABERAYRON [GW] op 12 May 1911 *(Liverpool Journal of Commerce 15th)*; clo 12 February 1951 *(Cambrian News, 16 February 1951, cited by Cozens)* – see 1951**.

ABERBARGOED

First station op 16 April 1866 *(Cardiff T 20th- line)* at 16 m 16 ch; ABER BARGOED at start; clo 31 October 1869 *(co Board Minute 1671)*, probably last day of use; back March 1870; renamed BARGOED & A B 1 September 1905 *(RCG)* >

Replaced 8 February 1909 by B & A/B & A B at 16 m 26 ch *(Directors' Minute 9848, RAIL 65/9)*; renamed A 1 July 1924 *(GW circular 18 June)* >

Replaced again 30 September 1935 *(co n dated 24th)* by **ABERBARGOED**, back at original site; aot request; clo 31 December 1962 *(T 31st)*.

BARGOED & ABERBARGOED (under 'B') was [Rhy].

ABERBEEG

[GW]

Station op 23 December 1850**; clo 30 April 1962 *(T 6 April)*.

Temporary platform used Sunday 13 September1891 only; north of Ebbw Fach river bridge to enable replacement of latter; northbound passengers had to walk 30 or 40 yards to this from station *(South Wales Daily Telegram 14th)*.

ABERBRAN [N&B] op 14 September 1868* *(N&B minutes*; first in *Brad* October); became HALT 1941/42 *Brad*, 1941/44a *hb*; clo 15 October 1962 *(BR WR notice Port Talbot Guardian 12th)*.

* = *Brecon County Times Saturday 20 June 1868* said that Monday last (15th or 8th) Ivorites' excursion (for benefit of widows and orphans' fund) visited Swansea, many coming from here. Presumed special use.

ABERCAIRNY [Cal] op 21 May 1866**; clo 1 October 1951 *(BR notice Strathearn Herald 22 September)*. ABBERCAIRNY until 1890/1 *Brad*, ABERCAIRNEY early *hb*.

ABERCAMLAIS [N&B] (non-tt) private station: line op 3 June 1867 *(T 5th)*, station included in pre-opening inspection report; line clo 15 October 1962 – but *Railways (1951, issue ?)* said appeared not to have been used for some time and not in *BR WR notice Port Talbot Guardian 12 October 1962*; {Devynock – Aberbran} *(U)*. Rev Garnons Williams had right to stop trains *(GW Deed 25931, dated 18 September 1866)*. Rev Williams allowed use of his home and grounds for various purposes, early examples being for meeting of Church of England Teachers' meeting (several times, e.g. Saturday last, *31 August 1867 4c* – presumed 24th) and treat for children of County Workhouse Tuesday last *1 November 1873 3b* – probably 28 October; station also used for locals on Woolhope Naturalists' Field Trip *18 July 1868 5h* – Tuesday last – presumed 14th; all from *Brecon County Times*, published Saturdays.

ABERCANAID [GW/Rhy] op 1 April 1886 *(Cardiff T 20 March)*; became A & PENTREBACH 9 September 1913 *(hbl 23 October)*; back to A 1 July 1924 *(GW circular 18 June)*; last train 3 February 1951 – see 1951**.

ABERCARN [GW] op 23 December 1850**; re-sited on deviation about August 1867 *(MT6/154/9, dated 8 August)*; clo 30 April 1962 *(T 6 April)*. ABERCARNE early – *Brad* to 1854 but still thus Monmouthshire co wtt November 1865.

Non-tt special platform for visit of Associated Chambers of Commerce 22 September 1892 *(South Wales Weekly Argus 24th* – R. Maund *(Chron 107)*.

ABERCHALDER [High; NB] op 22 July 1903**; clo 1 November 1911 (Wednesday), reop 1 August 1913 *(RM August)*; clo 1 December 1933 (Friday) *(LNE notice Scotsman 28 November)*.

ABERCORN – see PAISLEY.

ABERCRAVE [N&B] op 2 March 1891 *(Western Mail 5th)*; clo 12 September 1932 *(Cl)*.

ABERCWMBOI [TV] op 26 December 1904 *(Aberdare)* as DUFFRYN CROSSING PLATFORM; became A PLATFORM 1906 tt *(Cl)*; see 1904** for other name changes; first in *hb* 1938 as HALT; clo 2 April 1956 *(Cl)*.

ABERCYNON

A NORTHop 3 October 1988 (free publicity service 2nd) *(Aberdare)*; >.

A SOUTH[TV] op 8 October 1840** as NAVIGATION HOUSE; became ABERDARE JUNCTION June 1849 tt *(Monmouth Merlin 9th)*, ABERCYNON 1 December 1896 *(hbl 28 January 1897)*; SOUTH added 1988**;** still open.

In 2008 the junction between Aberdare and Merthyr lines was re-sited and one enlarged station replaced the two previous. Last train used A NORTH Saturday 24 May 2008 but station not officially closed until 30 May, because of time needed to complete the work, and then A SOUTH became plain ABERCYNON. *(BLN 1066.452-4, 1067.504; Rly Obs July pp 359-69)*.

[Aberdare] initially had **own station** here, when name was **ABERDARE JUNCTION**; just north of main station, at / near later Abercynon North; op 6 August 1846; order to move it south alongside TV station given 23 March 1848; merged with TV station ? *(Aberdare)*.

Both ABERDARE JUNCTION stations reduced to exchange only after 29 October 1855 owing to dispute with landlord of nearby public house; full service again 1 May 1856 *(Aberdare)*.

ABERDARE {map 86}.

ABERDARE op 3 October 1988 (free publicity service 2nd) *(Aberdare)*; old HL reop. Previously used for shoppers' specials Saturdays 1 and 15 December 1984 *(Aberdare Leader 24 November)*; again 19 January, 16 February, 16 March and in September 1985 *(Rly Obs February, March, September 1985)*; also every Saturday 10 October to 15 December 1987 *(official leaflet)*. Still open.

A HL [GW] op 24 September 1851**; HL added 1 July 1924 *(GW circular 18 June)*; closed 15 June 1964** *(RM August)*.

A LL [TV] op 6 August 1846 *(Merlin 8th)*; LL added 1 July 1924 *(GW circular18 June)*; clo 16 March 1964 *(BR WR n Port Talbot Guardian 15 May)*.

Also see COMMERCIAL STREET; MILL STREET.

ABERDARE JUNCTION: see ABERCYNON.

ABERDEEN {map 7}

Line from south op to temporary terminus at **FERRYHILL** [Aberdeen] 1 April 1850 *(Aberdeen Herald 6th)*; replaced by >

A GUILD STREET [Cal] when line extended 2 August 1854 *(Aberdeen Press 2nd)* >

Line from north op to **A WATERLOO** [GNS] 1 April 1856 *(Aberdeen Press 2nd)* >

Both termini replaced by **ABERDEEN,** op as A JOINT [Cal/GNS] 4 November 1867 *(Glasgow Evening Citizen 5th)*; JOINT officially deleted in *ScR Weekly Operating Notice* of ca. September 1952; still open.

Ticket Platforms here, full dates unknown:

References assumed to relate to same site, but this not certain – different distances result of re-siting or press guesswork? Connecting line joins Scot NE at ticket platform *(Aberdeen Press 3 December 1862)*. Ex-Empress Eugenie (widow of Napoleon III) arrived from Perth at ticket platform about 1,000 yards outside station; her saloon switched to Ballater train outside station *(Glasgow Herald 4 October 1879)*. Yesterday train from Banchory halted at ticket platform 500 yards from station owing to snow *(Aberdeen Press 25 December 1880)*. Arrangements for Royal Visit on 20th – Queen to spend 5 minutes at ticket platform at **Ferryhill** *(Aberdeen Journal 17 May 1882)*. Ticket platform opposite Dee Village; spectators in Wellington Road cheered Gladstone *(Aberdeen Free Press 4 September 1884)*. In Palmerston Road (i*bid 14 March 1891)*. Marquess of Salisbury (Prime Minister) served with breakfast at Ferryhill ticket platform when on way to Balmoral. *(ibid 24 October 1900)*. Earlier terminus kept for this purpose? Either all do refer to same site or by 1905 were reduced to one: *NB advice of Special ... Arrangements 13-19 May 1905 p 327 4c* says all tickets to Aberdeen will be checked at Stonehaven where all trains must top and stop at 'the Aberdeen' ticket platform will be abolished.

Bridge over line near **Schoolhill** ticket platform *(ibid 8 June 1895)*. Separate structure or station used as collection point for Aberdeen? Schoolhill ticket platform: timing cited in connection with accelerated service *(ibid 24 July 1895)*. Prince of Wales's saloon taken off ordinary train at Schoolhill ticket platform and then on by special train to Ballater *(Peterhead Sentinel 1 September 1906)*.

(Non-tt) temporary platforms:

At north end of Duthie Park for departure of Princess Beartice after opening Park 27 September 1883 *(Aberdeen Express 28th)*.

For ordinary passengers, visit of Prince and Princes of Wales, for whom exclusive use of station was reserved, 28 April 1884 *(Glasgow Herald 20th)*.

For presentation of a loyal address to Shah of Persia at Ferryhill Junction on his way back from visit to Deeside 18 June 1889 *(Aberdeen Press 23rd)* – paper cited did not mention platform but others that did, including *London Evening Standard 20th*, called it Ferryhead Junction. Possible this site was also used to present loyal addresses to Queen Victoria. Was this same as ticket platform?

One for visit of Tsar Nicholas II 22 September 1897 at Ferryhill Junction for him to have tea and be switched to line for Ballater; this one had to be removed promptly to allow ordinary traffic to resume, so not exactly same as others *(Scotsman 23rd)*.

In area known as east docks (previously used as shunting yard) for excursion traffic; first used 5 July 1902 and later for Highland and Agricultural Show (15-18 July, inclusive) *(Aberdeen Press 7 July)*; used until ?

Also see KITTYBREWSTER.

ABERDERFYN [GW] first in *Brad* October 1907; clo 29 March 1915**; HALT; {map 75}.

ABERDOUR [NB] op 2 June 1890 *(Scotsman 3rd)*; still open.

ABERDOVEY [Cam]

First station at Harbour op 24 October 1863 *(T 28th)*; clo 14 August 1867.

Second: Savin, builder and early operator of line, used siding from 21 chains west of Ynyslas to Cerrig y Penrhyn, opposite harbour to ferry passengers and building materials across (shown, in truncated form, as FERRY in Col Cobb's Atlas); no station or BoT sanction; this service ran until line along north bank of River Dovey supposed to open. Faulty tunnels led to BoT refusal for their use but rest of line and new station op 14 August 1867 *(co n Merioneth 17th)*, passengers being at first taken round faulty stretch by road *(Cam Coast)* – footnote to advertisement of excursion trains *(Merioneth 17th)* said arrangement was temporary, worked out with landowners (presumably while disputes settled); still open. 1877 *hb* had ABERDOVERY, corrected 1879a.

ABERDYLAIS [GW] op 24 September 1851**; HALT from 1954; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*. ABERDULASS *Brad*, amended before end of 1851.

ABEREDW [Cam] first in *Brad* November 1867; aot request; clo 31 December 1962 *(T 31st)*.

ABERERCH [Cam] first in *Brad* July 1884; HALT added 1 May 1956, dropped 6 May 1968 *(Cl)*; aot request; see 3 November 2013; still open.

ABERFAN [GW/Rhy] op 1 April 1886 *(Cardiff T 25 March)*; became A for MERTHYR VALE 15 October 1891 *(RCG)*, back to A 1 July 1924 *(GW circular 18 June)*; last train 3 February 1951 – see 1951**.

ABERFELDY [High] several trains Saturday evening 1 July (presumably with verbal permission of Captain Rich), full opening 3 July 1865 *(Dundee Courier 3rd)*; clo 3 May 1965 *(RM June)*.

ABERFFRWD [VoR] (ng) op 22 December 1902** (see for details); transferred to preservation 1989.

ABERFORD – see 1837 A**.

ABERFOYLE [NB] op 2 October 1882 *(Edinburgh Evening News 3rd)*; clo 1 October 1951 *(RM November)*.

ABERGAVENNY {map 91}

See 1829 A** for earliest 'service'.

ABERGAVENNY [GW] op 2 January 1854 *(co n Hereford Times 24 December)*; became A MONMOUTH ROAD 19 July 1950, reverted 6 May 1968 tt *(Cl)*; still open.

A BRECON ROAD [LNW] op 1 October 1862 *(Hereford Times 18th)*; clo 6 January 1958 *(RM February)*.

A JUNCTION [LNW] existed to provide link between Hereford to Newport line, already open, and Abergavenny to Tredegar line, op 1 October 1862; opening tt *(LNW Officers)* showed A BRECON ROAD as eastern terminus of latter; *co op n Cardiff Times (3rd)* said through booking to main line was possible, possible that at first carriages exchanged here (R. Maund, *Chron January 2021)*; *Merthyr, Tredegar & Abergavenny co ½ Merlin, 29 August 1853* said waiting-room and platforms under construction; first in *Brad* March 1864, then only in GW tables; added to LNW later. Re-sited 25 chains north 20 June 1870 *(LNW Officers 5523)*. Clo 9 June 1958 *(BR notice Western Mail 9 May)*. In LNW co tt 1864-70, at least: MERTHYR, TREDEGAR & A J.

ABERGELE & PENSARN [LNW] op 1 May 1848 *(D&C 11; co n T 2nd- line)*; see 17 August 1879**; still open. & P included intermittently, *Brad* and LNW co tt: *Brad* 1868/9 to 1882/3 (also *hbl ref January 1883)* and 1888/9 on; LNW co tt 1869/70 to 1870/74 and 1874/5 on. *Hb* just A 1883 on.

ABERGLASLYN [WH] (ng) op 1 June 1923 *(NGSC 2)* as NANTMOR for ABERGLASLYN; see 31 July 1922**; renamed 9 July 1934 *(Cl)*; last train 26 September 1936; aot request; {map 76}.

ABERGWILI [LNW] op 1 June 1865**; last trains shown March 1880 *Brad*; back June 1880; clo 9 September 1963 *(T 9th)*. ABERGWILLY/ ABERGWILLI early, settled 28 July 1893 *(LNW dates)*.

ABERGWYNFI [GW] op 22 March 1886 *(GW)*; clo 13 June 1960, when service diverted over new junction to Blaengwynfi *(RM July)*.

ABERGYNOLWYN [Talyllyn] (ng) op December 1866**, which see for rest of its history.

ABERKENFIG [Llynvi & Ogmore] first in *Brad* April 1869; clo 1 February 1870 *(co n Cardiff T 29 January)* – not included tts seen in this paper even when in use; PLATFORM in clo notice; {just north of present Sarn}.

ABERLADY [NB] op 1 April 1898 *(Fife Free Press 2nd)*; clo 12 September 1932 *(Edinburgh Evening News Monday 12th* – last train Saturday).

ABERLLEFENI [Corris] (ng) op 25 August 1887 *(Corris)*; clo 1 January 1931 (Thursday) *(T 13 December 1930)*. Originally ABERLLEFENNY in *hb*, altered 1908a.

ABERLOUR [GNS] op 1 July 1863 *(Banffshire Journal 23* and *30 June)*; clo 18 October 1965**.

ABERMULE [Cam] op from Newtown 14 August 1860 mainly for workmen – stretch isolated from system *(Cam*)*; full service 10 June 1861 *(Shrewsbury 14th)*; clo 14 June 1965 *(RM July)*.

An earlier trip 8 June 1860 thanks to kindness of Davies and Savin was made by members of a tea meeting at New-wells chapel; they had an engine plus four freight cars to take 200 from Newtown to a point about mid-way between Cilwrgan and The Court (both marked *Cobb Atlas* west of Abermule *(Shrewsbury Chronicle 15th)*. Possible that was end of complete line then.

* = *North Wales Chronicle 18th* said that a stretch of the line had been opened then but was not exact about termini involved. *Shrewsbury Chronicle 31st* had item about coach connection between here and Welshpool.

ABERNANT

ABERNANT [GW] first in *Brad* June 1854; and first in tt for 1 June *Cardiff & Merthyr Guardian 2 June 1854*, where A for Aberdare. Clo 31 December 1962 *(T 31st)*.

ABERNANT [LNW] – see under MARKHAM VILLAGE.

ABERNETHY near Perth

Temp term **A ROAD** [Edinburgh & Northern] op 17 May 1848 *(co n Perthshire Courier 18th)*; clo when line extended to Perth via permanent >

ABERNETHY [NB] op 18 July 1848 *(co n, item Perthshire Courier 20th)*; clo 19 September 1955 *(BR n Dundee Courier 30 August)*.

ABERNETHY near Aviemore – see NETHY BRIDGE

ABERSYCHAN

A LL [GW] op 2 October 1854** *(GW- line)*; LL added 14 May 1885 *(hbl 29 June)*; clo 30 April 1962 *(T 6 April)*.

A & TALYWAIN JOINT [GW/LNW] op 1 May 1878 *(LNW Officers 18465)*; clo 5 May 1941 *(co handbill RAIL 1014/33)*.

ABERTAFOL [GW] op 18 March 1935 (GW source Cl pap); at first HALT, dropped 6 May 1968 (GW H); aot request; clo 14 May 1984 (RM June) - temporary suspension because of condition but never reopened; {Aberdovey – Dovey Junction}. According to RM August 1983, no trains called 28 May to 4 June and 16 July to 3 September 1983 because schools were on holiday and the only trains scheduled to call here ran during term only.

ABERTHAW

ABERTHAW [Barry] op 1 December 1897 *(co n S Wales Echo 1st)*; became A HL 1 July 1924 *(GW circular18 June)*, reverted 7 May 1945 *(Cl)*; clo 15 June 1964 *(RM August)*.

A LL [TV] op 1 October 1892 *(Western Mail 3rd)*; LL added 1 July 1924 *(GW circular 18 June)*; clo 4 May 1926**; reop 11 July 1927 *(Rly Gaz 11 July)*; clo 5 May 1930 *(GW leaflet RAIL 936/64)*.

ABERTHIN [TV] op 1 May 1905 *(Evening Express 1st)*; see 1904**; clo 12 July 1920 *(RCG)*; {Ystradowen – Cowbridge}.

ABERTILLERY [GW] op 23 December 1850**; re-sited on deviation to west *(Cooke, detailed version Section 40)* – change made Sunday 7 December 1890 when first train of day used old in morning and evening train used new, workmen having during the interval made the necessary connections *(S Wales Gazette 12th)*; clo 30 April 1962 *(T 6 April)*.

ABERTRIDWR [Rhy] op 1 February 1894 *(S Wales Echo 2nd)* as ABER, renamed 26 June 1899 *(hbl 13 July)*; clo 15 June 1964 *(RM August)*.

ABERTYSSWG [BM] op 1 August 1905 *(RCG)*; clo 13 April 1930)* as a result of landslip south of New Tredegar Colliery.

* = many papers (e.g. *Western Mail 14th)* said slip had occurred Saturday night but *Staffordshire Sentinel Saturday 12th*, evening paper, made it clear that landslip had already occurred ('to-day') and traffic was already stopped.

ABERYSTRUTH: (non-tt) temporary platform 4 December 1856 for consecration of church that replaced one destroyed by fire *(Merlin 6th)*; {north of Blaina [Blaenau in *Hereford Times*]}.

ABERYSTWYTH

ABERYSTWYTH [Cam/GW] (standard gauge) op 23 June 1864 *(Camarvon 25th)*; still open. ABERYSTWITH in *Brad* until 1867, co public and working tts altered April 1891, and *hb* before 1892a *(RCG ref April 1893)*; became A JOINT *hb* 1899a.

Ticket Platform here, dates unknown, mention**:** *Cambrian News 1 April 1892* – criminal case against troublesome boys, Smithfield wall mentioned as attempted escape route. Presume closed before 4 December 1899, when inquest evidence referred to 'old' ticket platform *(ibid 8th)*.

ABERYSTWYTH [VoR] (ng) op 22 December 1902** (see for line history); re-sited to north 31 July 1925 *(Cl)*; clo 17 April 1968 – services diverted to platform in main station *(Cl)*.

ABINGDON [GW] op 2 June 1856 *(co n Oxford Chronicle 17 May)*; clo 9 September 1963 *(RM October)*. Service of special "last" passenger trains ran 30 June 1984 (*BR WR station records*).

Non-tt: coal siding used 11 September 1905 for three special trains from Birmingham carrying entrants for fishing contest held here *(Birmingham Mail 12th)*.

ABINGDON JUNCTION [GW] op 2 June 1856 *(GW)*; (non-tt), exchange only for Abingdon branch; clo 8 September 1873, branch extended north to Radley, new junction station *(co n Oxford Journal 6th)*.

ABINGDON ROAD [GW] op 1 February 1908 *(Oxford Chron 31 January)*; HALT; clo 22 March 1915 *(RCH)*; {nearly 2 miles south of Oxford}.

ABINGDON ROAD as a junction station – see CULHAM.

ABINGTON Cambridge – see PAMPISFORD.

ABINGTON near Lanark [Cal] op 15 February 1848 *(Carlisle Patriot 19th)*; clo 4 January 1965 *(RM February)*.

ABOYNE [GNS] op 2 December 1859 *(co n, item Aberdeen Press 30 November)*; clo 28 February 1966 *(BR notice ibid 1st)*. alias A CURLERS' PLATFORM 1891 on.

ABOYNE CURLING POND [GNS] (non-tt): occasional use; alias LOCH OF ABOYNE; {Dess – Aboyne}; *(U)*.

ABRAM COLLIERY [LNW] (non-tt): miners; op by February 1919; clo after September 1930; {Platt Bridge – Plank Lane} *(@JF)*. **Temporary Platform** for British Association visit here 22 September 1883; came via LNW to Scowcroft's Siding Hindley and then along Bickershaw Colliery Railway *(Wigan Observer 26th)*.

ABY [GN] op 4 September 1848** *(Boston 4th- line)* as CLAYTHORPE; became A for C 1 November 1885 *(Cl/RCG ref October)* and thus GN co tt 1909, LNE tt 1933; clo 11 September 1961 *(Peterborough Standard 28 July)*.

ACCRINGTON [LY] op 19 June 1848 *(Preston G 24th)*; still open.

Ticket Platform here, dates unknown, mentions**:** *Manchester Evening News 1 October 1872* said a Manchester booking clerk got out on ticket platform on viaduct, fell over parapet and drowned in mill lodge below on 29 September; *Bradford Observer 22 March 1875* said on 20th train standing here hit by runaway guard's van coming down incline fast.

ACH-NA-CLOICH [Cal] first in *Brad* June 1881; clo 1 January 1917 *(RM February)*; reop 1 March 1919 *(RCH)*; aot request; clo 1 November 1965 *(Cl)*.

ACHANALT [High] op 19 August 1870**; still open. Aot request; ACHANAULT in *hb* before 1877.

ACHEILIDH CROSSING [High] (non-tt): railwaymen, families; dates ?; {Lairg – Rogart}; *(U). Wtt 14 June 1954* shows stop southbound on first Wednesday of each month to take up signal linesman.

ACHNASHEEN [High] op 19 August 1870**; still open. *Brad* ? to 1955 but not *Murray* 1948: A for KINLOCHEWE.

ACHNASHELLACH [High] op as private station 19 August 1870 *(High)*; first in public co tt 1 May 1871 *(Lochalsh)*; (first in *Brad* July 1871); AUCHNASHELLACH tt until 1914 *(JS)* and *hb* until altered 1898a; aot request; still open.

ACHTERNEED [High] op 19 August 1870** as STRATHPEFFER; renamed 1 June 1885 *(Cl; RCG ref April)*; clo 7 December 1964 *(Cl)*. Reop 8 February 1965, unadvertised, unstaffed, by local arrangement *(Lochalsh)*; no later information – not in Baker's Atlas.

ACKERS CROSSING [NS] (non-tt): has been suggested there was a private station for GH Ackers of Old Moreton Hall (see *Chron 30*); {about ¾ mile north-east of Mow Cop}. Unlikely; Booklet 3 of *The Cheshire Ring Canal Walk*, refers to road bridge built over canal by Ackers family for easy access to Mow Cop (A. Brackenbury).

ACKLINGTON [NE] op 1 July 1847 (see 1847**); still open.

ACKWORTH [SK] op 1 July 1879 *(Mid- wtt; co n T 28 June- line)*; clo 2 July 1951 *(RM September)*; later excursions – e.g. 3 August 1952 to Bridlington and Scarborough *(BR working notice)*.

ACLE [GE] op 12 March 1883 *(co n Norfolk News 10th* – G. Kenworthy; in *Brad* April and GE co tt May – no April issue of latter); still open.

ACOCKS GREEN [GW] op 1 June 1853 *(Birmingham Journal Saturday 11 June* – opened on Wednesday se'nninght); A G & SOUTH YARDLEY 1878 tt *(W Mid)*, A G 6 May 1968 tt; still open.

ACREFAIR [GW] op 2 June 1862 *(Wrexham Advertiser 7th)* as CEFN MAWR; renamed 1 January 1863 *(co n Chester Chronicle 20th)*; clo 18 January 1965**. A LL in *hb* 1904 on (HL goods only).

ACROW: (non-tt) HALT; Acrow Engineering workmen; op 1 April 1957 *(Railway Observer May)*; company's advert for workers said that 'trains now stop' at company's own station within the works *(Herts & Essex Observer 22 March)* but this was probably anticipating situation that would exist when new workers joined; *E Region Staff Magazine* described 'official' opening on 25th, train stopping at 11.15; *Herts & Essex Observer 29 March* described this as first train of new service and that it was expected that about 60 per day would use the service. Clo 7 September 1964 *(U)*; {Saffron Walden – Ashdon}.

ACTON London

A CENTRAL [NSWJ] op 1 August 1853 *(Mid; T 1st- line)**; CENTRAL added 1 January 1925 *(hbl January)*; still open. A CHURCHFIELD ROAD in *Brad* 1883 to 1925 *(JS)*.

* = line first in *Brad* October, this station not until December – presumed case of 'nd'.

A GREEN – see CHISWICK PARK

A MAIN LINE [GW] op 1 February 1868 *(co n T 27 January)*; M L added 26 September 1949 *(L corr)*; still open. Aot A for LEAMINGTON PARK, A HORN LANE *Brad*.

A TOWN [Dist] op 1 July 1879 as MILL HILL PARK *(T 2nd)*; renamed 1 March 1910 *(RCG)*; [Picc] use began 4 July 1932; still open.

A JUNCTION appears in May 1858 *Brad* between Acton (Central) and Kew / Hammersmith with trains stopping suggesting that it was a junction or exchange station. This is a mystery because this was first time Hammersmith branch was included there but page carried warning of no recent information – accuracy doubtful, which normally meant that relevant timetables had been copied from previous month (though perhaps only intended to apply to other table on page). *Intelligible Tt June 1858* gave Acton as station from which trains apparently left for Hammersmith. Junction Diagrams showed Hammersmith Branch Junction (alias Acton Gate Junction) as connection between lines and Acton physical junction further south. According to *London Local* originally last coach of southbound train was 'slipped' before junction and collected by branch's only engine to be taken to Hammersmith; train from Hammersmith had to stop here and leave coach to be collected from here; practice ended 1 November 1865 owing to derailments and branch trains had to reverse at junction. Joe Brown has found a platform just north of junction on northbound line in 1882 OS (any companion southbound would have disappeared in work needed for third track). Any that existed would have been redundant after 1865 and were probably an arrangement for railway personnel which should not have appeared in *Brad*. *Brad* shows direct service from South Acton after latter had opened. See Hammersmith & Chiswick for details of service there.

Also see EAST A; NORTH A; SOUTH A; WEST A.

ACTON BRIDGE [LNW] near Runcorn op 4 July 1837 *(co n Gore's Liverpool General Advertiser 29 June)*; BRIDGE added 1 July 1870 *(Cl; recommended LNW Officers 15 June)*; still open.

ADAM STREET – see CARDIFF.

ADDERBURY [GW] op 6 April 1887 *(Oxford Journal 9th)*; clo 4 June 1951 *(T 4th)*.

ADDERLEY [GW] op 20 October 1863 *(co n Staffordshire Sentinel 24th)*; clo 9 September 1963 *(T 9th)*.

ADDERLEY PARK [LNW] op 1 August 1860 *(W Mid)*; in tt correct to 1 August *(Coventry Standard 10 August)*, not in 1 July tt *(ibid)*; still open.

ADDIEWELL [Cal] op 1 July 1882 *(?* – first in *Brad* July 1882); still open.

Also: (non-tt) temporary platform opposite Messrs Young & Co's works for visit of party from Japanese Embassy 17 October 1872 *(Scotsman 13th)*.

ADDINGHAM [Mid] op 16 May 1888 *(Leeds Times 18th)*; clo 22 March 1965 *(RM April)*.

ADDISCOMBE [SE] op 1 April 1864 *(Express, London 5th)*; variously in *Brad* as CROYDON A ROAD, C A, A C, settled as A 13 June 1955 *(Cl)*; first in *hb* as ADDISCOMB ROAD CROYDON, then (1872) ADDISCOMBE ROAD; in SEC co tt 1914 as A R, C; clo 1 June 1997** for conversion to Croydon Tramlink – see Section 6.

ADDISON ROAD – see KENSINGTON OLYMPIA

ADDLESTONE [LSW]: op 14 February 1848 *(Morning Advertiser 15th*, 'temporary station'); still open.

ADISHAM [LCD] op 22 July 1861 *(Kentish Gazette 30th)*; still open. *Brad* ? to 1955/6, SEC co tt 1914 and *hb* 1904 on: A for WINGHAM.

ADLESTROP [GW] op 4 June 1853 *(Glos Chron 4th- line*; mentioned in account of formal opening 7 May *Gloucester Journal 14th* – public opening delayed by need to make alterations demanded in inspection report) as ADDLESTROP & STOW ROAD; & S R dropped 1 March 1862 *(Cl)*; spelling altered 1 July 1883 *(hbl 31 December)*; clo 3 January 1966 *(RM February)*.

ADLINGTON CHESHIRE [LNW] op 24 November 1845**; CHESHIRE added body of tt 1984; see 18 May 2003**; still open.

ADLINGTON LANCS [LY] op 22 December 1841 *(Bolton Free Press 24th*)*; last in *Brad* August 1843; back January 1844; LANCS added 1938/9 *(Brad)*; still open.

* = paper says line now open and 'in future' trains would stop here (presumed from opening).

ADMASTON [Shrewsbury & Wellington]: first in *Brad* September 1849 (Shrewsbury to Stafford table); last there November 1849; back June 1850; aot request; became HALT 30 June 1952 *(Cl)*; clo 7 September 1964 *(Birmingham Daily Post 11 July)*. At first erratically A SPA *(Brad)*; often trains only shown on Stafford line early on – perhaps tt does not tell full story.

ADMIRALTY PLATFORM – see KEYHAM; KILLINGHOLME.

ADOLPHUS STREET – see BRADFORD.

ADVIE [GNS] op 1 July 1863 *(Banffshire Journal 23* and *30 June)*; re-sited ¾ mile west 1 September 1868 *(Cl; co notice Elgin Courant 28 August* – on and after 1 September present Advie and Dalvey stations will be closed and new Advie opened); closed 18 October 1965**.

ADWICK op 11 October 1993 *(BLN 718)*; near earlier Carcroft; still open.

AFON WEN [Cam] op 20 September 1867**; clo 7 December 1964 *(N Wales Weekly News 19 November)*. At times one word: thus LNW co tts seen 1874 to 1921 and LMS tt 1930; according to *JS* thus *Brad* 1904 to 1922; also thus *hb* 1912 and 1925. AVON WEN in co's opening notice (handbill, *RAIL 923/1)*.

AGECROFT [LY]: line opened 29 May 1838**; station for Kersal Moor Racecourse, probably initially race days only; by 1843 racegoers were using Pendleton (Bridge) *(race)*; first in *Brad* and in October tt *Bury Times*, where note said that a new station had been erected here October 1857 as public station. In LY table of signals 1857. Clo ? - last in *Brad* January 1861 but last shown in body of tt for July 1861, where was A BRIDGE *(Bury Times 29 June)* – absent August tt *(ibid 3rd)*; {Pendleton – Clifton Junction}.

AIGBURTH [CLC] op 1 June 1864 *(Manchester Times 4th)* as MERSEY ROAD; renamed M R & A 1879/80 *(Brad)*; clo 17 April 1972 *(Liverpool Echo 23 March)*; reop 3 January 1978 as A *(ibid 3rd)*; still open.

AIKBANK [MC] op 10 February 1845; clo 2 February 1848 (probably); see 1840**; {map 20g}.

AINDERBY [NE]: line op 4 March 1848 (see LEEMING BAR), nd, July 1848 *(Topham)*; clo 26 April 1954 *(T 20th)*.

AINSDALE

AINSDALE [LY] op 24 July 1848**; still open. Perhaps suffered at least one short closure in early days.

A BEACH [CLC] op 19 June 1901 *(RCG)* as SEASIDE for A; renamed 1 January 1912 *(RCG)*; clo 1 January 1917 *(T 23 December 1916)*; reop non-tt for races at Aintree in March 1919 *(CLC Portrait)*, to public 1 April 1919 *(RCH)*; clo 7 January 1952 *(RM February)*.

AINSWORTH ROAD [LY] op 1 January 1918 *(LY)*; HALT; clo 21 September 1953 *(RM November)*.

AINTREE

AINTREE [LY] op 2 April 1849 *(Southport Vis 7th)*; became A SEFTON ARMS 20 August 1951 *(LMR Op Circ 6 September)*, back to A 6 May 1968; still open. Included extra-long platforms for race meetings *(AB)*.

A CENTRAL [CLC] op 13 July 1880 as A RACECOURSE, race use only *(co n Liverpool 12th)*; became public station as A 1 September 1884 *(CLC)*; CENTRAL added 20 August 1951 *(Cl)*; clo to public 7 November 1960 *(RM December)*. Race use for Grand National continued; not used 1964; 1965 one special 25 March; last used, two specials 26 March 1966 (J. Swift, via J. Gilmour – confirmed for former by C. Wilson, then signalman at Greenwich Road box).

A CINDER LANE [LY] (non-tt): earliest reference found is for excursions to races 28, 29 March 1878, as AINTREE (Cinder Lane New Temporary Station, three minutes' walk from the course, *advert Manch Times 16th*); for 18, 19 March 1880 was just 'new station', 2 minutes' walk *(ibid 6th)*; 9 – 12 November 1880 just C L, one minute's walk *ibid 30 October)*; 10, 11 November 1881 'adjoining' course'; LY minutes *(RAIL 343 series)* say platform to be constructed for race traffic (28 March 1882); how far all this represents change of site or improvements on same site is not known. Replaced by >

A RACECOURSE op 18 May 1910 *(Cl pap 14/11 from John Marshall)*; last used, 8 specials, 25 March 1961.{between Aintree East and Fazakerley Junctions}. In 1962 all specials to Sefton Arms and Central.

Further east on this branch a special train was stabled for use as grandstand by railway officials – to 1967 at least *(AB)*.

Also see FAZAKERLEY

AIRBLES op 15 May 1989 *(RM July)*; still open.

AIRDRIE {map 16}

AIRDRIE [Cal] op 1 June 1886 *(Glasgow Herald 2nd)*; reduced 1 January 1917 to being terminus of service to Newhouse, operating detached from system; reconnected to system 1 March 1919, with reopening of line through Whifflet; clo 3 May 1943 *(co n Daily Record 29 April)*.

AIRDRIE [NB] op 11 Aug 1862 *(co n Glasgow Morning Journal 8th)* as A SOUTH; became A 3 March 1952 *(Cl; RM ref April)*; closed between 17 and 26 July 2010 to allow new platform, footbridge etc to be constructed *(First Insight, ScotRail's customer newsletter May/June 2010)*; still open. *Hb*: A SOUTHSIDE 1865a, A SOUTH 1867.

A HALLCRAIG [NB] op 26 December 1844**; in 1 February 1851 tt as HALLCRAIG *(All Aboard)*; NORTH January or February 1871 co tt; clo 1 June 1871 *(notice in wtt, BR/TT(S)/52/14A SRO)*. *Brad* added H Street 1852; later entries suggest should have been H Station. *Hb* early entries for A NORTH, HALL CRAIG, A OLD, often as alternatives.

Also see 5 August 1840**.

A LEA END [MK]: several short-lived services from 1828 to 1843 (see 1828 B**).

COMMONHEAD A NORTH [NB] op 5 August 1840** as Airdrie station of Slammanan; not in *Brad* until January 1864 but cited in advert *Glasgow Herald* 20 April 1846, in copy of 1 February 1851 tt reproduced in *All Aboard* and *MK* quotes 1858 passengers' complaints about effects of nearby pig farm; A N added 1 June 1886 *(Cl)*; clo 1 May 1930 *(co n Scotsman 7 April)*.

A NORTH - see A HALLCRAIG above.

AIRMYN [NE] op 1 May 1912 *(Hull Daily Mail 3rd)* as A & RAWCLIFFE; became A 12 June 1961 *(RM April)*; clo 15 June 1964 *(T 25 March)*.

AIRPORT – see NEWCASTLE AIRPORT.

AIRTH [Cal] first in *Brad* July 1852 as CARNOCK ROAD; became A ROAD 1865 tt *(Cl/JS)*, A 1866 *(Brad)*; aot request; clo 20 September 1954 *(BR notice Falkirk Herald 4th)*; one Fridays-only stop southbound, shown in wtt 17 June 1963w?.

AKELD [NE] op 5 September 1887 *(Morpeth Herald 3rd)*; clo 22 September 1930** *(T 10 July)*.

AKEMAN STREET [GC] op 2 April 1906 *(RCG; London Evening Standard 3rd)*; clo 7 July 1930 *(RAIL 393/151)*.

ALBANY PARK [SR] op 7 July 1935 *(sig n 25/1935)*; still open.

ALBERT EDWARD DOCK – see under PERCY MAIN.

ALBERT PARK – see WITHINGTON & WEST DISBURY.

ALBERT ROAD Devonport [LSW] op 1 October 1906 *(SR)*; HALT; clo 13 January 1947 *(Cl)*; {map 114}.

ALBERT ROAD BRIDGE [LSW/LBSC] op 1 July 1904 *(co n Portsmouth Evening News 30 June)*; HALT, though not so shown LSW co tt 7 June 1914 or *Brad* July 1914, – was shown as rail-motor served; clo ? August 1914 *(RCH list of closures issued 1921* said 3rd; *Railway & Travel Monthly September 1914 p 180* said 6th, a Thursday; *RM June 1931* said 10th*)*; {East Southsea branch}.

ALBERTA PLACE Penarth [TV] op 19 September 1904 *(co n Evening Express 19th)*; see 1904**; clo 6 May 1968 *(Cl)*.

ALBION [LNW] op 2 May 1853 *(Wolv Chron 27 April)* – (1st a Sunday); clo 1 February 1960 *(RM March)*.

ALBRIGHTON [GW] op 13 November 1849 *(see 1849**)*; still open.

ALCESTER [Mid] op 17 September 1866 *(co n Alcester Chronicle 15th)*; clo 1 October 1962 (buses to 17 June 1963).

ALDAM JUNCTION [SY]: in *Brad* January to October 1855 and September 1856 to September 1859 (both inclusive); trains only shown calling September 1856. Almost certainly error. *SY* includes what looks like wtt but was issued to public. This says all trains between Westwood and Aldam Junction one way, Westwood and Blackburn Junction other, must be accompanied by travelling porter for section (to ensure only one train could get onto single line section). Aldam and Blackburn Junctions were shown in station list, no trains stopping (clearly they had to). *SY* suggests they were included to increase public confidence about safety. Times could not be shown in public tt, otherwise people would try to catch trains; probably understood locally but looks confusing in *Brad*, without explanatory note. {Smithley – Wombwell}.

ALDEBURGH [GE] op 12 April 1860 *(T 16th)*; ALDBOROUGH/ALDEBOROUGH until altered 1 June 1875 *(RCG)*, though ALDE... form not seen *Brad*; clo 12 September 1966 *(RM September)*.

Ticket platform: only reference seen: *East Anglian Daily Times 3 May 1881*, request to company that tickets be collected at Saxmundham instead of ticket platform here.

ALDEBY [GE] op 4 December 1854 *(Ipswich Mercury 2nd, 9th)*; clo 15 May 1858**; reop 1 June 1859 *(T 2nd)*; clo 2 November 1959 *(RM December)*.

ALDERBURY JUNCTION [LSW] (non-tt) exchange, railwaymen; op February 1872 *(U)*; in *hb* 1872 (no facilities then shown), 1877 'P', no entry 1883; 9 October 1920 and 14 July 1924 wtts show Saturday only stop, towards Salisbury only, for wives going to market; clo 4 May 1964 *(U)*; {physical junction *IA*}.

ALDERHOLT – see DAGGONS ROAD.

ALDERLEY EDGE [LNW] op 10 May 1842 (fare table, *co n Stockport 13th)* as A; became A & CHORLEY 1853 tt *(Cl)*, A E 1875/6 *(RCG ref January 1876)*; clo (resignalling) for about 18 months until reop 26 June 2006 *(Northern Rail leaflet)*;still open

ALDERMASTON [GW] op 21 December 1847 *(Oxford Chron 25th)*; became HALT 2 November 1964, reverted 5 May 1969 tt *(Cl)*; still open.

ALDERMINSTER – see 1833 B**.

ALDERSGATE (STREET) – see BARBICAN.

ALDERSHOT [LSW]

ALDERSHOT op 2 May 1870 *(co n London Evening Standard 2nd)*; still open. Chaotic variety of names *Brad* and *hb* – A TOWN; A TOWN & CAMP; A for TOWN and CAMP; A TOWN SOUTH CAMP; A T for S C – not always same in different tables in same month.

A GOVERNMENT SIDING (non-tt); military tattoos; used 10-19 June 1937; other times? *(@JF)*.

Also see ASH; NORTH CAMP.

ALDGATE

ALDGATE [Met] op 18 November 1876; initially just shuttle to and from previous terminus at Bishopsgate (later Liverpool Street) *(T 14th)*; through service began 4 December *(co n T 29 November)*, though earlier notice had advertised this for 1st; still open.

A EAST [Met/Dist] op 6 October 1884 *(T 4th)*; re-sited east 31 October 1938 *(Cl)*; still open. Commercial Road before opening *(L)*.

ALDIN GRANGE – see BEARPARK.

ALDRIDGE [Mid] op 1 July 1879 *(Mid; LNW Record- line)*; clo 18 January 1965 *(BR LM notice Walsall Observer 11December1964)*.

ALDRINGTON [SR] op 17 June 1932 as replacement for DYKE JUNCTION HALT; HALT dropped 5 May 1969 *(SR App)*; still open.

ALDWARKE – see PARKGATE.

ALDWYCH [Picc] op 30 November 1907 as STRAND *(T 16th)*, renamed A 1 May 1915 *(hbl 15th)*; clo and converted to air raid shelter 22 September 1940 (Sunday) *(RM February 1941)*; reop 1 July 1946 *(RM September)*; clo 3 October 1994 (last train 30 September) *(RM November)*. Normally just shuttle to/from Holborn, but late 1907 to 1910, probably, one late evening theatre-goers' train to Finsbury Park *(Ug)*; e.g. in *Brad* August 1908 and July 1909.

ALEXANDRA DOCK Liverpool

ALEXANDRA DOCK [LO] op 6 March 1893**; clo 31 December 1956 *(T 29th)*.

ALEXANDRA DOCK [LNW] op 5 September 1881 *(Liverpool 6th)*; clo 6 October 1947 *(RM January 1948)*.

Also see BOOTLE NEW STRAND, which in LY opening notice in *Southport Standard Saturday 10th* was described as new passenger station for Alexandra Dock at Strand Road & Marsh Lane Bootle.

ALEXANDRA PALACE [both GN]

ALEXANDRA PALACE (a) first in *Brad* May 1859 but adverts in *Clerkenwell News* suggest perhaps opened earlier: *24 April 1858* said new station was being built, *5 February 1859* treated 'new station' here as in existence and advert in *Holborn Journal 8 January 1859* had offered a house to let at 'Wood Green and People's Palace Station'; op as WOOD GREEN; at times W G A PARK or W G for A P prior to March 1971**; renamed A PALACE 17 May 1982 *(BR tt booklet A2/8)*; still open.

ALEXANDRA PALACE (b) op 24 May 1873 *(co n T 22nd)*; closed when fire destroyed Palace main building early afternoon 9 June 1873; banqueting hall, cricket and archery pavilions undamaged and caterers said would continue in business in these. By 14 June Park had been reopened and GN were running extra trains to Wood Green, later A P (a), near park's entrance, at such short intervals as traffic would require. On 16 June line to A P reopened *(items T 10th, 11th; GN notices T 14th, 16th)*; service to end of August 1873 *(GN)*.

Later clo/*reop* many times (tt dates are when last and *first* in tt): end August 1873/*1 May 1875*; November 1876 tt*/*10 May 1877**; April 1880 tt/*15 November 1880*; December 1880 tt/*reop Saturdays only March 1881, fully April 1881*; August 1882 tt/*1 April 1885*; last train 12 September 1885 (Saturday) /*Easter 1887*; last train 30 September 1887 (Friday) /*12 May 1888*; October 1888 tt /*18 April 1889 (for Easter only)* and *30 May 1889 (for Whitsun only)*; July 1889 tt/*2 March 1891*; clo on and from 2 May 1892 *(Monday)/1 April 1898;* suspended on and from Saturday 8 August 1914 (GN handbill in RAIL 935/49)/ *reopened ?;* 29 October 1951/*7 January 1952 (T 18 December 1951)*. Finally clo 5 July 1954 *(RM July)*. Was A PARK during 1891-2 use. Most of the above *Whittle, from GN tts*.

* = November 1876 – late October bankruptcy action being taken against company running Palace – last advertisements for events there were for 18 November *(T of that date)*. 10 May 1877 *(Palace co n T 8th* – called it HL).

ALEXANDRA PARADE Glasgow [NB]* op 8 October 1877 *(North British Mail Friday 5th* said opens 'Monday first'), when terminus, as A PARK; renamed 1 July 1923 *(hbl 12th, T 27 August)*; clo 1 January 1917, except for workmen's services *(RM February)*; reop 2 June 1919 *(RCH)*; still open. Sometimes GLASGOW A P in tts.
* = [CGU] until 1896.

ALEXANDRA PARK – see A PARADE (Glasgow); WILBRAHAM ROAD (Manchester).

ALEXANDRIA [DB Jt] op 15 July 1850**; still open. A & BONHILL 1936a on according to *hb* but not thus *Brad* or BR Scottish Region tts 30 June 1952 and 11 September 1961; *co op n Glasgow Herald (15th)* had '.... ALEXANDRIA, BONHILL'.

ALFORD near Aberdeen [GNS] op 21 March 1859 *(Alford Valley co n Banffshire Journal 22nd)*; clo 2 January 1950 *(Scotsman 22 December 1949)*.

ALFORD near Langport [GW] op 1 July 1905 *(RAIL 253/482)*; HALT; clo 10 September 1962 *(Som Gaz 15th)*.

ALFORD TOWN near Lincoln [GN] op 4 September 1848**; became A TOWN added 1 July 1923 *(hbl 12th)*; clo 5 October 1970 *(T 16 July)*.

ALFRETON

A & SOUTH NORMANTON [Mid] op 1 May 1862 *(Notts Guardian 9th)*; & S N added 7 November 1891 *(RCG)*; clo 2 January 1967 *(Mid)*.

Also: (non-tt) temporary platform for one of six excursions in special trains provided by the Midland for British Association members meeting at Nottingham to visit extensive iron and coal works of Oakes & Co 25 August 1866 *(Derby Mercury 29th)*. Site ? – south of Alfreton. Joint excursion with Alfreton.

ALFRETON op 7 May 1973 as A & MANSFIELD PARKWAY *(RM July)*, same site as A & S N; renamed 29 May 1994 tt *(AB, Chron)*; still open.

ALGARKIRK & SUTTERTON [GN] opened 17 October 1848 *(co n T 16th)*; clo 11 September 1961 *(Peterborough Standard 28 July)*. At first in *Brad* as A, SWINESHEAD & DONNINGTON (and thus in opening notice, *T 16th*); then SUTTERTON, SWINESHEAD & D; then SUTTERTON, A & SWINESHEAD; was A & SUTTERTON in GN opening tt for extension 7 August 1850, reproduced *RM* September 1910; *Topham* got all four place names into its version; at times just A in *hb*.

ALL SAINTS [Dock] op 31 August 1987 *(T 1 September)*; on site of earlier Poplar East India Road; still open.

ALL SAINTS – see under CLEVEDON.

ALL STRETTON [SH Jt] op 29 February 1936 *(T 24th)*; clo 4 January 1943, reop 11 March 1946 *(LMS/GW Joint Officers 21 August)*; HALT; clo 9 June 1958 *(BR notice Kington Times 6 June)*.

ALLANFEARN [High] op 7 November 1855** as CULLODEN; renamed 1 November 1898 *(RCG)*; clo 3 May 1965 *(Aberdeen Free Press 16 April)*.

ALLANGRANGE [High] op 1 February 1894 *(co n Elgin Courant 2nd)*; clo 1 October 1951 *(RM November)*.

ALLENDALE [NE] op 1 March 1869 *(Shields Daily Gazette 25 February / Newcastle Courant 5 March)* as CATTON ROAD; renamed 1 May 1898 *(RCG)*; clo 22 September 1930 *(T 10 July)*. NE co tt November 1880, from Hexham only: C R for A.

ALLENS WEST [LNE] first in wtt 4 October 1943 as URLAY NOOK HALT for munitions workers at naval depot, at site of Yarm (a); renamed A W H 22 May 1944 wtt; made public and HALT dropped 4 October 1971 *(Rly Obs November)*; still open.

Urlay Nook level crossing, about ½ mile west would have been likely stopping-place in horse-drawn S&D days.

Also see item in *SLS Journal* September/October 2007, p. 188.

ALLERTON Liverpool

ALLERTON [LNW] op 15 February 1864 *(Manchester Courier 19th)*; clo 1 August 2005 for reconstruction as part of Liverpool South Parkway *(WON 18)*. Initially A & GARSTON *(hb)* but A for G *co n Manch 13th February*; LNW co tts A for G 1869, A for G & WOOLTON (1882), though still A for G some tables; became A 6 May 1974 *(BR notice)*.

Also see WEST ALLERTON.

ALLERTON see HOPPERTON.

ALLERWASH [NC] op 28 June 1836; probably clo about start of January 1837 (see 10 March 1835**).

ALLESLEY GATE/LANE – see TILE HILL.

ALLHALLOWS COLLIERY [MC] (non-tt): in use July 1924 wtt *(@JF)* - (pit closed July 1928 – *JNMC)*; miners; {Baggrow – Mealsgate}

ALLHALLOWS-ON-SEA [SR] op Tuesday 17 May 1932 (A. A. Jackson, *Journal 148 p 227)* – used for Whitsun excursions from 14th *(sig inst 19/1932* – to be ready for passenger traffic on 14th); clo 4 December 1961 *(T 8 November)*; {on short branch to north from Stoke Junction, between Middle Stoke and Grain Crossing}. *RCH dist 9 August 1933* said had opened as ALL HALLOWS-on-S, later amended; also thus *Daily Herald Wednesday 11th*, which had it opening on Whit-Monday. Earliest one-word version seen is in *Westminster & Pimlico News 12 August 1932.*

ALLOA {map 6}.

ALLOA (a) [NB] op 28 August 1850 *(Stirling Journal 30 August)*; A NORTH/N A 1875 tt *(Cl)* to 1882 *(Brad)*; clo 7 October 1968 *(RM October)*.

Alloa Bridge was twice closed by ships colliding with it:

Tug hit it about 4 p.m. 12 October 1904 *(Alloa Advertiser 15th)*; reop 1 June 1905 *(ibid 3rd)*; also see *True Line 119, January 2013.*

Scotsman Monday 16 August 1920: about 1.0 a.m. yesterday morning Alloa Bridge was damaged when a surrendered German destroyer broke free from its moorings while waiting to be scrapped and collided with bridge, closing it for railway use; temporary measures – service Throsk to Larbert, and trains from Glasgow to Kinross etc via Stirling and Cambus. Expected to reopen 1 March 1921 *(Scotsman 22 February*, confirmed *NB list)*.

Ticket Platform here, dates unknown, mentions**:** *Alloa Advertiser 6 May 1880* – fatal accident to railwayman; *ibid 19 September 1885* – complaint about lack of drainage between ticket platform and Mr Arrol's brewery; *ibid 3 March 1888* – accident to railwayman, working near east end of main platform on 2nd, hit by train that had just left ticket platform .

ALLOA (b) op 19 May 2008 (public trains operated by Scottish Railway Preservation Society Railtours on 15th, formal opening day); still open. (G Borthwick – local press and handouts; *RM July)*. In some opening publicity as A TOWN; east of old.

A FERRY [Stirling & Dunfermline] op 3 June 1851 *(Clackmannan Advertiser 7th)*; clo 1 July 1852 *(Cl)*, when line from Alloa to Stirling opened, making ferry crossing redundant.

A JUNCTION [Cal] op 2 September 1850 *(Alloa Advertiser 7th)*; last in *Brad* November 1865 but still in tts *Alloa Advertiser* – last of which seen was for June 1866 *(paper of 23rd)*, when only one train calling, towards Larbert; continuity of use not established. Not in clo notice for South Alloa.

SOUTH ALLOA [Cal] op 2 September 1850 *(Alloa Advertiser 7th)*; SOUTH added 1854 tt *(Cl)*; clo 1 October 1885 *(RCG; co n Alloa Advertiser 26 September)*, line diverted to NB station. At times A S.

N.b. **A NORTH** clo with South Alloa was a ferry-only station, opposite SOUTH A.

ALLOWAY [GSW] op 17 May 1906 *(Kilmarnock Herald 18th);* clo 1 December 1930 *(undated LMS Northern Division list, Cl pap)*. Used 20 May 1938, northbound only (return by bus – engines wrongly believed to be too heavy for line) for excursion to Ibrox for Glasgow British Empire Exhibition at nearby Bellahouston Park; also used for arrival of Sunday School outing from Troon 16 June 1948 (return by bus after collapse of footbridge here when passengers using on arrival) *(Maidens)*. See 1939**.

ALLT-Y-GRAIG [LMS] op 1 June 1928 *(LMS PCC 54, 4 July)* as ALT-Y-CRAIG; altered 8 July 1929 *(letter Cl papers 24 March 1945)*; aot request; clo 22 September 1930 *(Liverpool Echo 13th)*; {Meliden – Dyserth}.

ALLTDDU [GW] op 23 September 1935 *(T 20th)*; HALT; aot request; clo 22 February 1965 *(BR public notice)*; {Strata Florida – Tregaron}.

ALMA COLLIERY: see NORTH WINGFIELD COLLIERY.

ALMELEY [GW] first in *Brad* June 1875 (could not be opened with line, 3 August 1874, because BoT demanded alterations – *co ½ T 9 September 1874)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*; reop 11 December 1922 *(GW Mag January 1923)*; clo 1 July 1940 *(Cl)*.

ALMONDBANK [Cal] op 1 January 1858 *(Tayside- line)*; clo 1 October 1951 *(BR notice Strathearn Herald 22 September)*. At first ALMOND BANK in *hb*; altered 1890.

ALNE [NE] op 31 March 1841**; clo 5 May 1958 *(RM June)*.

ALNESS

ALNESS (a) [High] op 23 March 1863 *(Inverness Courier 26th)*; clo 13 June 1960 *(RM July)*.

ALNESS (b) op 7 May 1973 *(RM July)*; still open.

ALNMOUTH [NE] probably op 19 August 1850, with Alnwick branch, replacing Lesbury (which see). Op as BILTON, ALNWICK *(Brad)*; became B JUNCTION 1852 *(Brad)*, B 1 November 1891 co tt *(JS)*, ALNMOUTH 1 May 1892 *(RCG)*; ALNMOUTH FOR ALNWICK, 23 May 2003 (plaque at station); still open.

ALNWICK [NE]: used 6 August 1850 by a special for Northumberland Agricultural Society's meeting; opened to public 19 August 1850 *(Newcastle Guardian, co n 17th, item 15th)* re-sited a short distance north 5 September 1887 *(Cl)) – Morpeth Herald 10 September 1887 4f* refers to arrival of passengers at 'new station', a 'magnificent structure'; according to Wikipedia item on *Alnwick Lionheart Station* new was nearer town centre; clo 29 January 1968 *(Newcastle Journal 20th)*.

ALPERTON op by [Dist] 28 June 1903 *(RCG; Acton Gazette 3 July)* as PERIVALE-A; renamed A for PERIVALE 7 October 1910 *(RCG/hbl 27th)*; still thus 1929 *hb*, no change 1936 *hba*; A 1938 *hb* but stll A for P October 1949 *Brad* (soon after that *Brad* stopped giving LT details); 'for P' dropped from maps by 1926, where previously A for P and WEMBLEY. (Dist ticket: A for WEMBLEY and P – *JB)*; transferred to [Picc] 4 July 1932; still open.

ALPHINGTON [GW] op 2 April 1928 *(co n Ex & Plym 30 March)*; HALT; clo 9 June 1958 *(T 5th)*; {map 115}.

ALRESFORD near Winchester [LSW] op 2 October 1865 *(Salisbury 7th)*; aot request; clo 5 February 1973 *(Hants Chron 9th)*.

ALRESFORD ESSEX [GE] op 8 January 1866 *(Suffolk Chronicle 13th)*; ESSEX added body of tt 30 September 2001; still open.

ALREWAS

ALREWAS [LNW] op 9 April 1849 *(co n & item Wolv Chron 11th)*; clo 18 January 1965 *(BR LM n Walsall Observer 11 December 1964)*.

ALREWAS [Mid] – see CROXALL.

ALSAGER [NS] op 9 October 1848 *(Staffs Advertiser 14th)*; see 18 May 2003**; still open. A RODE HEATH 1889 tt *(Cl)* R H dropped 2 April 1923 co tt *(JS)*.

ALSAGER ROAD [NS] op 1 July 1889 tt *(NS)* as TALK & A R; renamed 1 November 1902 *(RCG)*; clo 27 April 1931 *(Staffordshire Sentinel 16th)*.

ALSCOT PARK – see 1833 B**.

ALSOP-EN-LE-DALE [LNW] op 4 August 1899 *(LNW Officers 39077, 39103; co n, item Derbyshire Advertiser 5th)*; clo 1 November 1954** *(Buxton Advertiser 29 October)*. *LNW co tts, LMS co tt 1930:* A-en-le-D for DOVEDALE.

ALSTON [NE] op 21 May 1852**; clo 3 May 1976 *(Newcastle Journal Monday 3rd – last train Saturday)*.

ALTCAR & HILLHOUSE [CLC] op 1 September 1884 *(Manch Cour 6th)*; clo 1 January 1917 *(T 23 December 1916)*; reop non-tt for races at Aintree in March 1919 *(CLC Portrait)*, to public 1 April 1919 *(RCH)*; clo 7 January 1952 *(RM February)*.

ALTCAR RIFLE RANGE [LY]: Prior to opening, LY agreed to stop all trains at Hightown (ordinary station) when required, letting Volunteers travel at reduced fares (letter, 14 August 1860, LY minutes, *RAIL 343/56*). Op 29 October 1860 *(Ormskirk 1 November)*; available to spectators as well as competitors. Not in *Brad* until August 1862 (minutes show use June to September that year); mainly summers only but some winter use early years (e.g. December 1864, Saturdays only, and December 1865, all days for Volunteers). Originally on siding; this put out of use by fire in November 1869. New ordered to be ready for start of next season *(RAIL series 343)*. *RCG* said it clo 2 October 1921 – end of use for that season? Last all day summer trains 1 to 25 September 1927 *Brad*; last summer Saturdays 1 to 22 September 1930; last entry, no trains, June 1931 (still shown LMS wtt 28 September 1936, without trains); aot request. Perhaps other use as required – e.g. later special troop trains. *LNW Record* refers to removal of station, mid-1936. Op as HIGHTOWN SIDING; became H NEW SIDING 1865 tt, H RIFLE STATION 1871 tt, A RIFLE STATION 1886 tt *(C/W)*, A R R 1886 *(Cl; RCG ref July)* but 1895/6 *(Brad)*. (See LM Cook, *The Story of Altcar Rifle Range*, author, 1989, for basic story).

ALTHORNE [GE] op 1 July 1889 *(Essex Standard 6th)*; ALTHORN originally in tt *(JS)*, pre-1895 *(hb)* but ...e in paper cited; still open.

ALTHORP PARK [LNW] op 1 December 1881 *(LNW Officers 22843, 22911)*; clo 13 June 1960 *(RM July)*.

ALTHORPE [GC] op 1 October 1866 *(GC; Rtn- line)*; replaced on deviation at 10.10 a.m. 21 May 1916 (Sunday) *(co instruction;* first train left new Althorpe station 10.35 – *Sheffield Daily Telegraph 22nd)*; A & KEADBY 1890 to 1894 *(Brad)*; became A for K, GUNNESS & BURRINGHAM 21 May 1916 *(dist 19 April 1920)* and thus LNE tt 1933 and *Brad* to 1955; still open.

ALTNABREAC [High] op 28 July 1874 *(co n John O'Groat Journal 30th)*; aot request; still open.

ALTNAGOURACH – see 1957**.

ALTOFTS [Mid] op 1 September 1870 *(Mid)* as A & WHITWOOD; renamed 4 May 1970 co tt *(Mid)*; clo 14 May 1990 *(Mid)*.

ALTON near Basingstoke [LSW]

ALTON op 28 July 1852 *(Hants Chron 31st)*; re-sited just east 2 October 1865 on through line on extension to Winchester, original terminus probably on / near site of later goods shed (Stewart Smith, *Chron January 2015)*; became A for SELBORNE 5 July 1926 *(hbl July)* and thus *Brad* to 1955; still open.

ALTON PARK, alias TRELOARS HOSPITAL/ CRIPPLES HOME (non-tt): op ? (inspected 14 April 1910); regular service Thursdays; clo 11 September 1932 *(Basingstoke)*. Certainly used for delivery of patients (photograph *S Halts*), perhaps Founder's Day specials until 1960; {map in *Hosp* shows platform on Alton – Basingstoke line and *dist t supp dated 9 August 1933* gave amended distance to "Treloar's, Lord Mayor, Cripples' Home", resulting from obstruction to line between Bentworth and Alton*}.

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

ALTON HEIGHTS JUNCTION [Cal] (non-tt): workmen from 1893 or earlier *(U)*; still in wtt 15 September 1952, not wtt 15 June 1957; {Lesmahagow – Coalburn}.

ALTON TOWERS [NS] op 13 July 1849 *(co n Manch 14th)*; TOWERS added 1954 *(Cl)*; clo 4 January 1965 *(Birmingham Daily Post 4th)*. GE co tt 1909: A for A T.

ALTRINCHAM

ALTRINCHAM (a) [MSJA] op 20 July 1849 *(Manchester Courier 21st)*; at first separate stations for here and Bowdon; both replaced by >

ALTRINCHAM (b) [MSJA] op 4 April 1881 *(co n Nantwich Guardian 2nd)* as A & BOWDON; renamed 6 May 1974 *(BR notice)*; [Manch] op 15 June 1992 to terminal platforms already existing here station *(RM August)*; still open for both.

Also see BROADHEATH.

ALVA [NB] op 3 June 1863 *(co n Dunfermline Press 3rd)*; clo 1 November 1954 *(RM December)*.

ALVECHURCH [Mid] op 10 October 1859 *(Redditch Indicator 8th)*; re-sited to north 14 March 1993 (19th ceremonial) *(BLN 712 p 242)*; still open.

ALVELEY COLLIERY [GW] (non-tt): miners; provision approved by GW minute 1 October 1943 *(RAIL 250/60)*; completed by 1 January 1944 *(GW New Works Register, in private hands)* so would have opened late 1943 / early 1944; perhaps lasted until line clo 9 September 1963; certainly still in use March 1959, as A HALT; also variously, A C HALT, A C SIDINGS (information from stationmaster at Bewdley 24 March 1959 and BR Birmingham District additional services pamphlet Good Friday 27 March 1959 – R. Maund); {Hampton Loade – Highley} *(U)*.

ALVERSTONE [IWC]: op 1 February 1875 (see 1875**); aot request; clo 6 February 1956 *(Southern Daily Echo 6th)*.

ALVERTHORPE [GN]: we expect will be opened today *(Wakefield Free Press 31 August 1872)*; not certain it did but *ibid 14 September* opening of new station has been a great convenience; clo 5 April 1954 *(Yorkshire Post 20 March* but retained for excursions and special trains).

ALVES [High] op 25 March 1858 *(co n Elgin Courier 26th)*; clo 3 May 1965 *(Aberdeen Free Press 16 April)*.

ALVESCOT [GW] op 15 January 1873 *(Chelt Exp 18th)*; clo 18 June 1962 *(T 18 May)*.

ALYTH [Cal] op 2 September 1861 *(co n Dundee Advertiser 2nd)*; clo 2 July 1951 *(Dundee Courier 15 June)*.

ALYTH JUNCTION [Cal] op 1861 (see 1831 B**) as MEIGLE, renamed 1 November 1876 *(RCG)*; clo 4 September 1967 *(BR notice Aberdeen Press 27 July)*; {map 8}.

AMBERGATE [Mid] op 11 May 1840 *(Derbyshire 11th)*, north of Toadmoor Tunnel *(Cl)*; 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*.

AMBERLEY [LBSC] op 3 August 1863**; still open.

AMBERSWOOD for HINDLEY [LNW] op 1 January 1872 *(LNW Officers 6927, 7546*; *in tt Wigan Observer 5th)*; clo 1 March 1872 (Friday) *(Cl; LNW Officers 7681* – order given, without exact date, 14 February). Name as in opening sources.

AMBLE [NE] op 2 June 1879 *(Shields Daily Gazette 3rd – 'after a long delay')**; clo 7 July 1930 *(Yorkshire Post 12th* – last train 5th).

* in wtt February *(Nhumb Young)*; letter from NE General Manager at York, dated 7 February, written in response to petition of ratepayers of Amble said appropriate papers had been sent to BoT (advert *Alnwick Mercury 15th)*; at the last minute had someone realised that an inspection was needed? Line had long been open for goods.

Also see Section 7 for Colliery line.

AMBLE JUNCTION: footnote in tt *Morpeth Herald* at least 3 November 1855 to 2 April 1859 (inclusive) referred to a Saturdays only market train to and from Newcastle; only used then or longer and only advertised now? (see CHEVINGTON, similarly treated); {physical junction *IA*}.

AMERSHAM [Met/GC] op 1 September 1892 by Met *(London Evening News 1st)*; GC use began 15 March 1899; still open. At times A & CHESHAM BOIS: *hbl ref 22 January 1922* said had become this; & C B dropped BR tt 7 May 1973 but last in [Met] tt 15 March 1933, absent [LPTB] tt 13 November 1933.

AMESBURY [LSW] op 1 October 1901 for military use *(SR)*; op to public 2 June 1902 *(W Gaz, Wilts & NE Somerset edition, 6th)*; see 1951**; clo 30 June 1952 *(RM August)*.

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

AMISFIELD [Cal] op 1 September 1863 *(Glasgow Morning Journal 2nd)*; 1928/9 *Brad* note added that closed for day at 5.30 p.m., then used as halt; note removed later than January 1935 *Brad*; clo 19 May 1952 *(RM June)*.

AMLWCH [LNW] op 3 June 1867 *(co n North Wales Chronicle 1st)*; clo 7 December 1964 *(N Wales Weekly News 19 November)*. Before closure Lein Amlwch Preservation Group built platform for excursion trains on down side, near Bethesda Chapel, some 500 yards before terminus; certainly used 25 May, 3 June and 31 August 1992; also 11 September and 16 October 1993 (see Stewart Smith, *Chron January 2020)*.

AMMANFORD [GW]

AMMANFORD (a) op 1 May 1850**- line; originally CROSS INN; renamed 1 July 1883 *(hbl 31 December)*; clo 18 August 1958 *(T 11th)*.

AMMANFORD (b) op 16 July 1860; on 7 November they resolved to close it during winter; 16 April 1861 – resolved to reopen on 1 May 1861 [fits first appearance in *Brad*]. 10 December 1867 resolved to replace temporary wooden platform with a permanent wooden one (all *Llan*). Originally DUFFRYN; renamed TIRYDAIL 1 July 1889 *(hbl 11th)*, A & T 13 June 1960 *(circ 21 October)*, A 7 May 1973; HALT 6 September 1965 to 5 May 1969 *(Cl)*; still open.

A COLLIERY op 1 May 1905 *(GW H)*; HALT; clo 18 August 1958 *(T 11th)*.

AMOTHERBY [NE] op 1 June 1853**; clo 1 January 1931 (Thursday) *(T 5 December 1930)*; later excur, e.g. 27 July 1964 *(Whitby)*.

AMPLEFORTH [NE] op 1 June 1853**; clo 5 June 1950 *(Cl)*.

AMPRESS (non-tt) op 1 October 1956 *(RM March 1957)*; workmen; originally A WORKS HALT *(hb)*; last trains ran 6 October 1989, date of factory closure *(Southern Evening Echo* – E. Vaughan); {on Lymington branch}.

AMPTHILL

AMPTHILL [Mid] op 13 July 1868 *(T 14th)*; clo 4 May 1959 *(RM June)*.

AMPTHILL [LNW] – see MILLBROOK.

ANCASTER [GN] op 15 June 1857**; still open.

ANDERSTON

A CROSS [Cal] op 10 August 1896 *(RCG; co n Glasgow Herald 6th)*; clo 3 August 1959 *(Cl)*. Sometimes GLASGOW A C in tts and Cal ticket thus *(JB)*.

ANDERSTON op 5 November 1979, same site as above *(Wishaw Press 2nd)*; see 10 December 1994**; still open.

ANDOVER [LSW]

ANDOVER op 3 July 1854 *(Salisbury 8th)*; became A JUNCTION 6 March 1865, reverted 7 September 1964 *(Cl pap* citing LM Traffic Circular); still open.

A TOWN op 6 March 1865 *(Salisbury 11th- line)*; clo 7 September 1964 *(Andover Advertiser 31 July)*.

ANDOVER ROAD – see MICHELDEVER.

ANDOVERSFORD

ANDOVERSFORD [GW] op 1 June 1881 *(Bristol Merc 2nd)*. Though MSWJ trains ran through here from 1891, it was not included in MSWJ tables in *Brad* until October 1904; since an extra minute was then added to timings of trains stopping there, it would seem to have been an addition then rather than something previously happening but not included in tt (e.g. exchange only use). Clo 15 October 1962 *(Birmingham Daily Post 10th)*. In MSWJ tables was A JUNCTION from start; J added GW tables in *Brad* and GW co tts later; dropped from *Brad* 1960, though this had been only station for here since 1927.

A & DOWDESWELL [MSWJ] op 1 August 1891 *(Chelt Exam 29 July)* as D; renamed 1 October 1892 *(hbl 27th)*; clo 1 April 1927 (Friday) *(co n Gloucester Citizen 25 March)*.

ANERLEY

ANERLEY BRIDGE [London & Croydon] op 5 June 1839 *(co n T 6th)*. *Co n e.g. Morning Advertiser 10 June 1839*: 'after Wednesday next, 12th June [details of alteration to times]; and after that day the trains will not stop, either upwards or downwards, at the Penge or Anerley stations.' Later usage would be clo 13 June 1839 or did they mean no trains on 12th so that the closure date?

ANERLEY [LBSC] probably op 1 July 1839: *co n dated thus Morning Advertiser 6th* 'Trains now stop at Anerley Station (Penge Wood), nearest to Westow Hill, Norwood, West Wickham, Beckenham and Bromley. Visitors to the Beulah Spa, the Park Hotel, and to the Cemetery, Norwood, will find that the most pleasant way is by the Anerley Station.'

Possible that second entry represented reopening of earlier station with tag designed to appeal to more potential travellers but more likely to represent new station. Both were missing from later June tts (e.g. one dated 20th in *ibid 28th)* and gap between two would have allowed whatever primitive facilities then passed for a station to be moved from one site to another (descriptions, admittedly only very brief, in various papers of several pre-public opening directors', experimental and shareholders' trips only mentioned stations at New Cross, Sydenham and Jolly Sailor).

Suggested sites (based on Stanford's *Library Atlas of London, 1854*, nearest sufficiently detailed to hand): first at the southern end of station shown there, alongside bridge, perhaps south of it; second at the northern end of one shown. The Croydon company clearly wanted to develop Anerley (and Beulah Spa) as entertainment and recreational centres in the way that Crystal Palace developed soon after, killing off the others in the process. Co notice *(Morning Advertiser 1 May 1840)* said that booths selling refreshments, etc., had been set up in the beautiful wood adjoining the station and offering a welcome to picnic parties and anglers (to fish in canal bordering the gardens). Later there were adverts for concerts there. By 1854 had rebuildings resulted in present station occupying ground covered by both?

London Evening Standard 19 April 1865: on Good Friday (14th) porter killed, allegedly while trying to take hold of door of one on carriages when on ticket platform. Only reference seen; Anerley station probably being used as **ticket platform** for Croydon.

East London service added 23 May 2010**.

Still open.

ANGARRACK {map 111}

Line op 23 May 1843** ran through here but no evidence for station seen (line clo 16 February 1852).

ANGARRACK [West Cornwall] op 11 March 1852 with rebuilt line *(co n R Cornwall Gaz 12th)*. Last in *Brad* October 1853; still in tt *Western Courier* (Plymouth paper) 3 May 1854, last detailed tt seen there but relevant tts there were not given specific dates; all were headed "Trains will run at the following Times until further notice ...." and no change in timings noted since February 1853, suggesting that this was inertia; Gwinear Road (which see) had not been added and latter seems to have been replacement for here.

ANGEL [Nor] op 17 November 1901 *(T 16th)*; see 1922**; still open.

ANGEL ROAD [GE] op 15 September 1840 as EDMONTON *(T 16th)*; last in *Brad* December 1842; back June 1843; became WATER LANE 1 March 1849 *(L)*, A R 1 January 1864 *(L)*; clo 3 June 2019 (last train Friday 31 May); replaced by Meridian Water (Joe Brown). At times *Brad* added JUNCTION or called it W L ENFIELD JUNCTION/A R EDMONTON; settled as A R 1883 *(JS)*.

ANGERTON [NB] op 23 July 1862 *(item & tt Morpeth Herald 26th)*; clo 15 September 1952** *(RM October)*.

ANGLING CLUB COTTAGE [NB] (non-tt): Earliest evidence so far seen (likely to be well after opening) is in *Southern Reporter 19 June 1879 (copied from Times of 10th)*. This details history of Edinburgh Club founded in 1847 which originally used "Betty's Cottage" for overnight or longer stays, two or three miles below present home in "The Nest" (alias "Robin's Nest"), to which they moved some 20 years before. Trains ran past back of house and stopped by request. Still in LNE sectional appendix November 1947, when trains only stopped when told by station-masters at Clovenfords and Thornielee either side of this PLATFORM; passengers to be set down told station-masters, those to be picked up had to give prior warning; members of Edinburgh Angling Club could get special tickets to/from here; non-members had to pay to/from station beyond/before.

NB wtt March 1897 refers to 'opening' (= first use for this purpose? – or passengers just dropped on ground previously) of temporary platform at **THE NEST** for workmen, one train each way stopping Mondays to Saturdays to set down and pick up workmen, who were to be accommodated in carriages next to rear Guard's Van, tickets to be collected on "Going Journey" at Galashiels.

ANGMERING [LBSC] op 16 March 1846 *(Brighton Gazette 19th)*; still open. A &/for A-ON-SEA 1917 to 1955*(Brad)*; ticket A for EAST PRESTON and RUSTINGTON *(JB)*.

ANLABY ROAD Hull [NE] op 1 June 1853 *(co n Hull Packet 3rd* – unlikely any station – 'passengers will be taken up and set down at'); clo end September / start of October 1854 – see Hull Manor House Street (b) – this would have been closed with diversion to Paragon); {map 63}.

For excursion platform sometimes given this name (different site) see under HULL.

ANN STREET [LNW] op 1 October 1911** *(LNW Cl)*; clo 18 June 1951 *(RM August)*; {Appleton – Widnes LNW}. LMS ticket for A S CROSSING *(JB)*.

ANNAN

ANNAN [GSW] op 23 August 1848**; still open.

A SHAWHILL [Cal] op 1 October 1869, locally advertised service to Kirtlebridge, but not nationally advertised until 8 March 1870 *(Sol J)*; see April/May 1921**; SHAWHILL added 2 June 1924**; clo 27 April 1931 *(Aberdeen Press 17th)*. Later use: 18 April 1932 (cheap excursions from Edinburgh stations, *LNE & LMS notice Scotsman 9th)*.

Also see NEWBIE JUNCTION.

ANNBANK [GSW] op 1 September 1870 *(Glasgow Herald 2nd)*; clo 10 September 1951 *(RM October)*.

ANNESLEY

ANNESLEY [Mid] op 1 July 1874 *(Mid)*; clo 6 April 1953 *(RM May)*.

Also: (non-tt) temporary platform for one of six excursions for British Association members meeting at Nottingham to visit newly opened coal mines here in special trains provided by Midland 25 August 1866 *(Derby Mercury 29th)*. Site ?

A COLLIERY SIDINGS PLATFORM [Mid] (non-tt) was used by miners from 1 March 1882 to ?; {south of main station} *(Mid)*.

[GC/LNE] op two (non-tt) stops for railwaymen by July 1923, {Hollinswell – Hucknall}: **A SIDINGS** (in yard*), clo 16 September 1956, and **A SOUTH JUNCTION HALT** (on main line*), clo 4 March 1963 wtt supplement.

* = evidence from 6 May 1946 wtt.

ANNFIELD PLAIN [NE] op 1 February 1894 *(Sunderland Daily Echo 1st)*; clo 23 May 1955 *(Shields Daily News 6th* – excursions will continue). At first A P NEW *(hb)* – original was goods only.

ANNIESLAND [NB] op 15 March 1886 *(Scotsman 16th)* as GREAT WESTERN ROAD; renamed 9 January 1931 *(Cl)*; still open. LNE co tt 1933, *Murray* 1948 and *Brad* to 1955: A for KNIGHTSWOOD. Aot GLASGOW A in tts.

ANNITSFORD [NE]:

ANNITSFORD (a) first in *Brad* April 1860 as DUDLEY; became D COLLIERY 1 September 1874 *(RCG)*; renamed A 1 April 1878 *(RCH Distance Amendment – Whittle)*; replaced 16 ch south 8 July 1878 *(ibid)* by >

ANNITSFORD (b), clo 15 September 1958 *(Shields Daily News 23 August)*.

ANSDELL & FAIRHAVEN [PW] first in *Brad* October 1872 as A; re-sited 15 chains west 10 October 1903 *(Cl)**; & F added 25 January 1906 *(RCG)*; aot request; still open.

* = *Cl* date from *RCH Distance Books amendment (Whittle)* which gave **11** October 1903 – amended by *Cl*; Monday 12th perhaps more likely.

ANSTON [GC/Mid] op 20 May 1912 *(GC dates)*; clo April 1926 *(Cl)*, reop 25 July 1927 *(T 21st)*, finally clo 2 December 1929 *(Cl)*; used for works outings in 1950s and 1960s.

ANSTRUTHER [NB]

ANSTRUTHER (a) original terminus op 1 September 1863 *(Scotsman 2nd)* >

ANSTRUTHER (b) through station on line to Boarhills op 1 September 1883 *(Glasgow Morning Journal 5th)*; clo 6 September 1965 *(Aberdeen Press 20 August)*. Was A NEW *(hb)*. Became A for CELLARDYKE *Brad* 1933/4 and thus to 1963/4 tt.

Tt and account of opening in *Fifeshire Journal 6 September* show that both stations were in use together for some months; turning facilities were not immediately available at new one. *Brad* September 1883 shows the Anstruther & St Andrews trains running through Anstruther to Pittenweem, which the local paper called the junction station (it was thus for passengers wanting to go west); in this table new shown as Anstruther & St Andrews Company station, old as NB station in separate table. Through running began in December, old station closed; probably last used 27 December 1883 (discontinued 'yesterday' – *East of Fife Record 28th* – see R. Maund, *Chron January 2010)*.

APEDALE; APEDALE JUNCTION (non-tt): accidents to Newcastle – Apedale workmen's trains 21 November 1913 *(Staffs Sentinel 22nd)* and 16 January 1914 *(ibid 19th)*. 9 July 1923 wtt *(RAIL 57/1)* shows Midland Coal Coke & Iron Co's workmen's trains,

three daily each way for employees, between Halmerend and Newcastle via its private line and NS Apedale Branch; ceased to run on 19 July 1926 (*The North Staffordshire Railway in LMS Days, Vol. I,* B. Jeuda, *2010, p.139)*; {A J was between Liverpool Road Halt and Knutton Halt}.

APPERLEY BRIDGE

A B (a) [Mid] op 16/30 July 1846 *(Mid)*; clo 22 March 1965 *(T 23rd)*. Variously A, A B early; became A & RAWDON 1 October 1890 *(RCG)*, A B & R 20 December 1890 *(hbl 29 January)* but 1 May 1893 co tt *(Mid)*, A B 12 June 1961 *(R M April)*. *Engineering, 20 April 1900*, said would be re-sited 300 yards nearer Leeds; ever done?

A B (b) op 13 December 2015, about ¼ mile east of (a) *(NR LNE WON 38)*; still open.

APPIN [Cal] op 24 August 1903**; see 25 May 1953**; clo 28 March 1966 *(Aberdeen Press 11th)*.

Also see MILEPOST items.

APPLEBY near Penrith

APPLEBY [Mid] op 1 May 1876 *(Carlisle Express 6th)*; WEST added 1 September 1952, dropped 6 May 1968 *(Mid)*; see 16 October 1989**; still open.

A EAST [NE] op 9 June 1862**; EAST added 1952; clo 22 January 1962 *(RM February)*.

APPLEBY LINCS [GC] op 1 October 1866 *(GC; Rtn- line)*; LINCS added 1 July 1923 *(hbl 12th)*; clo 5 June 1967 *(Cl)*.

APPLEDORE near Bideford [BWA] op 1 May 1908 *(Trewman 2nd)*; clo 28 March 1917**.

APPLEDORE KENT [SE] op 13 February 1851 *(co n T 13th)*; KENT added tt 12 May 1980; still open.

APPLEFORD [GW]

APPLEFORD (a) op 12 June 1844 *(London Evening Standard 15th)*; last in *Brad* February 1849.

APPLEFORD (b) op 11 September 1933 *(Cl pap)* as A HALT; renamed 5 May 1969 *(GW H)*; still open.

APPLETON [LNW]: for line op see 1832 B**, nd, June 1852; clo 18 June 1951 *(RM August)*.

APPLEY BRIDGE [LY] op 9 April 1855 *(Southport Vis 5th)*; still open.

APSLEY [LMS] op 26 September 1938 *(LNW Record)*; still open.

ARBIRLOT [DA] op 1 February 1900 *(Arbroath Herald 1st)*; clo 1 January 1917 *(LMS PCC 128)*; back in *Brad*, Saturdays only, September 1917; reop fully 1 January 1918 *(RCH)*; clo 2 December 1929 *(co n Dundee Courier 16th)*.

ARBROATH {map 2**}**

ARBROATH [Aberdeen]. Horse-drawn service from Leysmill to harbour began 24 November 1838; replacement station for locomotive haulage in Catherine Street op 3 January 1839 >

A LADYLOAN [DA] op 8 October 1838**, from Dundee *(T 12th/Glasgow Courier)* >

Both replaced by [DA] **temporary**, on through line, op 1 February 1848 *(co n Dundee Advertiser 1 February* – passengers will enter at Keptie Street) replaced by permanent >

A JOINT [DA] op 14 December 1858 (N Ferguson, *Arbroath & Forfar Railway*, Oakwood, 2000); JOINT dropped ?; still open.

Aot *hb*, *Brad* and *Intelligible tt* had A KEPTIE/ KEPTI, *Brad* until 1864; JOINT not seen there.

Ticket Platform: first reference seen was in *Montrose, Arbroath 1 November 1867* – uncooperative passengers on 24 October 1867 but clearly in use earlier. Replaced 1868: about a dozen years ago present ticket platform was erected at the Dens, opposite Shanks and Sons' Ironworks and in use ever since; now see new in course of construction on south side of Stobcross Bridge alongside Wellgate Works; more convenient, especially if passengers allowed to leave once tickets collected *(Dundee Courier24 March 1868)*. New now in use; understand intended to construct another at St Vigeans, cause all up trains to halt, and take on passengers for south *(ibid 10 April 1868)* [nothing found to confirm that latter was provided]. Certainly public use of new platform: letter from correspondent in Arbroath *(Dundee Advertiser 27 April 1885)* – suggested gateway into Stobcross Lane so that the great number who take the liberty of leaving the train there may have safe and convenient access to street; that via Wellgate not. Item about scattered nature of railway facilities at Arbroath included sketch plan; includes station beside Keptie Street and Wellgate ticket platform beside Orchard Street *(Dundee Evening Post 28 January 1903)*. Advert advised those from north to alight at Guthrie Port station (same as Wellgate), *Arbroath Herald 5 June 1905*. Since the old ticket platform at Guthrie Port has been required for station improvements. tickets now collected at station and carriages locked at Colliston; surely illegal. Why not collect at Colliston? *(Dundee Courier 20 September 1911)*.

ARBUCKLE [NB]: line op 5 August 1840 but station later 1840s *(MK)*; earliest tt reference July 1848 (*Topham*, its first detail for line); last in *Brad* October 1862; removal premature? Monkland minute of 9 October 1862: agreed to remove this, *(SRO BR/MNK/1/4)*, so only limited time for November opening. Replaced by Whiterigg nearby *(MK)*.

ARCHCLIFFE JUNCTION STAFF HALT [SR] (non-tt) in use January 1928, probably on site of Dover Town; see Internet *Disused Stations* for details.

ARCHER STREET – see under ROSEHILL.

ARCHWAY [Nor] op 22 June 1907** as HIGHGATE; became A 11 June 1939*; still open.

* = All *Bradshaws* checked later 1939 to 1947 show it as simply A; this is supported by *hba* 1941 and 1944 (both cumulative since 1938). Other versions occasionally cropped up. Beck's Map of 1938 had H (A) and that of 1940 A H; 1941 and later maps simply show A (see book by Ken Garland). See letters of 6 September 2003 and 17 February 2005 from A. J. Robertson in *Underground News.*

ARDDLEEN [Cam] first seen in July 1861 tt, all days service *(Shrewsbury Chronicle 19th)** – but not in tt *5 July ibid* though both headed 'July' – latter just copy of June?; still present August 1861 *ibid 9th*; thereafter in all local tts seen (not a continuous run) present without trains; next seen June 1862 tt *(ibid 6th)*, where service much as shown when first in *Brad* February (1862 Mondays, Wednesdays, Saturdays and Welshpool Fair days); all days *Brad* April 1865; possible explanation is that in September 1861 it was reduced to three-day service; however a stray reference September 1861 tt in *Carnarvon & Denbigh Herald (14th)* shows it all days – should it have been qualified? HALT from 1954 tt *(Cl)*; clo 18 January 1965 *(RM March)*.

* = not in very detailed tt in *1 March 1861 Supplement Shrewsbury Chronicle* (see Pant Salop), so unlikely Arddleen then in use.

ARDEER [GWS] (non-tt): workmen's trains between here and Ardrossan, Saltcoats, Stevenston and Kilwinning began 1896 to factory which was of part Nobel Industries Ltd later merged into ICI; clo 3 October 1966; PLATFORM, originally A WORKS P (D. Geldard; *Cd 187; RM January 1958; U)*; {branch from Stevenston}.

ARDGAY [High] op 1 October 1864 *(co n Banffshire Journal 4th)* as BONAR BRIDGE; renamed 2 May 1977 *(RM July)*; still open. At first A (B B) *(hb)*.

ARDINGLY [LBSC] op 3 September 1883 *(Sussex Agricultural Express 4th)*; clo 28 October 1963 *(Cl)*.

ARDLEIGH [GE] op 15 June 1846 *(co n Ipswich Journal 6th)*; clo 6 November 1967 *(RM December)*.

ARDLER [Cal] op 24 February 1837 *(Newtyle)*; clo 6 September 1847 (see 1837 B**); reop 2 August 1848*; clo 11 June 1956 *(Aberdeen Evening Express 2 March)*; A JUNCTION *(Brad 1870s)*:
;{map 8}.
* = line date ftom *Dundee ... Advertiser 4th;* not included in description of line in that paper but writer seems to have lost interest part way along line; in *co tt ibid* for 1 September 1848.

ARDLEY [GW] op 1 July 1910 *(Banbury Guardian 16 June)*; became HALT 1 August 1955; clo 7 January 1963 *(Birmingham Daily Post 2nd)*.

ARDLUI [NB] op 7 August 1894 *(T 7th)*; still open. LNE tt 1933, *hb* and tt to 1965: A (HEAD OF LOCH LOMOND)/A (L L).

ARDROSSAN

For earliest service see 1834**.
[Ardrossan/GSW] op 17 August 1840; TOWN and HARBOUR stations not separately identified in tt for many years; both early *Brad* and *Murray* did have notes referring to trains to Ardrossan 'direct' in connection with steamers to Belfast; *hb*, e.g. 1929, made three of it: PIER, HARBOUR, 'Station' (later TOWN) >
A HARBOUR; op as A PIER, became WINTON PIER GSW co tt May 1909 *(GSW)* but 2 June 1924** according to *RM* list and *Cl*, A HARBOUR 6 March 1967 tt; clo 3 August 1986 for electrification work; buses until new station op 15 September 1986 *(BLN 583, p 97, 101)* 280 yards short of original; 5 February 2021**; still open.
A TOWN: TOWN added 28 February 1953 *(JS, based on BR commercial circular*); clo 1 January 1968 *(Cl)*; reop 19 January 1987 *(BLN 552)*; still open. See 5 February 2021**. *Brad* 1853 and *hb* 1862, 1877: A PRINCES STREET.
A SOUTH BEACH [GSW] op 1 January 1883 *(Ardrossan ... Herald 30 December 1882)*; enabled trains to Largs to stop here for A without going to Town and reversing; see 5 February 2021**; still open.
A NORTH [Cal] op 4 September 1888 *(Scotsman 3rd, 4th)* as A; became A TOWN 1 October 1906 *(Cl)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(Cl)*; became A N 2 June 1924**; clo 4 July 1932 *(Cl)*. Later used for excursions: earliest notice seen 1 July 1933 *(Motherwell Times 30 June)*; last 20 August 1939 *(Bellshill Speaker 11th)*. Also for specials to Kings Park for football: Scotland v England 15 April 1939 *(co n Daily Record 13th)* and Clyde v Motherwell 22 April 1939 *(ibid 20th)*.
A MONTGOMERIE PIER [Cal] op 30 May 1890 *(Edinburgh Evening News 30th)* as A PIER; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(Cl)*; renamed 2 June 1924**, but *Brad* using M P from 1903 *(Cl)*; not used during Second World War; reop 16 June 1947 *(RM September)*, using new spur from ex-GSW line west of Kilwinning; summers only in later years *(hb)*; last train 25 September 1967 when listed as A HARBOUR so that both this and one-time Winton Pier could be used as convenient *(letter to Cl from Branch Line Society 3 September 1971)*.

ARDSLEY

ARDSLEY [GN] op 5 October 1857 *(T 5th)*; A JUNCTION *Brad* 1850s to 1880s; clo 2 November 1964 *(Cl)*.
Also see STAIRFOOT.

ARDWICK

ARDWICK [GC]; op on or before 20 November 1842 *(co n Manch Cour 12th* gives list of fares to and from here on and after 20th inst – notice dated 10th); still open.
ARDWICK [LNW] first in *Brad* June 1878; mainly a ticket platform (already in use for this) but also used for alighting, towards Manchester only; clo 15 December 1902 *(LNW Officers 40823)*; {Longsight – Manchester}.
[LY] probably had **exchange platform** here 1852-3.

ARENIG [GW] op 1 November 1882 *(N Wales Express 3rd)*; clo 4 January 1960 *(RM March)*.

ARGOED [LNW]: line op 19 June 1865 *(Cardiff T 23rd)*; first evidence from wtt 1 February 1866 (first in *Brad* April 1866)*; became HALT 29 September 1941 *(LNW Record)*; clo 13 June 1960 *(RM July)*.
* = not found earlier in any of tts seen in local papers but *Merlin* 5 August 1865 said that directors had given orders for 'immediate erection' of station here and at co ½ 30 August 1865 *(Star of Gwent 2 September)* it was reported that Capt. Rich (BoT Inspector) had come here by special train to inspect sites of 'stations' at Nine Mile Point (which also see).

ARGOED PONTRHYDYFEN – see CYNONVILLE.

ARGYLE STREET Glasgow op 5 November 1979 *(Wishaw Press 2nd* – for shopping centre); short distance west of earlier Glasgow Cross *(C/W)*; see 10 December 1994**; still open.

ARGYLE STREET Swansea [SIT] first found in *Cambrian* August 1878 tt (see 25 July 1860**); for a while 1879/81 known as SEA BEACH; clo 5 March 1910 (Saturday) *(South Wales Daily Post 8th* – experiment to speed up service); also omitted from *hb* 1912. Back in *hb* 1938 (not present 1936a) but added to *Brad* much later (not June 1956, in January 1957); closed 6 January 1960**; A HALT *(RCH)* but A STREET (tts); {map 88}.

ARGYLL COLLIERY [Camp] (non-tt): ticket here to Campbeltown *(JB)*; western terminus before line opened to passengers; later left on short branch to north, just before Machrihanish (*Camp p 43*). See 17 August 1917**.

ARISAIG [NB] op 1 April 1901 *(Scotsman 2nd)*; still open.
Also see MILEPOST items.

ARKHOLME [Fur/Mid] op 6 June 1867 *(Mid)*; clo 12 September 1960 *(RM October)*. Became A for KIRKBY LONSDALE 1 December 1869 co tt *(Mid)* and closed thus.

ARKLEBY [MC] op 1840**; notices in local press November and December 1851 said business to be transferred to Aspatria from 1 January 1852 and this date given for closure in *co ½ March 1852* (*JNMC*); *Brad* continued to show a full service until July 1852 (last) and a service Fridays only, towards Carlisle until November 1852 (last); the full service continuance can be discounted as e.g. company's failure to notify it but the later Fridays-only service could scarcely have been a *Brad* invention, though it might not have lasted as long as shown there; {map 20g}.

ARKSEY [GN] op 6 June 1848** as STOCKBRIDGE; became A & S 1850 tt, A 1854 tt *(Cl)* in GN usage but LY kept longer to S *(JS)*; clo 5 August 1952 (Tuesday) *(RM September)* – trainless bank holiday intervened.

ARKWRIGHT STREET – see Nottingham.

ARKWRIGHT TOWN [GC] op 8 March 1897**; A T DUCKMANTON until 1898 tt *(JS)*; clo 3 December 1951 *(RM January 1952)*. Aot *hb* gave D as alternative name.

ARLECDON [CW Jc] op 3 July 1883, all days, (D&C 14 date for Oatlands); last in Brad December 1883; reop 5 October 1912 *(RCG)*, Saturdays only; last public use December 1916. *Workington Star 29 September 1888 (Saturday)* said Moresby Colliery Co had begun that week to provide workmen's train every morning (and return?) for workmen at Oatlands; miners' service to 1 January 1927 (U) but continuity not guaranteed. Excursions: e.g. to Carlisle 11 July 1891 *(co n West Cumberland Times 8th)*. A for ROWRAH (hb).

ARLESEY

ARLESEY op 3 October 1988 (free use 1st) *(BLN 596*; H. P. White, RCHS *Journal*, March 1989); still open.

A & HENLOW [GN] op 7 August 1850 *(co n Hertford Mercury 10th)* as ARLSEY & SHEFFORD ROAD; usually that spelling until 1860 *(JS)*; became A 1893 tt *(Cl)*, A & S R 1895 tt *(Cl)*, A & H 1 March 1933 *(Cl)* – according to *Brad notices 1934* was previously A & S R for H; clo 5 January 1959 *(Biggleswade Chronicle 5 December 1958)*.

A PLATFORM / SIDING – see THREE COUNTIES.

ARLEY near Kidderminster [GW] op 1 February 1862**; clo 9 September 1963 *(T 9th)*.

ARLEY & FILLONGLEY [Mid] op 1 November 1864 *(co n Coventry Standard 11th)*; & F added 1 March 1867 co tt *(Mid)*; clo 7 November 1960 *(Coventry Telegraph Wednesday 2nd* – last train Saturday night*)*.

ARLEY COLLIERY SIDING(S) [Mid] (non-tt): miners; at least 1917 to 1945 *(Mid)*; excursions from here would continue *(Coventry Evening Telegraph 20 August 1960*, announcing forthcoming closure of main station; {east of Arley & Fillongley}.

ARMADALE

ARMADALE (a) [NB] op 11 August 1862 *(co n Glasgow Morning Journal 8th)*; clo 9 January 1956** *(BR notice Coatbridge Leader 31 December 1955)*.

ARMADALE (b) due to open 12 December 2010, just east of earlier, but delayed *(Scotsman 13th)*, though included in Middleton Press and Scotrail pocket tts for that date without comment; actually opened Friday 4 March 2011 *(Scotsman 7th)*. Still open.

ARMATHWAITE [Mid] op 1 May 1876 *(Carlisle Express 6th)*; clo 4 May 1970 *(RM June)*; reop for regular weekend Dales Rail services 3 April 1976 *(AB)*, fully 14 July 1986 *(Settle)*; still open but see 2015/16**.

ARMITAGE [LNW] op 1 December 1847 *(Northampton Mercury 4th)*; clo 13 June 1960 *(Lichfield Mercury 16th* – last train Saturday 11th).

ARMLEY

A CANAL ROAD [Mid] op late September or 1 October 1847 – minute of 22 September ordered opening *(Mid)*; C R added 25 September 1950 *(Mid, from Derby trains office)*; station moved from east of Canal Road to west between OS maps of 1908 and 1921 – with quadrupling, inspected 1909? (see Stewart Smith, *Chron January 2020)*; clo 22 March 1965 *(RM April)*. A for FARNLEY & WORTLEY in *hb* 1895 to 1949a (*Cl pap GW General Instruction Circular of 3 December 1945* advising change from unspecified date) .

A MOOR [GN] op 1 August 1854 *(Halifax Courier 5th)* as A & WORTLEY; renamed 25 September 1950 *(Cl)*; clo 4 July 1966 *(RM July)*.

ARNAGE [GNS] op 18 July 1861 *(co n Peterhead Sentinel 19th)*; clo 4 October 1965 *(Aberdeen Press 10 September* – last train will be Saturday 2nd).

ARNOS GROVE [Picc] op 19 September 1932 *(T 16th, 20th)*; still open.

ARNSIDE [Fur] first in *Brad* August 1858; still open.

ARPLEY – see WARRINGTON.

ARRAM [NE]

ARRAM first in *Brad* September 1855; still open.

A GATE HOUSE: a series of adverts showed stops here for sheep sales at Leckonfield (now 'Lec...'); earliest examples seen were for sales 2 and 4 August 1854 (e.g. *York Herald 22* and *29 July)*; last such seen for sale 6 August 1864 *(ibid 19 July)*. Since all referred to special stops being made (with transport to sale provided), when all trains stopped at main station, it would seem that this was a separate site, where road to Lec(k)onfield crossed line; 25" OS shows Arram Green Gate House about ½ mile north of Arram (JF). Variations in name seen, including A G H STATION. Perhaps also casual use before station opened?

ARROCHAR & TARBET [NB] op 7 August 1894 *(T 7th)*; still open.

Also see MILEPOST items.

ARSENAL [Picc] op 15 December 1906 *(co n T 14th)* as GILLESPIE ROAD; renamed A HIGHBURY HILL 31 October 1932 *(T 26th)*; H H gradually out (on map long after omitted *Brad*); see 1922**; still open.

ARTHINGTON [NE] op 10 July 1849 *(T 9th- line, in description of formal opening on 9th, Bradford Observer 12th)* as POOL; renamed 1852 tt *(Cl)*; re-sited 500 yards south 1 February 1865, on opening of Otley branch *(Cl, see Stewart Smith, Chron January 2021)*; A JUNCTION from then/soon after, became A 1 May 1893 *(Cl)*; clo 22 March 1965 *(RM April)*.

ARTHOG [Cam] op 28 March 1870 *(Aberystwyth Times 26th)*; clo 18 January 1965**.

ARUNDEL [LBSC]

A & LITTLEHAMPTON op 16 March 1846 *(T 17th)*; at LYMINSTER, about half way Littlehampton/Arundel; *Brad* and *hb* used three names indiscriminately, sometimes in combination – *T* contrived to include three versions (but 'LEEMINSTER') in brief item on line opening; 'Leominster' in *Brighton Gazette 19th*; clo 1 September 1863 (Tuesday) *(Brighton Gazette 27 August)*.

ARUNDEL op see 3 August 1863**; still open.

Also see FORD.

ASBY [WCE] (non-tt): purpose and dates ?; {Wright Green – Rowrah} *(U)*.

ASCOT [LSW]
ASCOT op 4 June 1856 *(co n T 3rd)*; A & SUNNINGHILL 1 February 1857 to 10 July 1921 *(Cl)*; still open.
Also two race platforms (non-tt):
A RACE PLATFORM op 13 June 1911 *(race)*; on north side of line, to west of station; connected to main by footpath and by special passage to racecourse; in use 1974 but probably not long after *(AB)*.
A WEST, about a mile further west; earliest use found – for Grand Review 2 August 1862 *(co n Berkshire Chronicle 26 July)* – but already in use for racing? Earliest specific race mention seen 9 June 1864 *(co n London Evening Standard 8th)*. Also used for stabling other specials until needed for return *(Pall Mall Gazette 13 June 1865)*. Used until 1960s (also by Bertram Mills's circus, which had winter quarters nearby); 'abolished' January 1974 after several years' disuse *(AB)*; certainly still in use 19-21 June 1962 for excursions to races from Birmingham Snow Hill *(BR notice Sports Argos 16th)* .
ASCOTT-UNDER-WYCHWOOD [GW] op 4 June 1853 *(Glos Chron 4th- line*; mentioned in account of formal opening 7 May *Gloucester Journal 14th* – public opening delayed by need to make alterations demanded in inspection report); U-W added 1 February 1880 *(Cl, RCG ref January)*; aot request; HALT 24 May 1965 to 5 May 1969 *(Cl)*; still open.
ASFORDBY [Mid] op 1 September 1846 *(Mid)* as KIRBY; renamed 1 December 1857 wtt* *(Mid)*; clo 2 April 1951 *(RM May)*. ASHFORDBY in *Brad* ? to 1861 *(JS)*.
* = before 1 May 1903 was in co tt as A late K *(Mid).*
ASH near Aldershot; chaotic area for names.
ASH [SE] op 20 August 1849 *(SR; Hants Chron 25th- line)*; still open. Variously ASH & ALDERSHOT(T), ALDERSHOT (ASH), ASH JUNCTION, ASH for A GREEN *(Brad)*.
A GREEN [LSW] op 8 October 1849 *(SR; Hants Chron 13th- line)*; intermittently A/AG; became HALT 1 December 1926 *(Cl)*; clo 4 July 1937 (Sunday) *(Cl)*.
A VALE [LSW] op 2 May 1870 *(co n London Evening Standard 2nd)*; as NORTH CAMP & A V; variously later ALDERSHOT N C & A V, ALDERSHOT A V for N C/for N C & SOUTH FARNBOROUGH, A V & S F *(Brad, RCH records)*; settled as A V 13 June 1955 *(JS)*; still open.
ASH STREET: see under SOUTHPORT.
ASH TOWN near Canterbury [EK] op 16 October 1916 *(Dover Express 20th* – where just ASH); only footpath access; clo 1 November 1948** *(RM January 1949)*.
ASHBOURNE
ASHBOURNE [NS] op 31 May 1852 *(T 26 May, 1 June)*; replaced to north by >
ASHBOURNE [LNW/NS] op 4 August 1899 *(LNW record)**; clo 1 November 1954** *(Buxton Advertiser 29 October)*. A JOINT in *hb* 1900a.
* = date of 1st previously given was based on misreading of press reference cited: it was the buildings of the old station that were fast disappearing, platforms still in use.
ASHBURTON [GW] op 1 May 1872 *(Trewman 8th)*; clo 3 November 1958 *(Torbay Express 3rd* – last train Saturday).
ASHBURY [LSW] op 20 January 1879**; clo 3 October 1966 *(Cornish & D P 8th)*. Became A & NORTH LEW 1884/5, A 1888/9, A & N L 1890, A for N L 1923, A 1955 *(Brad)*. LSW co tt 1914: A & N L. *Hb* 1938: A for NORTHLEW.
ASHBURYS [GC] first in *Brad* July 1855*; still open. *Brad* January 1856 'for Openshaw', January 1857 'for Belle Vue'; August 1881 thus in tables for trains not routed via Belle Vue's own station, just A in tables for trains via Belle Vue. Also just A tables *County News and Chronicle*, 7 May 1880. *Brad* probably shed the 'for' in 1955.
* = not included in *co n Manch Cour 16 June 1855* for special train to Temperance event at Sheffield on 18 June; list seems otherwise comprehensive so probably not yet available.
ASHBY MAGNA [GC] op 15 March 1899 *(Buckingham Advertiser 18th)*; clo 5 May 1969 *(Coventry Evening Telegraph, Saturday 3 May* – last train today).
ASHBY ROAD – see BARDON HILL.
ASHBY-DE-LA-ZOUCH [Mid] op 1 March 1849 *(Mid)*; -de-la-Z added *hb* 1867, but *Brad* and co tt 1924/5; clo 7 September 1964 *(RM October)*. Branch line platform op 1 January 1874 *(T 2nd)*; clo 22 September 1930 *(Mid)*.
ASHCHURCH
ASHCHURCH (a) [Mid] op 24 June 1840 *(Chelt Chron 27th)*; clo 15 November 1971 *(RM December)*. A for TEWKESBURY *Brad* e.g. 1861 and thus again October 1961 *hb*a.
Ticket platform here before 17 August 1878 *(Worcestershire Chronicle)*; ticket offence. On Tewkesbury line clo 1 December 1901 co wtt.
ASHCHURCH (b) op 30 May 1997 *(Rly Obs December)*; still open.
ASHCOTT [SD Jt] op 28 August 1854**; clo 7 March 1966 *(Shepton 11th)*. Spelling ASHCOT until 1905 *(Brad)*; A & MEARE in *Brad* 1867 to 1894; A for M LMS tt 1947 *(Brad* print).
ASHDON [GE] op 14 August 1911 (P Paye, *The Saffron Walden Branch*, OPC, 1981); HALT; clo 7 September 1964 *(RM September)*. Ticket as SAFFRON WALDEN A *(JB)*.
ASHEY [IWC]
ASHEY op 20 December 1875 (see 1875**); clo 21 February 1966 *(RM March)*. Was A for NUNWELL e.g. *Brad* 1911.
A RACECOURSE (non-tt) on branch from Ashey: April 1882 *(race)* to ?; station made from piles of sleepers erected and dismantled as necessary. Probably last used 1925; substantial alterations 1926 when Ashey ceased to be crossing place (T. Cooper) but perhaps some sort of stop until racecourse abandoned 1929 after grandstand destroyed in fire *(AB)*.
A CAMP: (non-tt); temporary station 5-12 August 1899 for Volunteer Camp; all stopping trains to call, two minutes after Ashey or four minutes after Ryde St Johns Road; A GREEN LANES in local press *(IoW Obs)*.
ASHFIELD op 3 December 1993 *(BLN 725)*; still open.
ASHFORD near Maidstone
A INTERNATIONAL [SE] op 1 December 1842 *(co n T 1st)* as A; enlarged, partly op 4 September 1995 *(RM November)*, fully op 8 January 1996, when became A I, *(RM March)*; still open, though International part temporarily closed (to end 2022 at least),

services restricted to busiest stations owing to pressure on staff resulting from covid. A JUNCTION 1851/2 to 1900/1 *(Brad)* – SE co tt 1864 had A J for main line, A to Hastings; became A KENT 9 July 1923 *(hbl 26 April)*.

ASHFORD [LCD] op 1 July 1884 *(Canterbury Journal 4th)*; clo 1 January 1899 *(Cl)*. From December 1891 *Brad* LCD trains from Maidstone shown stopping at both own and SE stations. Made redundant by creation of SEC; all used ex-SE station.

ASHFORD BOWDLER [SH Jt] op 1 December 1854 as a trial station for six months *(co n Hereford Times 2nd)*; clo 1 November 1855 (Thursday) *(co n Hereford Journal 7th)*; {Ludlow – Woofferton}.

ASHFORD MIDDLESEX [LSW] op 22 August 1848 *(co n T 21st)*; M added 9 July 1923 *(hbl 26 April)*; back to A 12 June 1961 tt, to A SURREY 12 May 1980 tt, to A M again 24 May 1998 tt; still open.

ASHINGTON [NE]

ASHINGTON first seen in tt *Morpeth Herald* 4 May 1878 (not present 27 April) as HIRST; originally HIRST for A in *Brad* (first there June); renamed 1 October 1889 *(RCG)*; on line to North Seaton, ex-BT; clo 2 November 1964 *(RM January 1965)*.

A COLLIERY JUNCTION in wtt by December 1871 (A. Young), first in *Brad* January 1877; Saturdays only; on East Coast Main Line between Pegswood and Longhirst; last in tt June 1878 (though still indexed July); added 'P' *hb* 1879a, not thus 1883.

ASHLEIGH ROAD Swansea [SIT] first in *Brad* April 1929 (with electrification 2 March 1929?); clo 6 January 1960**; {map 88}. Also see 25 July 1860**.

ASHLEY near Altrincham [CLC] op 12 May 1862 *(T 7th, 12th)*; aot request; still open. A for ROSTHERNE in *Brad* 1903 but not thus GC co tt.

ASHLEY & WESTON [LNW]: line op 1 June 1850 *(co ½ T 22 February 1851)*, nd, May 1851*; op as MEDBOURNE BRIDGE, renamed 1 January 1880 *(LNW Officers)*; clo 18 June 1951 *(BR notice Leicester Evening Mail 25 May)*; later railwaymen's use – shown in use, Fridays only, 30 June 1952 wtt; 11 September 1961 wtt shows stops: Fridays only from Rugby; Mondays, Wednesdays and Fridays to Rugby. A & W for M in *Brad* ? to closure but not thus LMS tt 1930.

* = not mentioned as a station in description of opening in *Northampton Mercury 8 June* but journalist seems to have been only fully interested in Stamford to Harborough section; station here was mentioned in an item *ibid 10 August* 1850.

ASHLEY HEATH [SR] op 1 April 1927 *(Rly Gaz 22 April 1927)*; HALT – included 1929 *hb* as station, Halt added 1938 but Halt in *Brad* from start; clo 4 May 1964 *(Hants Chron 9th)*; {Ringwood – West Moors}.

ASHLEY HILL [GW] op 13 June 1864 *(GW ac; Bristol Mercury 11th* – for visitors to the agricultural show and public generally); clo 23 November 1964 *(Bristol E P 21st)*.

ASHOVER BUTTS [Ashover] (ng) op 7 April 1925 *(Derby Daily Telegraph 8th)*; clo 14 September 1936**; {map 59}.

ASHPERTON [GW] op 13 September 1861 *(Hereford T 14th)*; clo 5 April 1965 *(Cl)*.

ASHTEAD [LSW/LBSC] op 1 February 1859**; still open.

ASHTON near Bristol [BE] op 21 June 1852 *(co n Bristol Times & Mirror 19th)*; clo 1 February 1856 *(Taunton Courier 6th)*; Long Ashton op nearby 1926.

ASHTON near Exeter [GW] op 9 October 1882 *(Torquay Dir 11th)*; clo 9 June 1958 *(T 5th)*.

ASHTON & HOOLEY HILL – see GUIDE BRIDGE.

ASHTON GATE [GW] op 15 September 1906 for football traffic *(Cl; WD Press 13th* – a temporary platform has been provided), 1 October 1906 fully *(Bristol NWR)**. *GW notice 294* has manuscript note 'clo for want of [illegible] June' (1914) and details rail motor service (Sundays excepted) Wednesday 28 May to 11 July (a Saturday, presumably last day) for Bristol International Exhibition; A G Exhibition in heading, A G in body. Probably means that reserved for Exhibition traffic; *W D Press 28 May* carried advert for cheap excursions and 29th said station had been adapted (would there have earlier period of closure while it was being adapted?) No indication that not available for all after this. Confused evidence for 1917: GWR Pass Train Alterations Committee minutes *(RAIL 271/4)* reported station closed 29 April 1917; it was 'now closed' in GW notice issued August from Paddington but still shown one train each way in *Brad* August 1917; a *GW internal notice* said it was to be closed from 1 November. On / off use? *Brad* inertia? Was April a temporary closure made permanent in November? In use again for football excursions as A G PLATFORM before / on 21 February 1920, when advertised *(co handbill)*; fully public again 23 May 1926 *(RCH)*; just A G 1928 tt, HALT from 29 October 1962 *(Cl)*; clo 7 September 1964 *(W D Press 7th)*. Regular Saturday football special from Filton Junction for Bristol City home matches restored by / from 1970-1 season (perhaps for away supporters earlier); later ran from Bristol Parkway; last ran 16 December 1972 *(PSUL amendment; BLN 222, p 41)*; later occasional specials for visitors – e.g. from Leeds 16 February 1974 *(IU)*; last appeared in *PSUL* for 1974-5 season. Reportedly used 12 to 19 May 1984 in connection with visit of Rev. Billy Graham. {Portishead branch, south of Clifton Bridge}. Always PLATFORM *hb*.

* = see R. Maund *Chron 107* for belief that op 1 September (first home game for Bristol City in First Division) since *GW Magazine November* said work completed by then; also other suggestions about later events; full accuracy is yet to be established.

ASHTON HALL [LNW] (non-tt) private station op as MR STARKIE'S PLATFORM; meeting of LNW Special Committee 17 August 1883 gave authority for stopping trains for the convenience of J. P. C. Starkie (sometime MP for North East Lancashire) and his family, subject to his paying costs of proper platform, indemnifying company against risk, and agreeing stops could cease if it wished *(RAIL 410/116, minute 54927)*; transferred to Lord Ashton 15 June 1920 and clo 7 July 1930 *(LMS notice Lancashire Evening Post 24 June* – notice gives no indication that private); HALT at clo; {Lancaster – Conder Green}.

ASHTON MOSS – see ASHTON-UNDER LYNE.

ASHTON-IN- MAKERFIELD [GC] op 3 January 1900 *(RM; co n Wigan Examiner 30 December-line)*; clo 3 March 1952 *(RM April)*. Used for race meetings (Haydock Park) five occasions 1875: first 24 May* *(RM September)*, last 4 October; via new chord line from LNW at Golborne (C. H. A. Towneley & J. A. Peden, *Industrial Railways of St Helens, Wigan & Warrington, Part I*, Industrial Railway Society, 1999, p 69).

* = book cited says 22nd (Thursday) but *RM* date checked against *T* and found correct.

ASHTON-ON-MERSEY – see SALE.

ASHTON-UNDER-HILL [Mid] op 1 October 1864 *(Worcester 8th)*; clo 17 June 1963 *(Birmingham Daily Post 11 May)*.

ASHTON-UNDER-LYNE (A and A-U-L often used indiscriminately); {map 53}.

A & HOOLEY HILL – see GUIDE BRIDGE.

A MOSS [OAGB] op 26 August 1861 *(co n Oldham Chronicle 4th)*; last in *Brad* February 1862, but co tts *Oldham Chronicle* show that was last month of full service both ways, still one evening train one way (to Guide Bridge) March, April and May – nothing June.
A-u-L [LY] op 13 April 1846**; became A CHARLESTOWN 1868/9 *(LNW co tt)*, reverted 6 May 1968 *(Cl)*; still open.
A OLDHAM ROAD [OAGB] op 26 August 1861 *(co n Oldham Chronicle 4th)*; clo 4 May 1959 *(RM June)*. Later excur – e.g. 15 August 1960 to Weston-super-Mare, 22 August 1960 to Hereford *(AB)*.
A PARK PARADE [GC] op 23 December 1845 *(co n Oldham Chronicle 24th)*; clo 5 November 1956 *(RM December)*. *Brad* added P P one table 1870, others later; but was in description of line, *Manchester Courier 27th*.
Also see DUKINFIELD.
ASHURST KENT [LBSC] op 1 October 1888 *(co n T 28 September)*; K added 21 September 1996 *(National Fares Manual)*; still open.
ASHURST NEW FOREST [LSW] op 1 June 1847 *(Dorset Chron 20 May, 3 June)* as LYNDHURST ROAD; renamed 24 September 1995 tt *(RM November)*; still open.
ASHWATER [LSW] op 21 July 1886 *(Tavistock 23rd)*; clo 3 October 1966 *(Cornish & D P 8th)*.
ASHWELL near Oakham [Mid] op 1 May 1848 *(Mid; co ½ T 21 August- line)*; clo 6 June 1966 *(Birmingham Daily Post 30 May)*.
ASHWELL & MORDEN [GN] op 21 October 1850 *(co n T 18th)*; & M added 1 April 1920 *(Cl* – but *hbl ref 29 January 1920)*; still open.
ASHWELLTHORPE [GE] op 2 May 1881 *(RCG, Norwich Mercury 7th)*; clo 11 September 1939 *(G&S)*.
ASKAM [Fur]
(a) first in *Brad* March 1851 and added to tt for March in *Soulby's Ulverston Advertiser 6th* as IRELETH GATE(S), Sundays only; at one stage Thursdays also; last in *Brad* November 1857, Sundays only but probably closed earlier – was last in October tt *Soulby 8th* omitted November while Roose (which seems to have been worked similarly) continued there.
(b) op 1 April 1868, all days (M. Peascod, *Chron February 2002; Ulverston Mirror 4th)*, as I; renamed 1 January 1875 *(RCG)*; still open. Not certain that same site: *Soulby 2nd* described it as new station – but unlikely that would have been much in the way of a station for earlier use.
ASKERN [LY] op 6 June 1848**; clo 10 March 1947 *(Cl)*; later excursions, using northbound platform at least 1971 to 29 July 1984 *(IU)*.
ASKRIGG [NE] op 1 February 1877 *(York Guardian 3rd)* and in *Brad* February 1877 as terminus of extension, staying there until further extension, to Hawes, added July 1878; clo 26 April 1954**.
ASLOCKTON [GN] op 15 July 1850 *(co n Derby Mercury 24th)*; still open.
ASPALL & THORNDON [Mid-Suffolk Light] op 29 September 1908 *(Evening Star (Suffolk) 29th)*; clo 28 July 1952 *(T 28th)*. A & T for DEBENHAM co tts, *hb*.
ASPATRIA [MC]
ASPATRIA op 12 April 1841 – see 1840**; aot request; still open. LNW co tt 1882: A for ALLONBY; {map 20g}.
Also see NO 5 PIT SIDING.
ASPLEY GUISE [LNW] op 4 November 1905 (see October 1905**); clo 1 January 1917 *(T 22 December 1916)*; HALT in LNW list of closures then. Reop 5 May 1919 *(RCH)*; see 25 July 2004**; still open.
ASTLEY [LNW] op 1844/5 *(LM)* – see 17 September 1830**; clo 7 May 1956 *(Cl)*.
ASTLEY BRIDGE [LY] op 15 October 1877 *(Bolton Weekly Journal 20th)*; clo 1 October 1879 (Wednesday) *(Cl;*
; 'will be discontinued' *Manchester Evening News 1st)*; {goods *IA*}.
ASTON Birmingham [LNW] first in *Brad* and added to [S Staffs] tt in *Aris* November 1854; still open. A JUNCTION LNW co tts at least until 1899.
ASTON BOTTERELL [CMDP] op 21 November 1908**; at first in *Brad* as A B SIDING HALT; {Stottesdon – Burwarton}; clo 26 September 1938 *(T 9 August)*.
ASTON CANTLOW [GW] op 18 December 1922 *(co n Birmingham Daily Gazette 16th)*; HALT; clo 25 September 1939 *(Tewkesbury Register 30th)*; workers' service ran about July 1941 to last train, Saturday 1 July 1944 (*GW wtt*; letter from Maudslay Motors Ltd to R. Maund); {Bearley – Great Alne}.
ASTON ROWANT [GW] op 15 August 1872 *(Bucks Herald 24th)*; clo 1 July 1957 *(RM August)*.
ASTON-BY-STONE [NS] op 1 November 1901 *(RCG)*; clo 6 January 1947 *(RM January 1950)*.
ASTWOOD [GW] op 18 May 1936 *(Birmingham Daily Gazette 14th)*; HALT; clo 25 September 1939 *(Cl pap)*; {Worcester – Fernhill Heath}.
ASWARBY & SCREDINGTON [GN] op 2 January 1872 *(insp rpt MT6/91/2; co ½ T 12 February- line)* as S; renamed 1 February 1875 *(Cl; hbl ref January)*; clo 22 September 1930** *(Cl)*. *Brad* made S for OSWARBY of it early. A FOR S *hb* 1875a to closure.
ATHELNEY [GW] op 1 October 1853 *(Taunton 5th)*; clo 15 June 1964 *(W Gaz 19th)*.
ATHERLEIGH [LMS] op 14 October 1935 *(Liverpool Echo 14th)*; clo 29 March 1954 *(BR clo notice Sweeney)*; wakes week use certainly 1957 (last day 11 July) *(AB)*; {West Leigh – Atherton Bag Lane}.
ATHERSTONE [LNW] op 15 September 1847 *(co n T 13th)*; see 23May 2004**; still open.
ATHERTON
ATHERTON [LY] op 2 July 1888 *(Wigan Examiner 4th)* as A CENTRAL; renamed 15 June 1965 tt; still open.
A BAG LANE [LNW] op 13 June 1831** as B L; A pre 1847 *(Cl)*; A B L 2 June 1924 *(Rly Gaz 23 May)*; clo 29 March 1954 *(BR clo notice Sweeney)*; wakes week use certainly 1957 (last day 11 July) *(AB)*.
ATLANTIC PARK HOSTEL [SR] (non-tt); HALT; setting down only; reception centre for emigrants to USA, previously by motor coach from Eastleigh, op 30 October 1929 *(U)*; hostel 'closes today' *(Liverpool Journal of Commerce, 30 September 1931)*; Southampton Airport Parkway near later. See Peter New, *Occasional Paper 49*, Eastleigh & District Local History Society, for much more detail on subject.

ATTADALE [High]: originally private station, op 1875/7 *(High cites co minute of September 1877 about providing siding which shows that station already in existence)*; by December 1877 owner had given public permission to use *(Lochalsh)*; added 'P' 1878/9a *hb*, as A PLATFORM; not in *Brad* until July 1880 (station is to be opened on 1 June 1880, *Elgin Courant 28 May* – presumed to be official start of public use); aot request; in *hb* A P (1879a), A (1893), A HALT (1938) still open.

ATTENBOROUGH [Mid]

A GATE first in *Brad* December 1856 *(Mid)*; clo 1 November 1858 co tt *(Mid)*.

Reop as **ATTENBOROUGH** 1 September 1864 *(Nottinghamshire Guardian 9th)*; became CHILWELL 19 April 1937, A 27 September 1937 *(Mid)*; still open.

ATTERCLIFFE

ATTERCLIFFE [GC] op 1 July 1871 *(Sheffield Independent 5th)*; aot request; clo 1 March 1927 *(ibid 25 February)* – paper said it would in future be clo for winter but would reopen about mid-July for benefit of those with heavy luggage (otherwise use trams) and would continue to be used for excursion traffic; presumed it did reopen, 1927 only, thus *Cl* closure date of 26 September 1927. Reputedly used non-tt WW2.

A ROAD [Mid] op 1 February 1870 *(co n T 22 January)*; clo 30 January 1995 *(Mid)*.

ATTIMORE HALL [GN] op 8 April 1905 *(Whittle from GN sources;* 'has commenced' *Morning Post 8 April*; last shown *Brad* June 1905 but with note that motor-car service was subject to alteration so perhaps closed before 1 July (Saturday); {map 72}.

ATTLEBOROUGH [GE] op 30 July 1845 *(co n Norfolk)*; still open.

ATTLEBRIDGE [MGN] op 2 December 1882 *(co n Norwich Mercury 2nd)*; clo 2 March 1959 *(T 2nd)*.

AUCHELLANDER [NB] (non-tt) PLATFORM; purpose ?; op by 1929; clo ? *(U)*; included in *hb* 1925-56 (inclusive) but no facilities shown; {Bridge of Orchy – Rannoch}. Spelling given is that in RCH Handbooks but always ACHALLADER, local press, OS maps

AUCHENCASTLE [Cal] (non-tt): railwaymen and families; op 3 January 1900; clo after 1926; also see 1966**; {Beattock – Elvanfoot} *(U)*.

AUCHENDINNY [NB] op 2 September 1872 *(T 4th)*; see 13 August 1948**; closed 5 March 1951 *(BR notice Dalkeith Advertiser 22 February)*. In *Brad* about 1900 as A for MILTON BRIDGE and GREENLAW BARRACKS.

AUCHENGRAY [Cal] op 15 February 1848 *(Caledonian Mercury 17th)*; clo 18 April 1966 *(Cl)*.

AUCHENHEATH [Cal] op 1 December 1866 *(Hamilton 1st)*; clo 1 October 1951 *(RM November)*.

AUCHENMADE [Cal] op 4 September 1888 *(Scotsman 3rd, 4th)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RCH)*; clo 4 July 1932 *(Cl)*.

AUCHINCRUIVE [GSW]

AUCHINCRUIVE first in *Brad* March 1871*; clo 10 September 1951 *(RM October)*.

* = description of line opening 1 September 1870 *(Glasgow Herald 2nd)* says that first station, about three miles from Ayr was at St Quivox but not yet completed, trains not stopping; assumed to be this one.

A COLLIERY PLATFORM (non-tt) used by miners from 1898 *(U)*; shown closed from Monday 3 March 1947 *(LMS wtt notice 5 April)*; {at colliery on branch from Mossblown Junction}.

AUCHINDACHY [GNS op 21 February 1862 *(co n Elgin Courier 21st)* as BOTRIPHNIE; renamed October 1862 tt *(Cl)*; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

AUCHINLECK

A (a) [GSW] op 9 August 1848 *(co n Glasgow Herald 9th)*; clo 6 December 1965 *(RM January 1966)*.

A (b) op 14 May 1984 *(RM July)*; still open.

AUCHLOCHAN [Cal] (non-tt) HALT/ PLATFORM used by workmen from ? – notified as ready for inspection 23 September 1907 *(MT6/1650/7* – D. Stirling); not in 1908 wtt, appears to have dropped from wtt about 1932-34; no calls shown in (e.g.) 4 May 1942 wtt – resumed? added 'P' 1944a *hb* as a HALT, 'closed' May 1957a; however, passenger and goods traffic continued on line until closure of Coalburn (which see) and facilities for coal lasted until 1968 *(True Line October 2005)* so perhaps there was later use; {north of Coalburn}.

AUCHMACOY [GNS] op 2 August 1897 *(co n Buchan Observer 3rd, item ibid 4th)*; clo 31 October 1932 *(LNE notice Aberdeen Press 12th* - said clo for winter months but in fact never reopened*)*.

AUCHNAGATT [GNS] op 18 July 1861 *(co n Peterhead Sentinel 19th)*; clo 4 October 1965 *(Aberdeen Press 10 September* – last train will be Saturday 2nd).

AUCHNAGOOL [High] (non-tt) PLATFORM; op by 6 August 1874; original use by goods trains Mondays and Thursdays for 'those connected with the works' (notice *RCHS Journal November 1977, p 110)*; clo ?; {Forsinard – Altnabreac}.

AUCHNASHELLACH – see ACHNASHELLACH.

AUCHTERARDER [Cal] op 23 May 1848**; clo 11 June 1956 *(Aberdeen Evening Express 2 March)*.

AUCHTERHOUSE [Cal] op 16 December 1831 *(Newtyle)*; re-sited on deviation op 16 October 1860 *(co n Dundee, Perth ... Advertiser 16th)*; clo 10 January 1955 *(T 28 December 1954)*; {map 9}.

AUCHTERLESS [GNS] op 5 September 1857 *(two co notices Aberdeen Press 2nd: one gave details including all stations for special train 4th; other was summary for public opening 5th)*; clo 1 October 1951 *(BR notice Aberdeen Evening Express 17 September)*.

AUCHTERMUCHTY [NB] op 8 June 1857**; clo 5 June 1950 *(Scotsman 18 May)*.

AUDENSHAW [LNW] {map 53}.

AUDENSHAW (a): station always A op 1 November 1883* *(LNW Officers 25368)*; clo 1 May 1905 *(RCG; Manchester Evening News 17 April* – after 30th of this month).

* = in *Brad* for a few months after line op 1 March 1882 but no trains calling; back, with trains, November 1883.

AUDENSHAW (b): op as HOOLEY HILL GUIDE BRIDGE 1 November 1887 *(LNW Officers 29786)*; clo 1 January 1917 *(Stockport 29 December 1916)*; reop 3 October 1921 *(alterations, LNW co tt)*; renamed 2 June 1924 *(Rly Gaz 23 May)*; clo 25 September 1950 *(RM October)*.

AUDLEM [GW] op 20 October 1863 *(co n Staffs Sentinel 24th)*; clo 9 September 1963 *(T 9th)*.

AUDLEY & BIGNALL END [NS] op 28 June 1880 *(Staffs Sentinel 3 July)*; & B E added 9 July 1923 *(Cl; hbl ref 26 April)*; clo 27 April 1931 *(Staffordshire Sentinel 16th)*.

AUDLEY END [GE] op 30 July 1845 *(Norfolk Chronicle Supplement 2 August)* as WENDEN (modern maps show Wendens Ambo nearby) – WENDON in inspection report; renamed 1 November 1848 *(Cl)*; still open. *Topham* 1849: A E for WALDEN. In EC tts 1851, 1854: A E for SAFFRON WALDEN.

AUGHTON PARK [LY] op 1 May 1907 *(Ormskirk 2nd)*; still open.

AULDBAR ROAD [Cal]: line op 4 December 1838 (see 24 November 1838**); clo 11 June 1956 *(Brechin Advertiser 5th)*. Wtt showed one down passenger train calling until line closure, 4 September 1967; probably linked to business use by local game dealer so passenger use cannot be guaranteed *(True Line, April 2004, p 15)*. According to *hba* 1896 had been renamed A; entry not included *hba* 1899 so either error or very short-lived use of A; former more likely? – A R July 1896 *Brad*. A R for LETHAM in *Brad* to 1955 but not thus LMS tt 1930 nor *Murray* 1948.

AULDEARN [High] op 9 December 1895 *(Aberdeen Press 11th)*; clo 6 June 1960 *(Cl)*. *High Pamph* says op 1871 – earlier private use at some time? All press references seen call it new station and *Inverness Courier 1 February 1895* carried advert for tenders for buildings at proposed station for Auldearn at Drumduan Bridge, 3 miles from Auldearn.

AULDGIRTH [GSW]: line op 15 October 1849 and this probably op with it, though not in *Brad* until May 1850*; clo 3 November 1952 *(RM December)*. 15 June 1959 wtt shows stops here for linemen.

* = inspection report dated 24 September, advising refusal to open, said signal arrangements at an un-named level crossing 3 miles 60 chains from Dumfries, which was to be used as a roadside station, were incomplete; 10 October – now complete, can open. *Co n of alterations for 1 November 1849* included mention.

AULTMORE [High] op 1 August 1884 *(co n Aberdeen Press 1st)* as FORGIE – perhaps used on 31 July – see BUCKIE; renamed 1 January 1899 *(hbl 26th)*; clo 9 August 1915 *(ibid Friday 30 July* – from 7 prox.*)*.

AUTHORPE [GN] 4 September 1848** *(Boston 4th- line)*; clo 11 September 1961 *(Peterborough Standard 28 July)*.

AVIEMORE [High] op 3 August 1863 *(Banffshire Journal 4th)*; still open. See 1957**.

AVINGTON [GW] (non-tt): army camp; op 20 October 1918; clo December 1920; {branch from Winchester} *(U)*.

AVOCH [High] op 1 February 1894 *(co n Elgin Courant 2nd)*; clo 1 October 1951 *(RM November)*.

AVON LODGE [LSW] (non-tt) private for Earl of Egmont; op 13 November 1862 *(U)*; clo 30 September 1935 *(West Sussex Gazette 3 October* gave line date; *Hampshire Advertiser 5 October* said clo same time as Hurn); included *hb* 1904-29, without facilities; {map 125}.

AVONBRIDGE [NB] op 5 August 1840**; clo 1 May 1930 (Thursday) *(co n Scotsman 7 April*. AVON BRIDGE in *hb* 1867 and 1872.

AVONCLIFF [GW] op 9 July 1906 *(wtt supp)* as HALT; HALT dropped 5 May 1969 *(GW H)*; aot request; still open.

AVONMOUTH: see M. Vincent, *Lines to Avonmouth*, OPC, 1979; {map 121}

AVONMOUTH [CE] (original terminus from Clifton, later Hotwells) op 6 March 1865 *(Bristol T 7th)*, line at first detached from system; clo to public 1 October 1902 *(Joint Officers' Minute, 20th)* but advertised workmen's service to 15 May 1903 (last train) *(Cl)*.

AVONMOUTH [CE] op 1 September 1885 *(Mid)*; op A DOCK JOINT; JOINT omitted ?; became A 6 May 1968 tt *(offic)*; still open.

A DOCK [CE] op for workmen ? (work on dock began 26 August 1868); public use began ? – dock opened 24 February 1877 *(Mid)*, but station not in tt until October 1877 (even then, perhaps prematurely – re-inspection necessary, took place 26 October) *(Mid)*; 1885 station based on this; part clo, dates as 1865 station.

A DOCKS [GW] op 9 May 1910 *(W D Press 10th)*; clo 22 March 1915 *(Cl)* but locally advertised workmen's continued, clo 28 April 1919 *(RAIL 253/540*, and see R. Maund, *Chron July 2013)*.

Boat trains and specials used a succession of non-tt stations owned by [Port of Bristol Authority]. A DOCK EAST PIER was used from 1901; replaced by A DOCK ROYAL EDWARD, 20 April 1910 *(inspection report dated 13 May)*; but East Pier also in use as OLD PIER in 1932 *(@JF)*; Royal Edward re-sited in 'S' Transit Shed 1941, after original destroyed by enemy action; clo 26 August 1964 *(U)*. Some workmen's use also from 5 May 1919 *(wtt – RAIL937/123)* – was this same as DOCK TRANSPORT SHEDS in use 1932 *(@JF)*?

(Non-tt) temporary platform for Prince of Wales to cut first sod of new dock 5 March 1902 *(Western Daily Press 6th)*; also see sketch-maps *ibid 20 February* and *Bristol Times & Mirror 3 January)*. Another 9 & 10 July 1908 for King and Queen to be able to spend night on Royal Yacht during visit to Bristol; on south side of lock, between dock and river *(Bristol Times & Mirror 8th)*.A third on opposite side of line for passengers from Jamaica by *Port Henderson* 10 March 1909 *(Western Daily Press 11th)*.

Also see ROYAL EDWARD YARD.

AVONWICK [GW] op 19 December 1893 *(Totnes 16th, 23rd)*; clo 16 September 1963 *(Cl)*.

AWE CROSSING [Cal] (non-tt): at times HALT; 10 September 1951 wtt shows call for 1215 Glasgow – Oban when required to set down "passengers" (no return); stops for schoolchildren shown 30 June and 15 September 1952 wtts; {Falls of Cruachan – Taynuilt}.

AWRE (Junction) [GW] op 1 May 1869 (replaced Gatcombe, clo now – *co n Gloucester J 10 April)*; clo 10 August 1959 *(Cl)*. GW co tts 1874, 1932: A for BLAKENEY. JUNCTION added 1904 *(hb)* but not seen thus in any GW co tt or *Brad.*

AWSWORTH [GN] op 1 November 1880 *(RCG; Sheffield Independent 1st)*; clo 7 September 1964 *(RM October)*.

AXBRIDGE [GW] op 3 August 1869 *(Shepton 6th)*; clo 9 September 1963 *(Weston 13th)*.

AXMINSTER [LSW] op 19 July 1860**; still open. Became A for LYME REGIS & SEATON April 1966 tt, reverted 6 May 1974 *(BR notice)*.

AYCLIFFE [NE] op 19 June 1844 *(co n T 24 May- line*, included in description of formal opening, 18th, *Leeds Mercury 22nd*); clo 2 March 1953 *(RM April)*.

Also see SIMPASTURE.

AYCLIFFE LANE – see HEIGHINGTON.

AYLESBURY

AYLESBURY [GW] op 1 October 1863 *(GW co n T 30 September)*; aot A TOWN >
AYLESBURY [Met] temp term in Brook Street op 1 September 1892 *(Globe 1st)* >
[Met/GC and GW/GC Joint] op 1 January 1894 *(RCG)* replacing two above. Essentially, Met line extended to expanded 1863 station. Met use ceased 11 September 1961; main line services continue. Variously A JOINT, A TOWN, settled as A1965 tt.
AYLESBURY [Aylesbury & Buckingham] temp term op 23 September 1868 *(Bucks Herald 26th)* – needed because still broad gauge *(ibid 5 September 1908*, giving history of line); clo 1 November 1868, when line extended to 1863 station *(Cl supp 2)*.
A HIGH STREET [LNW] op 10 June 1839; originally advertised for 11th but later changed – see L&B *co n Aylesbury News 8th (in BNA as Bucks Advertiser)*, confirmed *15th ibid.* Clear from paper that first public train ran on 10th at 7 a.m. as per tt and that all-comers' trips to junction and back were later in the day. Re-sited 16 June 1889 *(LNW Officers 30930; Bucks Herald 22nd)* – opposite side of gasworks (see plan *BRJ 7 Spring 1985*, article on branch by Bob Williams). H S added 25 September 1950 *(BR LM notice Harrow Observer 21st)* but in *Brad* from 1905/6; clo 2 February 1953 *(Bucks Herald Friday 6th* – last train previous Saturday). *Brad* called it STATION STREET1867 to 1904 and HIGH STREET 1905 to 1915/6; in both cases usually only one table, one way.
A VALE PARKWAY op 14 December 2008 tt *(Chiltern Railways 'Latest News' 15 September)*; formal 15th *(RM March 2009)*; still open.
Temporary platform [GW] near gates of sewage works, 26 July 1880, for party including Bazalgette to inspect new processes being used here *(Morning Post 27th)*. Another group visited 23 November 1881 *(Derby Advertiser 25th)* – paper called it Native Guano Co. Also see SOUTH AYLESBURY.

AYLESBURY JUNCTION – see CHEDDINGTON.

AYLESFORD [SE] op 18 June 1856 *(Gravesend Reporter 21st)*; still open.

AYLESHAM [SR]: op Sunday 1 July 1928 *(Dover Express 29 June, sig inst 24/1928)* as A HALT; renamed 6 November 1967; still open.

AYLSHAM

A NORTH [MGN] op 5 April 1883 *(Norfolk Chronicle 14th)* as A TOWN; TOWN dropped by 1901 *(Brad)*, NORTH added 27 September 1948 *(RM November)*; clo 2 March 1959 *(T 2nd)*.
(non-tt) temporary platform adjoining Norfolk Agricultural Society's Show 15 and 16 June 1887 at Blickling [west of station] *(Eastern & Midlands co n Norwich Chronicle 11th)*.
A SOUTH [GE] op 1 January 1880 *(Hackney & Kingsland Gazette 5th)*; SOUTH added 27 September 1948 *(RM November)*; clo 15 September 1952 *(RM October)*.

AYNHO [GW]

AYNHO op 2 September 1850 *(co n T 31 August)*; became A for DEDDINGTON* 1 May 1910 *(RCG)*; clo 2 November 1964 *(Birmingham Daily Post 22 October)*.
* = version in GW sources seen; *RCG* made DODDINGTON of it.
A PARK op 1 July 1910 *(Banbury Guardian 16 June)*; PLATFORM; clo 7 January 1963 *(Birmingham Daily Post 2nd)*. RCH sources suggest PLATFORM added shortly after opening (*dist ref 11 December 1911)*; *Brad* dropped it 1933/4.

AYOT [GN] op 2 July 1877 *(RCG)* as AYOTT ST PETERS; spelling amended and ST P dropped 1878 tt *(Cl, JS)*; clo 26 September 1949 *(Nottingham Evening Post 26th)*.

AYR [GSW]

AYR (1) op 5 August 1839 *(co ½ 1110/ 149)*; most trains were transferred to (2) from 7 August 1856. Finally clo 1 July 1857 according to *Cl* but some all-weekday trains each way in Dalmellington and Maybole table were still shown *Brad* December 1859; they called at both this station and (2), being given 10 minutes for this section (reversal would have been needed). January 1860 service reduced to a Tuesday only train, to Ayr N Side; other way to S Side only. February 1860 Tuesday only service just to and from 'Ayr'; this was last shown April – clearly market service since given extra time for journey.
AYR (2) op 7 August 1856** *(GSW; co ½ T 3 September- line)*; original temporary, permanent 1 July 1857 *(Glasgow Herald, 19 June)*; replaced, 14 chains south by >
AYR (3) op 12 January 1886 *(Dundee Evening Telegraph 13th)*; map evidence shows that was really extension of (2); still open.
GSW says that (1) was A NORTH SIDE, (2) A TOWNHEAD or SOUTH SIDE before 1 July 1857, when became just A, though TOWNHEAD still in some general use. *Brad* only used NORTH SIDE and SOUTH SIDE in tables where both were involved; TOWNHEAD not seen there at all.
A MOTIVE POWER DEPOT (non-tt): Open Day 29 October 1983 *(@JF)*.
A NEWTONHEAD op 1 October 1864 *(Ardrossan ... Herald 1st)*; last in *Brad* April 1866 (indexed for some time afterwards) but *GSW* says clo 1 April 1868; is type of stop that might well have had longer life than shown by tt. At/near later Newton-on-Ayr?

AYR ROAD – see DALSERF.

AYSGARTH [NE] op 1 February 1877 *(York Guardian 3rd)*; clo 26 April 1954** *(T 20th)*.

AYTON near Berwick [NB] op 22 June 1846 *(co n T 23rd- line; Newcastle Guardian 27th, description of formal opening on 18th)*; see 13 August 1948**; clo 5 February 1962 *(Birmingham Daily Post 10 January, citing BR announcement)*.

AYTON – see GREAT AYTON.

AYTON JUNCTION [NE] only appeared in *Brad* April and May 1868; {Nunthorpe – (Great) Ayton}; line via latter op 1 April 1868; only trains on that line are shown as calling; tt error? – passing time from working tt wrongly added?

BACHAN – see 1957**.

BACHE op 9 January 1984 *(BR Board notice Liverpool Echo 15 December 1983)* as replacement for Upton-by-Chester; still open.

BACK OF LAW – see DUNDEE.

BACK O' LOCH [LNE] op 21 September 1925 *(Kirkintilloch Herald 16th)*; HALT; clo 7 September 1964 *(Cl)*; {Lenzie Junction – Kirkintilloch}.

BACKNEY [GW] op 17 July 1933 *(Cl 29)*; HALT; clo by collapse of Strangford Viaduct on 28 Mar 1947, reop 13 October 1947 (*Viaduct dates: R. A. Cooke);* clo 12 February 1962 *(RM March)*; {Ross-on-Wye – Fawley}.

BACKWORTH {map 26}.

BACKWORTH (a) [BT]: station that opened as HOLYWELL betwen Seghill and Prospect Hill: line op 28 August 1841 *(co n Durham Co Advertiser 27th)*, nd, 1 October 1847 *(co n BT)*; renamed 1860 tt *(Cl)*; clo 27 June 1864**.

BACKWORTH (b) [NE]: station that opened as HOTSPUR: op 27 June 1864**; renamed 1865 tt *(Cl)*; clo 13 June 1977 *(Tyne & Wear Passenger Transport Executive notice Newcastle Journal 2 May* – will eventually be replaced by new station at Shiremoor). See NORTHUMBERLAND PARK [TWM] for later station nearby.

BACON'S WOOD/HOUSE (non-tt)

B WOOD CROSSING [LNW]: temporary sidings at level crossing for Volunteer Review at Stowe 22 June 1864; used by GW trains via temporary 'cross line' at Banbury; Winslow to Banbury closed to ordinary traffic for day *(Oxford Times 18th, 25th)*.

B HOUSE SIDING [LMS]: (non-tt); wtts for 22 September 1930 and 1932 show stops here by passenger trains; 1932 stops by 8.09 a.m. from Bletchley and 4.40 p.m. from Banbury; 1938 amd 1942 only morning train; by 1948 none; passenger use cannot be guaranteed; {Fulwell & Westbury – Water Stratford} (R Maund, *Chron April 2008)*. Probably calls for milk traffic – see e.g. *Banbury Express 21September 1907, Bucks Herald 26 January 1918.*

BACTON [GW]: shown in footnotes of co tt as B ROAD, request, by May 1889 (WH Smith, *The Golden Valley Railway*, Wild Swan, 1993, pp 24-5) – continuous use?; op (as full station?), as B, 1 November 1901 *(wtt supp)*; clo 8 December 1941. See 1 September 1881** for line history.

BACUP [LY] op 1 October 1852 *(co ½ T 8 February 1853)*; clo 5 December 1966 *(BR LM notice Heywood Advertiser 28 October)*.

BADGWORTH [Mid] op 22 August 1843 *(Mid)*; last in *Brad* October 1846; {Cheltenham – Gloucester}.

BADMINTON [GW] op 1 July 1903 *(Bristol T 2nd)*; clo 3 June 1968 *(T 3rd)*. Duke of Beaufort could stop any train *(GW Deed 11580, dated 7 December 1899)*; but according to *Out of Course* his right was to four trains each way on weekdays except Christmas Day and Good Friday; also for train leaving Bristol about 5 p.m. to pick up London passengers only when Beaufort Hounds meeting in the district; *Out of Course was undated* – however the hunting arrangements were dated there to 1920s; need for special Act of Parliament to rescind this kept it open after others nearby closed.

BADNALL WHARF [LMS] (non-tt) munitions workers; op 4 March 1940; clo between October 1941 and May 1942 (M. Christiansen, *BRJ 48, 49)*; {Norton Bridge – Standon Bridge}.

BAG HILL/BAGHILL – see PONTEFRACT.

BAG LANE – see ATHERTON.

BAGGROW [MC] op 26 November 1866 *(JNMC)*; clo 22 September 1930 *(Liverpool Echo 13th)*.

BAGILLT [LNW] first in *Brad* January 1849 (P. Baughan, *Chester & Holyhead Railway*, vol 1, D&C 1972); re-sited 1871; clo 14 February 1966 *(BR LM notice North Wales Weekly News 13 January)*. Usually BAGILT at first.

BAGLAN

BAGLAN op Sunday 2 June 1996 *(Rly Obs August)* – 3rd ceremonial; on different line from B Sands; still open.

B SANDS [GW] op 1 May 1933 *(Cl 29)*; HALT; clo 26 September 1938, reop 29 May 1939 *(Cl)*; clo 25 September 1939 *(Cl)*; {Briton Ferry – Aberavon Sea Side}.

BAGSHOT [LSW] op 18 March 1878 *(co n T 15th)*; still open.

BAGULEY [CLC] op 1 December 1865 *(Stockport 1st)*; clo 30 November 1964 *(RM March 1965)*.

BAGWORTH {map 62}.

BAGWORTH [Mid] op 18 July 1832 *(Mid; in fare list Leicester Chronicle 21st, description of opening)**; see December 1847**; replaced on deviation line by >

B & ELLISTOWN [Mid] op 27 March 1848 *(Mid; co n Leicester Chronicle 27th* – as BAGWORTH BRANCH); & E added 1 October 1894 *(hbl 25th)*; clo 7 September 1964 *(RM October)*.

B INCLINE HOUSE [Leicester & Swannington]: 'stopping place' *(Leic)*, ¾ mile beyond B (line op 18 July 1832); probably soon closed.

B STAUNTON ROAD [Leicester & Swannington] was original terminus of service op 18 July 1832 *(Mid)*; no station; would have 'closed' when line extended, 27 April 1833.

* = a special train was run for public use in the afternoon, following formal opening on 17th (C. R. Clinker, *Leicester & Swannington Railway*, AvonAnglia, 1977). *Leicester Journal, 21st, 3d,e,f* described public [= formal in normal usage by railway historians] opening and added: 'Since the public opening on Tuesday [17th], an additional carriage for passengers has been added to the train, and numbers ..[have visited] Bagworth .... on Wednesday upwards of 200 persons went ...' . Perhaps ambiguous? Was the extra service added on the Tuesday or on the Wednesday? There was an earlier use on 20 June when a party of respectable people in waggons paid a visit *(Leicester Chronicle 23rd)*.

BAILDON [Mid] op 4 December 1876 *(Shipley Times 2nd)*; clo 5 January 1953 *(Bradford Observer Monday 5th* – last train Saturday), reop 28 January 1957 *(BR notice Shipley Times 23rd* – temporary, during present oil emergency), clo 29 April 1957 *(ibid 17th* – to close again on Saturday 27th – last day, not enough use to justify continuing), reop 5 January 1973 *(RM March)*; clo 25 July 1992 for electrification work, reop 8 September 1992 *(Mid)*; still open.

BAILEY GATE [SD Jt] op 1 November 1860 *(Dorset Chron 8th)* as STURMINSTER MARSHALL; renamed 1863 *(R App)*; clo 7 March 1966 *(Shepton 11th)*. B G for S M in Mid co tts 1894, 1903 and *Brad* to 1955.

BAILIFF BRIDGE [LY] op 1 March 1881 *(Leeds Times 5th)*; clo 2 April 1917 *(Leeds Mercury 22 March)*.

BAILLIESTON

BAILLIESTON (a) [Cal] op 8 January 1866 *(co n Glasgow Herald 5th)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*.

BAILLIESTON (b) op 4 October 1993** *(AZ)*, ¼ mile west of earlier station; still open.

BAINTON [NE] op 1 May 1890**; clo 20 September 1954 *(RM October)*.

BAINTON GATE [Mid] op 1 November 1854 co tt *(Mid)*; last in *Brad* July 1856; {Uffington – Helpston}.

BAKER STREET

BAKER STREET [Bak] op 10 March 1906 *(T 12th)*; additional platform added 20 November 1939 for opening of Stanmore arm of Bakerloo; still open.

BAKER STREET [Met] op 10 January 1863 *(Morning Post 12th)*; still open. Swiss Cottage line plats added 13 April 1868 *(T 10th)*; B S EAST early *(hb)*; still open.

BAKER STREET [Jub] op 1 May 1979 *(Daily Mirror 30 April)*; in part based on 1939 addition to Bakerloo; still open.

BAKEWELL [Mid] op 1 August 1862 *(co n Derby Mercury 30 July)*; clo 6 March 1967 *(RM April)*. *Brad* ? to 1955: B for HADDON HALL and CHATSWORTH.

BALA [GW]

BALA (a) op 1 April 1868 *(Carnarvon 4th)**; {Bala Junction – Llanuwchllyn}; replaced by >

BALA (b) op 1 November 1882 *(Wrexham 4th)* on Festiniog line; clo 18 January 1965**.

* = pre-opening excursion from Llandrillo to point just short of station 31 December 1867 *(Carnarvon 11 January 1868).*

B JUNCTION op 1 November 1882 *(GW; Cambrian News 3rd)*; advertised as exchange only but there was public access from road; in *hb* 1890 and 1895 as 'P', omitted 1904, back 1938, no facilities shown; clo 18 January 1965**.

B LAKE: initially only excursion use, earliest found Sunday May 27 1934 *(Rhos Herald 26th)*, then examples to early September; first regular use 8 July 1935; on site of 1868 station and served as station for Bala on summer Sundays, one train each way from Ruabon to Barmouth (Bala itself had no Sunday service); HALT; last pre-war use 24 September 1939 *(Cl* – confirmed by letter to R. Maund, 10 February 1965); earliest post-war excursion so far found 26 June 1949 *(Liverpool Echo 23rd)*; certainly used for Stoke Wakes-Weeks excursions first two weeks in August 1963 (R. Maund, *Chron 107)*; any further use before line closed January 1965?

BALADO [NB] op 1 May 1863 *(Dunfermline Saturday Press 2nd)* as CLEISH ROAD; renamed 1 June 1878 *(BR/NBR/4/321 circular 25 May)*; clo 15 June 1964 *(RM July)*.

BALBEUCHLY [DPA; Cal] {map 9}

Line op 16 December 1831 *(Newtyle;* see 1831 B**); stops at **B FOOT** and **B TOP** (of incline). Once tt coverage became regular, **B FOOT** was last in *Brad* March 1853; back July 1854, Fridays only; last July 1855; however, the needs of incline haulage meant that trains would always have had to stop there. **B TOP** clo 16 October 1860, when incline bypassed by deviation *(co n Dundee ... Advertiser 16th)*.

By August 1855 some sort of station existed here (at top?) – adverts (e.g. *ibid 10th)* said building materials could be delivered there.

The Fridays only references in *Brad* might have been result of misunderstanding: Co notices in Dundee papers said that a Friday train would not carry passengers for B Foot (implying that others would) but a special train would be provided for this and a couple of other stations (extra traffic for market day?)

From 22 to 26 July 1854 the incline was closed to all traffic for repairs to the engine houses. Local passengers had to walk the incline, those going a distance via Newtyle were sent by the Scottish Midland line *(co n Dundee Advertiser 21st)*.

BALCHRISTON [GSW] (non-tt) HALT; op by June 1910 for railway staff; clo 1 December 1930 (*Maidens*); {Knoweside – Glenside}.

BALCOMBE [LBSC] op 12 July 1841 *(co n T 9th)*; still open.

BALDERSBY [NE] op 1 June 1848 *(co ½ T 30 August- line)*; B GATE in tt 1855 to 1863 *(JS, Cl)*; clo 14 September 1959 *(RM September)*.

BALDERTON [GW] op 1 July 1901 *(RAIL 253/482)*; clo 3 March 1952 *(Cheshire Observer 23 February)*. Stops shown Fridays only to set down and pick up Rossett stationmaster in *wtt 17 June 1957 w?*

BALDOCK [GN] op 21 October 1850 *(co n T 18th)*; still open.

BALDOVAN & DOWNFIELD [Cal] op 16 December 1831 *(Newtyle;* see 1831 B**); at first FLOUR DEPOT ST MARYS ROAD OFFSET; soon B; & D added 1 September 1905 *(RCG)*; clo 10 January 1955 *(T 28 December 1954)*; {map 9}.

BALDRAGON [Cal] op 16 December 1831 *(Newtyle;* see 1831 B**); initially OFFSET; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RCH)*; clo 10 January 1955 *(T 28 December 1954)*; {map 9}.

BALDWINS [RSB] use as workmen's stop began 3 October 1910 *(South Wales Daily Post 1st)*; probably no platforms at first – minutes say Halt into use 9 November 1910, *(GW and RSB minutes RAIL 243/2,243/3* where CRYMLYN BURROWS); in GW co tt 10 July to 30 September 1911, probably in error; first in *Brad* December 1922 but officially op to public 24 November 1924 *(hbl 56)*; HALT; clo 11 September 1933 *(Port Talbot Guardian 8th)*; {Jersey Marine – Danygraig}.

BALERNO [Cal] op 1 August 1874 *(Edinburgh Evening News 3rd)*; clo 1 November 1943 *(Midlothian Advertiser Friday 6th* – last train Saturday).

BALFRON [NB] op 26 May 1856**; clo 1 October 1951 *(RM November)*.

BALGOWAN [Cal] op 21 May 1866**; clo 1 October 1951 *(BR notice Strathearn Herald 22 September)*.

BALGREEN [LNE] op 29 January 1934 *(Scotsman 30th)*; on site of part of EDINBURGH EXHIBITION [NB]; HALT; clo 1 January 1968 *(Cl)*.

BALHAM

BALHAM [LBSC] op 1 December 1856 *(T 31 October, 28 November)*; re-sited 1863; & UPPER TOOTING added 9 March 1927 *(SR)*; dropped 6 October 1969 *(L)*; still open.

BALHAM [Nor] op 6 December 1926 *(hbl 62; Daily Mirror 6th)*; see 1922**; still open.

BALLACHULISH

BALLACHULISH op 24 August 1903 *(co n Scotsman 22nd)*; see 25 May 1953**; clo 28 March 1966 *(Aberdeen Press 11th)*. Became B & GLENCOE 1905 tt *(Cl)*, B (G) for KINLOCHLEVEN 1907/8 *(Brad)* and thus Cal tt 1913 and *hb* 1938; B G for BRIDGE of COE 1914/15 *(Brad)*; B 1955 – but still note that it was station for Glencoe and Kinlochleven.

B FERRY op 24 August 1903** *(Brad Sh 1904- line)*; closed 1 January 1917 *(RM February)*; reopened 1 March 1919 *(RCH)*; see 25 May 1953**; clo 28 March 1966 *(Aberdeen Press 11th)*.

BALLATER [GNS] op 17 October 1866 *(Aberdeen Press 24th)*; clo 28 February 1966 *(ibid 28th* – last train 26th). Included a private waiting room built for Queen Victoria. LNE tt 1933 and *Brad* until 1955: B for BALMORAL and BRAEMAR.
There was earlier royal use. The Prince and Princess of Wales travelled from here in a special train 24 September *(Elgin Courier 28th)* and Queen Victoria on 16 October (see INCHMARLO).

BALLATHIE [Cal] op 2 August 1848 *(Dundee ... Advertiser 4th)*, all days. It was effectively replaced by Dunkeld Road (later Strathord), opened on 17 May 1849; *Perthshire Advertiser Thursday 10 May*, looking forward to this, had said new station would not add to number on line since Ballathie would then be closed (on previous Friday, after last train, station house had been lifted onto several trucks on both sets of rails and taken to new site). However, some use continued: *co n Perthshire Advertiser 17 May 1849* said that on and after 1 June the 1.10 p.m. from Perth would not stop there (implying that others still would?) and was last in *Brad* October 1849, back February 1850, Fridays only; cannot be guaranteed as full and accurate story; April/June 1850 to Tuesdays and Fridays. Last in *Brad* July 1868; {goods *IA*}. In 1862 *hb* as B SIDING.

BALLENCRIEFF [NB] op 22 June 1846 *(co n Scotsman 20th)*; clo 1 November 1847 *(co minute 13 October)*; {Longniddry – Drem}.

BALLIFURTH FARM op 15 June 1959 *(GNS)*; HALT; aot request; clo 18 October 1965**. September 1959 *hbl* BALLINFURTH; corrected December 1959 *hbl*; {Nethy Bridge – Grantown West}.

BALLINDALLOCH [GNS] op 1 July 1863 *(Banffshire Journal 23* and *30 June)*; clo 18 October 1965**. *Brad* ? to 1938/9: B for TOMINTOUL.

BALLINGHAM [GW] op 1 September 1908 *(RCG; Ross Gazette 27 August)*; clo 2 November 1964 *(Cl)*. Pre-op Carey Road Bridge *(RAC)*.

BALLINLUIG [High] op 1 June 1863 *(Perthshire Journal 3rd)* – often LOGIERAIT in early press accounts; clo 3 May 1965 *(RM June)*.

BALLOCH [DB Jt]
Line op 15 July 1850**. Initially *Brad* just showed BALLOCH, as did *Murray* April 1852. First specific reference to B PIER in *Brad* was September 1858 (present by 1 April 1858 co tt), but it was early regular practice not to give town and pier stations separately. *Scottish Railway Gazette*, describing line at opening said passengers would be carried onto pier and could step straight onto steamers – it did not mention any 'town' station – oversight? – or that a later addition? Since line was originally primarily for steamer services, would there have been any point in 'town' station until line connected to main system in 1858? Ticket *(JB)*, perhaps pre-1858, exists for B-WHARF. 'Town' station became B CENTRAL 30 June 1952 *(Cl)* but still B Station in wtt 30 June 1952; re-sited 24 April 1988, just short of original, to avoid level crossing; now just BALLOCH *(Lennox Herald 29th; Scottish Region Weekly Notice)* but still B C later in some cases, e. g. automated tickets 2002 (G. Cornish); still open. PIER mostly summer use only; clo 29 September 1986 *(RM October* – last train Sunday, 28th).

BALLOCH [High] – see 1957**.

BALMORE [NB] op 1 February 1886 *(co n Glasgow Evening Post 30 January)* - (but see 1 October 1879); clo 2 April 1951 *(Kirkintilloch Herald 21 March)*.

BALMOSSIE op 18 June 1962 *(RM August)* as HALT; renamed 16 May 1983 tt; still open; {map 4}.

BALNACOUL [High] op 23 October 1893 *(co n Northern Scot ... 28th)* as B PLATFORM; just B by January 1894, finally B HALT 1928/9 *(Brad)* – *hb* dropped PLATFORM 1904; clo 14 September 1931 *(as from 12 September, Aberdeen Press 28 August)*; see 1939**.
Worked as a halt from 1 November 1928 (LMS *PCC* no. 74 which showed it as plain Balnacoul).

BALNACRA LEVEL CROSSING GATEHOUSE [High] (non-tt): railwaymen's wives; op 3 December 1951 *(supp to 10 September 1951 wtt*, which calls it BALNACARE L C G); still in use, Saturdays only, 14 May 1979 wtt and 14 May 1984 wtt but not present 12 May 1986 wtt, nor 1987/8 wtt; {Achnashellach – Strathcarron}. According to Dr. I. C. Scotchman, from personal experience, this could be used by anyone with ticket either way between Strathcarron and Inverness; to Inverness made request at Achnasheen; used steps in brake coach, let down onto roadway at crossing. He suggests practice ended with conversion of crossing to automatic operation later in 1984.

BALNAGUARD [LMS] op 2 December 1935 *(co n Perthshire Advertiser 23 November)*; clo 3 May 1965 *(LMS PCC 215)*; HALT in *hb* but not seen thus *Brad*; {Ballinluig – Grandtully}.

BALNE [NE] op 2 January 1871 *(T 3rd)*; clo 15 September 1958 *(RM October)*.

BALQUHIDDER [Cal] op 1 June 1870 *(Glasgow Evening Post 2nd)* as LOCHEARNHEAD; renamed B 1 May 1904; *(Dundee Courier 3rd, citing Cal notice*, in order to prevent confusion*)*, when new Lochearnhead opened; re-sited 1 June 1905 when line from latter reached here *(Edinburgh Evening News 1st)*; map in article by D. Stirling, *British Railways Journal*, Autumn 1993, shows first station east of what would become junction and second immediately west so any overlap between sites would have been very short; clo 28 September 1965**.

BALSHAM ROAD [Newmarket] op 4 April 1848 *(co n T 3rd- line)*; clo 1 July 1850**; reop 9 September 1850 *(co n T 6th)*; clo 9 October 1851** (Thursday) *(Cl)*; {map 70}.

BALSHAW LANE & EUXTON [LNW] op 2 September 1895 *(co n Wigan Examiner 31 August)* as replacement for Euxton; clo 6 October 1969 *(BR LM notice Crewe Chronicle 25 August)*; later reop as E B L, which see.

BALSPORRAN – see 1957**.

BAMBER BRIDGE [LY]: line op 1 June 1846** *(Rtn PP)*; not in *Brad* until February 1847 but clearly opened earlier – letter dated 8 July 1846 *(Preston Chronicle 11th)* complained that only two trains each way were stopping there and that this temporary arrangement was being continued for too long. Suggests that some sort of arrangement might have been available from line opening or very soon after. Still open.

BAMFORD [Mid]
BAMFORD op 25 June 1894 *(RCG; Huddersfield Daily Examiner 26th)*; still open.

B SIDING HALT built 1935 for transfer of passengers to Sheffield Water Board line (see Section 7) but in the event buses used instead and halt never used *(U)*.

BAMFURLONG [LNW] op 1 April 1878 *(LNW Officers 18365)*; clo 27 November 1950 *(RM January 1951)*.

BAMPTON DEVON [GW] op 1 August 1884 *(Tiverton 5th)*; DEVON added 1911 (*Cl* – but not in *hb*); clo 7 October 1963 *(W Som F P 12th)*.

BAMPTON OXON – see BRIZE NORTON.

BANAVIE [NB]

BANAVIE op 1 April 1901 *(Scotsman 2nd)*; still open. Originally BANAVI in *hb*.

B PIER op 1 June 1895 *(Edinburgh Evening News 3rd)*; PIER added 1 April 1901 *(hbl 25th)*; at/soon after extension of line via Banavie reduced to summer use only, though sometimes an extended summer (October 1904 *Brad* says last trains 7 and 8 October). At times all days, both ways, but usual pattern one train Monday, Wednesday and Friday to Fort William, one Tuesday, Thursday and Saturday from Fort William. Actual last train ran Saturday 2 September 1939 *(Cl)*; but planned end was last from Pier 15 September, last to it 16 September *(Brad)*.

BANBURY

BANBURY [GW] op 2 September 1850 *(co n T 31 August)*; still open. Became B BRIDGE STREET 1886/7, B GENERAL 1950/1 *(Brad)*; G dropped 11 September 1961 tt.

B MERTON STREET [LNW] op 1 May 1850 *(co n T 1st)*; clo 2 January 1961 *(RM February)*. In *Brad* first as B, then B MELTON ROAD 1867 to 1878/81; became B MERTON STREET 1887/8; but *hb* only B to B M S 1956.

Ticket platform: mention item about Poor Law Assessment –was outside station *(Banbury Advertiser 19 January 1888)*. Op/clo?

BANCHORY [GNS] op 8 September 1853 *(co n Aberdeen Press 14th)*; clo 28 February 1966 *(BR notice ibid 1st)*.

BANDEATH [Cal] (non-tt): Naval Depot; dates ?; {branch from Throsk plus internal system} *(@JF)*.

BANDON [LBSC] op 11 June 1906 *(Croydon Guardian 2nd)*; HALT; clo 7 June 1914 *(Cl)*; {Waddon – Wallington}.

BANFF [GNS]

BANFF op 30 July 1859**, temp term probably near later GOLF CLUB HOUSE (which see); replaced by permanent 12 April 1860 *(co n Banffshire Journal 24 April)*; B HARBOUR until 1928 tt *(Cl)*; clo 6 July 1964 *(Aberdeen Press 5 June)*.

B BRIDGE op 1 July 1872 *(Banffshire Reporter 5th)*, as replacement for Macduff B; clo 1 October 1951 *(BR notice Aberdeen Evening Express 17 September)*.

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

BANGOR GWYNEDD [LNW] op 1 May 1848 *(co n T 2nd)*; G added in body of tt 14 May 1984; still open. *Brad*: B for BEAUMARIS to its last issue (1961) but not thus BR LM tt 1957.

24, 25 and 26 April 1848 there were pre-opening excursions to view Britannia Bridge *(co n T 24th)*. Line across bridge to Llanfair op 18 March 1850 *(T 19th)*.

BANGOR-ON-DEE [Cam] op 2 November 1895 *(Wrexham 2nd, 9th)*; clo 10 June 1940**, reop 6 May 1946 *(T 16 March)*; clo 10 September 1962 *(RM October)*.

BANGOUR op 19 June 1905 *(GM circular 12 June; RCG)* – only inspected 17 May 1905 *Edinburgh Evening News 17th)*; mainly private hospital service but advertised and operated by [NB]; see April/May 1921**; clo 1 August 1921 (P.B. Russell, *RM September 1921*; after close of business on 30 July, *GM circular 478)*.

BANK

BANK [Cen] op 30 July 1900 *(T 25th)*; see 1922**; still open.

BANK [Nor] op 26 February 1900**; see 1922**, still open. First in *Brad* as CITY OR MONUMENT, then CITY; BANK by January 1901.

BANK [Waterloo & City] op 8 August 1898 *(T 9th)*, as CITY – in *Brad* as THE CITY STATION (MANSION HOUSE) until 1900 and *hb* as MANSION HOUSE CITY until 1938; renamed B 28 October 1940 *(SR)*; clo 8 August 1992, reop 6 September 1992 *(BLN 689)*; clo 29 May 1993 (after Friday service – *Financial Times 28th)*, reop 19 July 1993 *(RM September)*. Op by LSW; transferred from BR to London Underground 1 April 1994 *(RM October)*; still open. Travelator links to booking hall for LT stations there, supplementing pedestrian access.

BANK [Dock] op 29 July 1991 *(RM September)*; still open.

Also see KING WILLIAM STREET; MONUMENT.

BANK HALL [LY] op 1 July 1870 *(Liverpool 1st)*; still open. LY ticket as B H STREET *(JB)*.

BANKEND [Cal] (non-tt): in use by workmen by 27 February 1920, when accident here (D Stirling, BoT accident reports); clo ?; went out of use 1926 (though passenger trains continued to run as empty stock, to run round) (J Gough); {beyond Coalburn}.

BANKFOOT near Newcastle [TWM] op 10 May 1981 *(Newcastle Evening Chronicle 8th)* on site of earlier Kenton Bank; clo 1 September 1991 for engineering work on line extension *(BLN 681)*; reop 17 November 1991 *(RM January 1992)*; still open.

BANKFOOT near Perth [Cal] op 7 May 1906 *(RCG; Strathearn Herald 12th)*; see April/May 1921**; clo 13 April 1931 *(Dundee Courier 11th – to close today)*. Later use – see 1939**; one example was Coronation excursion arranged for pupils and their parents 5 June 1937 *(Perthshire Advertiser 29 May)*.

BANKHEAD near Aberdeen [GNS] op 1 July 1887 *(co n Aberdeen Press 7 June)*; clo 5 April 1937 *(ibid 5th*, last train 3rd).

BANKHEAD near Lanark [Cal] first in *Brad* November 1867; clo 12 September 1932 *(Motherwell Times 9th)*; reop 17 July 1933 *(Cl)*; clo 4 June 1945**.

BANKNOCK [KB] op 2 July 1888 *(NB list; Paisley & Renfrewshire Gazette 7th- line)*; clo 1 February 1935 (Friday) *(LMS-LNE clo notice Scotsman 23 January)*.

BANKS [LY] op 20 February 1878 *(Southport Vis 20th)*; clo 7 September 1964 *(RM October)*.

BANNISTER GREEN [GE] op 18 December 1922 *(Chelmsford Chronicle 15th)*; HALT; clo 3 March 1952 *(Herts & Essex Observer Friday 7 March* – last train Saturday); {Felsted – Rayne}.

BANNOCKBURN [Cal] op 1 March 1848 *(co ½ T 2 September- line; in description of formal opening 22 February, Morning Chronicle 25th)*; clo 2 January 1950 *(Scotsman 22 December 1949)*.

BANSTEAD [LBSC] op 22 May 1865 *(co n T 20th)*; B & BURGH HEATH 1 June 1898 *(hbl 28 April)* to August 1928 *(hbl October)*; still open.

BANWELL – see PUXTON & WORLE.

BAPTIST END [GW] op 21 August 1905 *(Birmingham Mail 21st)*; HALT; clo 15 June 1964 *(Birmingham Daily Post 6 May)*; {Netherton – Windmill End}.

BARASSIE

BARASSIE [GSW]: see 1 March 1847**; still open. Was B JUNCTION 1862 to 1880s (*hb* only).

B WORKSHOPS [LMS] (non-tt) on branch from here, in use by railwaymen in 1926 *(U)*; still in use 24 June 1966 *(Rly Obs August)*; not in wtt May 1969.

BARBERS BRIDGE [GW] op 27 July 1885 *(Gloucester Citizen 27th)*; clo 13 July 1959 *(RM August)*.

BARBICAN [Met] op 23 December 1865 *(T 22nd, 23rd)* as ALDERSGATE STREET; became A 1 November 1910 *(L)*, then A S & B/A & B (sources differ) 1923, B 1 December 1968 *(RM January 1969)*; widened lines platforms op 1 March 1866, clo 22 March 2009, last use 20th *(RM May)*; original still open.

BARBON [LNW] op 16 September 1861 *(co n 14 Lancaster Gaz 14th)*; clo 1 February 1954 *(T 1st)*. Intermittent use for Casterton School and in bad weather continued into the 1960s (e.g. 1963 when snow closed Settle & Carlisle route). Last ramblers' excursion 26 August 1962 *(AB)*.

BARCALDINE [Cal] first in *Brad* July 1914; last in *Brad* ending 24 September 1939*, back June 1948; not in LMS tt 7 May 1945; in LMS summer tt 1946 *(Callander)* but not in LMS tt 6 October 1947. Was it closed during Second War, then reopened summer only at first? – certainly in *Brad* October 1949. See 25 May 1953**. Orig SIDING; HALT from 1960 *(Brad)*. Clo 28 March 1966 *(Aberdeen Press 11th)*; {Benderloch – Creagan}.

* = *hba* May 1945 had entry that suggested was still in use (said now passenger only, not parcels); however same leaflet closed Catcliffe six, and Camels Head three, years late.

BARCOMBE [LBSC]

BARCOMBE op 1 August 1882 *(Surrey Mirror 29 July)* as NEW B; renamed 1 January 1885 *(Cl)*; clo 30 May 1955**.

B MILLS op 18 October 1858 *(Sussex Advertiser 19th)*; MILLS added 1 January 1885 *(Cl)*; rail service clo 24 February 1969 (unsafe bridge) (last train Sunday *(Kent & Sussex Courier Friday 28th)*, bus service to 4 May 1969 *(ibid 2nd)*. LBSC ticket for OLD B *(JB)*.

BARDNEY [GN] op 17 October 1848 *(co n T 16th)*; clo 5 October 1970 *(T 16 July)*. Became B for WRAGBY 1853/4, B & W 1867 *(Brad)* and B May 1881 co tt *(Whittle)* but in one table *(Brad)* remained B & W until 1882, even after W had station of own.

BARDON HILL [Mid]: Friday market service first worked to Leicester 22 February 1833; a specially-built first- and second-class composite kept for this for use on stretch of line beyond Bagworth incline; in theory passengers walked up/down incline, from/to trains on lower level but in practice they seem to have ridden on waggons (C. R. Clinker, *The Leicester & Swannington Railway*, AvonAnglia, 1977). Service perhaps not regular. Also see *Leicester Chronicle Saturday 2 March*, which says began 'Friday', but habits of press then such that likely to have been Friday of previous week; paper said was furthest point on railway, where line crossed Ashby turnpike near Hugglescote.

Op fully 27 April 1833 *(Mid; co n Leicester Chronicle 27th)* as ASHBY ROAD; renamed 1 January 1847 *(Cl)*; see December 1847**; perhaps clo 1 March 1849, reop 1 September 1849 (*Mid*); clo 12 May 1952 *(RM July)*. Back into use 16 June 1952 for school visit to Windsor *(Birmingham Daily Gazette 16th)*.

BARDON MILL [NE]: op 18 June 1838; see 10 March 1835**; still open.

BARDOWIE [NB] op 1 June 1905 *(RCG)*. *LMS PCC 209* says clo 20 July 1931 but *Kirkintilloch Herald 29 July* [more than a week later] said that closure which should have taken place on 18 April (last day) has meantime been postponed to November, but service much reduced now *(Kirkintilloch Herald 29 July 1931)*; only later mention seen – LNE had not found tenant for station buildings, which they received permission to convert to other use on 13 October [1932] *(ibid 31 May 1933)*.

BARDSEY [NE] op 1 May 1876 *(Leeds Mercury 29 April)*; clo 6 January 1964 *(Cl)*.

BARE LANE [LNW] op 8 August 1864 *(co n Lancaster 6th)* as POULTON-LE-SANDS; renamed later 1864; clo 8 February 1994 for engineering work in connection with new Morecambe *(RM June)*; reop 6 June 1994 *(RM October)*; still open.

BARGANY COLLIERY [GSW] (non-tt): PLATFORM; miners; in use 1 October 1914 *(GSW wtt)* and May 1942 *(LMS wtt)*; PLATFORM; {Dailly – Killochan}.

BARGEDDIE

BARGEDDIE (a) [NB] first in *Brad* February 1871* as CUILHILL; renamed 1 April 1904 *(hbl 28th)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*. Clo 26 September 1927 (based on *Cl* – has 24th, a Saturday, probably last day); item in *Scotsman Monday 19th* has item on changes for winter service starting 'Monday next' that ends with a statement that this station would be closed to passenger services but it appears as last sentence, apparently part of a section headed 'ALTERATIONS (SUNDAYS)'; presumed that should have been a gap between details of Sunday changes and this sentence.

* = line op 23 November 1870 *(Glasgow Herald 24th*, which says it had been announced that passengers would be booked from Cuilhill but arrangements were not quite complete).

BARGEDDIE (b) op 4 October 1993** *(AZ)*; on site of earlier Drumpark; still open.

BARGOED

BARGOED [Rhy] op 31 March 1858 *(item, tt Cardiff & Merthyr Guardian 3 April)*; B & ABER BARGOED 1 June 1905 *(RCG)* to 1 July 1924 *(GW circular 18 June)*; still open. Aot *Brad* made one word of A B.

B COLLIERY HALT [BM] (non-tt): in use by supp to wtt 2 Dec 1926 (*RAIL937/146*); served by Powell Duffryn Company's workers' trains; clo 31 December 1962; {south of Bargoed}.

B TOP OR WEST YARD was in *hb* 1925 'P', but no facilities 1929 – was this same as above entry?

Also see ABERBARGOED.

BARHAM [SE] op 4 July 1887 *(SE)*; clo 1 December 1940 (Sunday) *(Cl)*.

BARKING

BARKING op [LTS] 13 April 1854 *(L; T 13th- line)*; use by [Dist] began 2 June 1902 ceased 1 October 1905, resumed 1 April 1908; use by [Met] began 4 May 1936; still open.

RIPPLE LANE DEPOT (non-tt): open day; 17, 18 October 1987 *(@JF)*.

BARKING ROAD – see CANNING TOWN

BARKINGSIDE op [GE] 1 May 1903 *(RCG; Barking ... Gazette 2nd)*; clo 22 May 1916** *(T 2nd)*, reop 1 July 1919 *(T 20 June)*; last steam train ran Saturday 29 November 1947; buses until reop by [Cen] 31 May 1948 *(Daily Herald 15th)*; still open. Prior to 1917a *hb* made two words of it.

BARKSTON [GN] op 1 July 1867 *(GN)*; BARKSTONE until 1916 tt *(Cl; ref RM December)*; aot request; clo 7 February 1955 *(Grantham Journal 7th)*.

BARLASTON [NS] line op 17 April 1848; not mentioned in description of first journey (no formal opening) – did mention passing in sight of village *(Staffs Advertiser 22nd)*; first in tts *ibid* August 1848 but *Topham* July 1848; re-sited 21 September 1852; op as B, became B TITTENSOR 1896/8 *(Brad)*, B & T 1923 ? *(hbl ref 26 April)*; B 1 May 1972 *(Cl)*; see 18 May 2003** and 23 May 2004**.

BARLEITH [GSW; LMS] private use by June 1904 *(U)*; op to public 1 November 1926 *(hbl 62, January 1927)*; HALT in *Brad* except for 1933/4 to 1954 (but HALT 1938 *hb*); clo 6 April 1964 *(Irvine Herald 20 March)*; {Hurlford – Galston}. Various references have been seen to station here, mostly in relation to accidents (e.g. nearby road accident *Scotsman 24 March 1916)*; was it originally for men at locomotive depot here?

BARLOW [NE] first trains 6 May 1912 *(Hull Daily Mail 3rd)*; originally Mondays only (line op Wednesday 1st); full service ? (by July 1922 *Brad)*; clo 15 June 1964 *(T 25 March)*.

BARMBY [HB] op 1 February 1897 *(RCG; Hull Daily Mail 27 January)*; clo 1 January 1932 (Friday) *(Sheffield Daily Telegraph 10 December 1931)*; excursion 14 October 1933 during Hull Civic Week *(RM February 1934, pp 153-4)*.

BARMING [LCD] op 1 June 1874 *(T 2nd)*; still open.

BARMOUTH [Cam]

B FERRY op 3 July 1865 *(Eddowes 5th)*; replaced by B, below; Fairbourne here later.

BARMOUTH op 5 June 1867 *(co n Merioneth 8th)*, service horse-drawn; loco 10 October 1867*; resited nearer town (previous site unknown), replacing previous wooden one, 7 May 1873 *(Cambrian News 9th; North Wales Chronicle 10th);* still open.

* = *Brad* showed B JUNCTION as terminus prior to November 1867 (B present but trainless). *Co notices Merioneth 8 June, 12 October* confirm above; former said arrangements had been made to take passengers to Barmouth over bridge [not yet passed by BoT for locomotive haulage] instead of by ferry and offered alternative of walking along footpath over it, enjoying magnificent views.

B JUNCTION – see MORFA MAWDDACH.

BARNACK [GN] op 9 August 1867 *(Lincs Chronicle 16th- line, in description of formal opening, Stamford Mercury 9th)*; clo 1 July 1929 *(Daily Herald Monday 1st* – last train Saturday*)*.

BARNARD CASTLE [NE]

BARNARD CASTLE (a) op 9 July 1856**; clo 1 May 1862, when (b) became through station for all passengers *(RAIL 667/65)*.

BARNARD CASTLE (b) op 8 August 1861 on extension of line; clo 30 November 1964 *(Newcastle Evening Chronicle 4th)*.

Co n Teesdale Mercury 21 August 1861 explains that all trains 'staying' [= terminating ?] here [presumably from old section of line] would use old, through trains new, all starting from here the new.

BARNBOW [NE] (non-tt): munitions workers; op 27 September 1915 (HALT has been erected for workmen travelling from Leeds direction – NE weekly notice *63, from 30 September)*. In 1924 there was a succession of clearance sales of material from the closed site, with trains stopping here for those attending; last of these seen was 'Final sale' 4 and 5 September 1924, advertised *Leeds Mercury 30 August*, but there had been earlier final sales so cannot guarantee this was the end. {Garforth – Cross Gates}.

BARNBY DUN

BARNBY DUN [GC] op 1 July 1856 *(Yorks Gaz 5th)*; replaced by new station on deviation 1 October 1866 *(Cl; Rtn- line)*; clo 4 September 1967 *(Cl)*.

Also see BRAMWITH, below.

BARNBY MOOR & SUTTON [GN] first in *Brad* July 1850, as S & B M; became S September 1850 tt *(Cl)*, B M & S 16 November 1909 *(RCG)*; clo 7 November 1949 *(Cl)*.

BARNEHURST [SE] op 1 May 1895 *(RCG)*; still open.

BARNES London [LSW]

BARNES op 27 July 1846 *(T 23rd)*; still open.

B BRIDGE op 12 March 1916 *(co n Middlesex Chronicle 11th)*; still open.

By 1872 passengers were dropped on bridge so they could use it as stand for watching Oxford and Cambridge Boat Race; earliest use seen is for race of 23 March 1872 *(co n T 22nd)*; that year also used for London v Atlanta Club of New York race, 10 June *(co n T 9 May)*; specials restricted to ticket holders only. Practice ceased when station op; had to walk to bridge from there *(S Spec)*.

BARNES - see STOBS.

BARNET – see HIGH BARNET; NEW BARNET.

BARNETBY [GC] op 1 November 1848 *(GC; Stamford 7th- line)*; still open. B JUNCTION in *Brad* briefly until 1852 and *Topham.*

BARNHAM near Bognor [LBSC] op 1 June 1864 *(Sussex Advertiser 9th)* as B JUNCTION; became B SUSSEX 14 February 1931 *(RCH Distance Table advice 40/5 13 April 1931)* and still thus *RCH Handbook 1956*, became just B ?; however, was B SUSSEX in March 1930, just B July 1938 *(Brad)*; still open.

BARNHAM near Thetford [GE] op 1 March 1876 *(T 2nd)*; clo 8 June 1953 *(T 8th)*.

BARNHILL – see PERTH.

BARNHILL Glasgow [NB]* op 10 September 1883 *(CGU co ½ Scotsman 18th)*; clo 1 January 1917 *(RM February)*, reop 2 June 1919 *(RCH)*; still open. Sometimes B GLASGOW in tts.

* = [CGU] until 1896.

BARNHILL ANGUS [Cal] op 1 September 1874 *(co n Dundee Courier 31 August)*; A added 30 June 1952 *(Cl)*; clo 10 January 1955 *(T 28 December 1954)*.

BARNOLDSWICK [Mid] op 13 February 1871 *(Craven Pioneer 18th)* – 8th, usually quoted, is error begun by *Brad Sh*; clo 27 September 1965 *(RM November)*.

BARNSBURY [NL] op 10 June 1852 as CALEDONIAN ROAD *(L)*; aot noted in *Brad* as 'The Cattle Market Station'; renamed 1 July 1870 *(L)*; clo 21 November 1870, replaced to the east by station later renamed C R *(NL Circular 80)*; {map 101}.

BARNSLEY

BARNSLEY [LY] op 1 January 1850 *(co ½ T 22 February)*; renamed B LOW TOWN 2 June 1924 *(Rly Gaz 23 May)*, B EXCHANGE 1 August 1924 *(LMS Alterations notice August)*; reverted to B 13 June 1960 *(RM June)*; still open.

B COURT HOUSE [GC/Mid] op 2 May 1870 *(RCG)*; clo 16 April 1960 (Saturday), last train 15th *(Cl)*. C H was in *T* item on opening, local press and *Brad* from start, but added to Mid co tt after July 1912 *(Mid)*.

SUMMER LANE [GC] op 1 November 1855 *(co n and item Sheffield Independent 3rd* – called it temporary at Hopwood's Mill) as BARNSLEY, terminus for that town; clo February 1857, when line extended to LY station – extension shown *Brad* February and *item Sheffield Independent 24 January* said line would open on 2nd proximo; no confirmation in local press but descriptions there (e.g. *Bradford Observer 19th)* of opening on 12th are clearly of a formal occasion; reop as S L 1 February 1867 *(Cl)*; clo 29 June 1959 *(Coventry Evening Telegraph 16th* – facilities for excursions will be retained for time being).

Also see CUDWORTH.

BARNSLEY ROAD – see under PENISTONE.

BARNSTAPLE

BARNSTAPLE [LSW] op 1 August 1854 *(Trewman 3rd)*; link to GW op 1 June 1887 *(N Devon Journal 2nd)* but this station not immediately included in GW tables; by August 1889 was in GW table as B JUNCTION (but J not added in LSW table until 1892/3 *Brad*); became B for ILFRACOMBE and BIDEFORD 5 May 1969 tt; B 6 May 1974 *(BR notice)*; still open.

Ticket platforms both sides: op/clo? Election candidate met here *(North Devon Journal 19 March 1857)*. Reference to train from Torrington standing at ticket platform in report of inquest *(Exeter Flying Post 4 February 1863)*.

B TOWN [LSW] op 20 July 1874 *(N Devon J 23rd)* as QUAY, renamed 1886 tt *(Cl)* but only altered January 1890 in tts *North Devon Journal*; re-sited 11 chains nearer Ilfracombe on 16 May 1898, to serve Lynton line also (below) *(N Devon J 19th)*; clo 5 October 1970 *(N Devon J 8th)*. Was B TOWN & QUAY 1877 *(hb)*.

B TOWN [LSW, Lynton ng platform] op 16 May 1898 *(N Devon J 19th)*; clo 30 September 1935**. Just B TOWN in *hb*, which treated it as separate station, even when main was B T & Q.

B VICTORIA ROAD [GW] op 1 November 1873 *(W Som F P 8th)*; V R added 26 September 1949 *(Cl)* supported by *North Devon Journal 29 September 1949* – British Railways, with backing of town council, have decided to rename GW station as B V R; clo 13 June 1960 *(N Devon J 16th)*, service diverted to B (Junction).

(Non-tt) temporary platforms for personnel of Buffalo Bill's Wild West Show; arrived 26 July 1903, left ? – show only one day; *(Exeter & Plymouth Gazette 27th)*.

Link from GW station to LSW opened 1 June 1887 *(Express & Echo 1st)*.

Also see PILTON.

BARNSTON – see STORETON.

BARNSTONE [GN/LNW] op 1 September 1879 *(LNW Officers 20028: Nottingham Evening Post 2nd)*; became BARNSTON 1889 co tt *(Whittle)*; BARNSTONE again 1 August 1897 *(RCG)*; clo 7 December 1953 *(T 7th)*.

BARNT GREEN [Mid]: added tt 15 April 1844 *Aris (not present 1st and 8th)*, first in *Brad* May 1844; still open. 1857 to 1868 was B G for REDDITCH, then B G for LICKEY INCLINE in co tts *(Mid)*.

BARNTON [Cal] op 1 March 1894 *(Glasgow Herald 1st)* as CRAMOND BRIG; renamed B for C B 1 April 1903 *(hbl 23rd)* and thus Cal co tt 1913 and LMS tt 1947; clo 7 May 1951 *(RM June)*.

BARNTON GATE – see DAVIDSONS MAINS.

BARNWELL near Northampton [LNW] op 2 June 1845 *(Northampton Mercury 5th)*; erratically BARNEWELL *Brad* and LNW co tts to 1870s or later; clo 4 May 1964 *(RM June)*.

BARNWELL JUNCTION near Cambridge [GE] op 2 June 1884 *(Cambridge Independent Press 2nd- line)*; served by Fordham branch trains only; clo 18 June 1962 *(RM August)*.

BARONS COURT

BARONS COURT [Dist] op 9 October 1905 *(RCG)*; still open.

BARONS COURT [Picc] op 15 December 1906 *(co n T 14th)*; still open.

BARONS LANE [GE] first in *Brad* October 1922; contradictory primary evidence that was in co's public tt 10 July 1922 but not in wtt then suggesting indecision or change of mind plus other contradictions about the availability of conductor-guards needed to issue tickets (B. Pask and C. Phillips, *Chron October 2013*) and fact that other GE Halts opened in 1922 appeared in *Brad* in the next issue after opening suggest that 2 October 1922 is a more likely, but not certain, opening date, based on notice in *Chelmsford Chronicle, 29 September*, which referred to use of station for parcels and availability of season tickets – but also see R. Maund, *Chron January 2014*; HALT; clo 11 September 1939 *(G&S)*; {Cold Norton – Maldon}.

BARRAS [NE] first in *Brad* February 1862 (only goods trains shown in working tt at line opening, 8 August 1861, included, no trains calling, in tt in *op notice Durham Chronicle 9th)**; clo 22 January 1962 *(RM February)*.

* = (delay in local press tts even longer – first seen March tt *Teesdale Mercury 19th)*, but these clearly not up to date (see Smardale). Local press descriptions of line formal opening (7th) said of the BARHOUSE / B-H station that it was intended to erect a hotel for tourists here. Was BARRAS in tts that showed no trains calling.

BARRASFORD [NB]: op 1 December 1859 *(Newcastle Guardian 3rd)*; clo 15 October 1956 *(T 21 September)*.

BARRHEAD

BARRHEAD [GBKJt] op 27 September 1848**; still open. B JOINT / JOINT LINE at times *Brad*. Locally sometimes known as GRAHAMSTON, after local village (e.g. advert for farm sale *Glasgow Herald 1 March 1850)* (see maps pp 8 & 11, Jack Kernahan, *The Paisley and Barrhead District Railway)*.

B CENTRAL [GSW] op 1 October 1902 *(RCG)*; clo 1 January 1917 *(RCH)*.

B NEW [Cal] built 1902 for a suburban service that was never provided; {Glenfield – Patterton}; *(U)*.

BARRHILL [GSW] op 19 September 1877** which see for early clo and reop; still open.
BARRMILL [GBK Jt] op 26 June 1873 *(Ardrossan ... Herald 28th- line)*; clo 5 November 1962 *(RM October)*.
BARROW FOR TARVIN near Chester [CLC] op 1 May 1875 *(Northwich 17 April)* as T & B; renamed 1883 *(Cl; RCG ref October)*; clo 1 June 1953 *(Cheshire Observer 25 April)*.
BARROW HAVEN [GC] op 8 April 1850 *(GC)*; aot request; clo 1 June 1981, reop 24 June 1981 *(RM October)*; still open.

BARROW HILL

BARROW HILL [Mid] op 1 November 1888 *(RCG; Sheffield Daily Telegraph 2nd)*; replaced STAVELEY and op under that name; renamed B H & S WORKS 1 June 1900 *(hbl 12 July)*; final name 18 June 1951 *(operating circ 55, 31 May)*; clo 5 July 1954 *(Cl)*. Later excursions for open days at Barrow Hill Shed; last of these 1983 *(Mid)*.
Temporary platform (non-tt) at yard entrance of Devonshire Works of Staveley Coal & Iron Co for visit of members of Iron & Steel Institute 5? October 1910 *(Belper News Friday 7th* – 'last Wednesday').
ROUNDHOUSE HALT (non-tt) op 28 April 2001 for use internal shuttle and excursions from national network (R. Maund, from display board there); still in use.

BARROW-IN-FURNESS [Fur]

BARROW op 24 August 1846**; at first in *Brad* as B PIER; station usually described as 'at Rabbit Hill' replaced by >
B 'Strand' on 6 May 1863 *(Cumberland Pacquet Tuesday 12th* – opened Wednesday without ceremony); according to *D&C 14 became* B TOWN on opening of Ramsden Dock (not thus *Brad*, where note said went to DOCK station); replaced again by >
B-in-F (CENTRAL) on 1 June 1882 *(Soulby's Ulverston Advertiser 8th)*; CENTRAL dropped and –in-F advised by *LMR Operating Circ 14 November 1957*; still open.
B RAMSDEN DOCK op 1 June 1881 *(Soulby's Ulverston Advertiser 2nd)*; originally R D, altered 1 June 1882; regular boat train traffic ceased in October 1914 as a result of government requisitioning of steamers *(Mid co n Belfast 29 October)* – notice dated 28th 'is cancelled until further notice' and never resumed; used for occasional excursions and boats until 1936 *(SLS/Manchester Loco Society Rail Tour Notes, 27 August 1961)*.
B SHIPYARD (non-tt): workmen's station; op 31 May 1898 for workmen's trains from Ulverston (*Cd 187)*; clo 3 July 1967 *(U)*; alias ISLAND ROAD; {Roose – Ramsden Dock}.
SALTHOUSE (non-tt) op 22 May 1920 (bank holiday) for summer Saturday shuttle service to Piel; ran only in 1920 and 1921 seasons (M Andrews, *Furness Railway, a History* Barrai Books, 2012; *Lancashire Evening Post 24 May 1920)*.
Also see PIEL.

BARROW-ON/UPON-SOAR

B-ON-S & QUORN [Mid] op 5 May 1840 *(co n Leicester Journal 1st)* as BARROW; -on-S added 1 May 1871 co tt *(Mid)*, & Q added 1 July 1899 *(hbl 13th)*; clo 4 March 1968 *(Coventry Evening Telegraph 5 February)*.
B UPON S op 30 May 1994, about ¼ mile south of above *(RM August)*, on former goods lines; still open.

BARRS COURT JUNCTION – see under HEREFORD.
BARRY [GNS] – see GLENBARRY.

BARRY South Wales [Barry]

BARRY op 8 February 1889 *(Western Mail 6th)*; still open.
B DOCKS op 20 December 1888 *(S Wales 21st)*; still open. Was B DOCK in *hb*, altered 1908a.
(Non-tt) Prior to above a visit was made to the works, still in progress, 8 September 1888, by a party from the British Association (meeting at Cardiff); train shunted onto new line at St Fagans and at temporary platform in vicinity of dock switched to wagons with seats plus a saloon carriage for the ladies for a trip to the end of the breakwater and around the new graving dock *(Western Mail 10th)*.
B ISLAND op 3 August 1896 *(RCG)*; still open.
B PIER: for railway connection to steamer services, mostly Campbell's; typically April or May to September; gaps owing to disputes between steamer and railway companies and two World Wars. Used 21 July 1899 for invited guests (morning) and public cruise (evening); regular service 27 July to 30 September (last) 1899. Used again 20 May 1901 to 30 September (last) 1902. Special sailing 20 April 1905; regular 1 May 1905 to Bank Holiday Monday (3 August 1914) or a day or two later Use again 1922 (by July *Brad*) to September 1945. Resumed for occasional use before/on 9 June 1951, regular use 16 July 1955; last train for steamers 18 October 1971 *(BLN 191)*; occasional steamers called 1972 and 1973 but no railway connection (see M. A. Tedstone, *The Barry Railway Steamers*, Oakwood, 2005, B. Pask, *Chron July 2018* and R. Maund *Chron 106)* for details not given source here*)*.
BARRY LINKS near Dundee [DA]: line opened 8 October 1838**; DEYHOUSE in place later occupied by BARRY in tables in *Brad*; assumed to be same or nearby site – as 'Deyhouse' facilities would have been minimal or even non-existent and early Barry probably not much better – co ½ *Dundee Courier 31 December 1856* mentioned expense of new station at Barry. *RM* article cited below says Deyhouse Crossing was at west end of Barry station and level crossings were favourite sites for stops of this nature. Earliest use consisted of extra stops provided for an annual September stock sale attended by many from other parts of region, plus regular Tuesday and Friday stops. Earliest evidence seen is advert *Fife Herald August 1841* for sale at Deyhouse on Monday 6 September 'near where trains stop' – a similar advert for previous year *(ibid 3 September 1840)* had said about a mile from Carnoustie station; first certain rail reference seen is in *tt Northern Warder 3 May 1842* (earliest full tt seen in that paper) where said trains stop here Tuesdays and Fridays 'as at present'. In 1847 a petition was sent asking for a station to serve Barry, suggesting that Deyhouse was suitably central, citing road leading north to the Dundee turnpike *(Arbroath Guide 11 December)*; another request reported *ibid 23 December 1848*. Probably a gap in use: 1847 petition cited asked for proportional fares not those 'when the train stopped' here on Tuesdays and Fridays (then to here they were charged to Carnoustie and from here from Monifieth); no local press tts seen included it after those for June 1847 until next January 1850 *(ibid 12th)* but different papers *(Dundee Advertiser; Arbroath Guide)* involved, neither providing continuous run, so no certainty of gap. D was last in *Brad* July 1851. After a month's gap, BARRY appeared in same place, September 1851, full use; however Barry had opened by/on 31 July 1851 – article in *RM September 1909* by C. C. S. Littlejohn cites letter he had been shown which had been written to a guard by official to say that station was now open and he was to issue tickets for there since no staff. Adverts for big annual September sale still referred to 'Deyhouse station' *(e.g. Dundee Advertiser 9 September 1856)* but *4 September 1857* advertised for Deyhouse close to Barry station. 1858 OS

showed Deyhouse where Dalmore now in Cobb Atlas, north of Barry station – probably then an area since some press references mentioned farms of Deyhouse (e.g. *Dundee Courier 25 July 1865)*. LINKS added 1 April 1919 *(RCG)*; still open.
Also see Monifieth Links.

BARRY REVIEW PLATFORM – see BUDDON.

BARTLOW [GE] op 1 June 1865 *(Cambridge Independent Press 3rd)*; clo 6 March 1967 *(RM April)*.

BARTON – see DOWNHOLLAND.

BARTON & BROUGHTON [LNW] op about November 1840, as replacement for Broughton *(LPJ)* – no detail for this line in *Brad* until January or February 1848, when BROUGHTON; renamed 1861 *(Cl; JS)*; clo 1 May 1939 *(T 27 April)*.

BARTON & HALSALL – see MOSSBRIDGE.

BARTON & WALTON [Mid] op 12 August 1839 *(Mid; co n T 8th- line, mention notice of alteration of times, dated 17th, in Derby Mercury 21st*, where just WALTON); B & W in *co n Nottingham Review 8 November 1839*; clo 5 August 1958 *(RM September)*. "Not advertised" stop at 1225 on Fri only in wtt 11 Sep 1961W.

BARTON HILL [NE] op 8 July 1845**; HILL added June 1853 co tt *(JS)*; clo 22 September 1930** *(T 10 July)*.

BARTON MOSS [LNW]: line op 17 September 1830**; no mention 1 January 1831; 1 March 1831 co tt includes REIDS FARM; perhaps early name for B M, perhaps nearby stop soon replaced by it*; B M was listed September 1832 and 11 October 1832; November 1832 abandoned for Lambs Cottage *(LM)*; by 19 October 1839 back in tt (perhaps other short term changes). Re-sited 60 chains east 1 May 1862 *(Cl)*; clo 23 September 1929 *(Liverpool Echo Saturday 21st* closes tonight).
* = H. Jack pointed out that J. S. Walker's *Accurate Description* of the LM says: 'On passing the 24th mile post … a large part of the [Barton] Moss has been thrown into cultivation … About a mile distant are several cottages … and in one of them … resides Mr Reed, the skilful and active manager of an extensive and productive farm formed on the before profitless waste'. Fare table for 1 March 1831 *(Gore's Liverpool General Advertiser 24 February)* shown as same fare as Bury Lane one way, Patricroft the other.
An advertisement for a buyer or tenant for WARTON MOSS FARM *(Dumfries, 14 July 1840)* said that passengers could be booked to and from farm. From description, station would appear either to have been Barton Moss or another nearby stop.

BARTON STACEY [GW] (non-tt): HALT; army camp; op 1939 / 1940 *(Cl pap)*; clo 2 December 1940 *(wtt supp)*; {Whitchurch – Sutton Scotney}.

BARTON-LE-STREET [NE] op 1 June 1853**; clo 1 January 1931 (Thursday) *(T 5 December 1930)*; later excursions, e.g. 27 July 1964 *(Whitby)*.

BARTON-ON-HUMBER [GC] op 1 March 1849 *(co n Hull Advertiser 2nd)*; -on-H added body of *Brad* 1925/6; clo 1 June 1981, reop 24 June 1981 *(RM October)*; still open.

BASCHURCH [GW] op 14 October 1848 *(Shrewsbury 13th)*; clo 12 September 1960 *(Cl)*.

BASFORD [LNW]: line op 4 July 1837; not in earliest descriptions of line or *co op n Staffs Advertiser 17th*; op by 8 August 1838, when mentioned in co minutes *(RAIL 220/2)*; clo 1 July 1875 (Thursday) *(LNW Officers 13009)* – replaced by Betley Road; {Crewe – Betley Road}.

BASFORD near Nottingham.

B NORTH [GN] op 1 February 1876 *(Notts Guardian 4th)* as NEW B; renamed B & BULWELL 1 August 1876, B N 21 September 1953 *(Cl)*; clo 7 September 1964 *(RM October)*. *RCG ref August 1876*: NEW BURFORD (error) for DOBPARK and BULWELL.

B VERNON [Mid] op 2 October 1848 *(Nottingham Review Friday 6th – line op Monday last + full tt)*; VERNON added 11 August 1952 *(Cl)*; clo 4 January 1960 *(RM February)*; later excur; workmen's use ceased 4 November 1963 *(U)*.
Also see NEW BASFORD [GC].

BASFORD, Staffs: see CHEDDLETON.

BASHALL & CO'S SIDING [LY/LNW]: shown 'P' 1877 *hb*, same as FARINGTON MILL – but not shown 'P' under latter. Presumed error.

BASILDON op 25 November 1974 *(RM January 1975)*; still open.

BASIN GATE: see 20 August 1883**.

BASINGSTOKE

BASINGSTOKE [LSW] op 10 June 1839 *(Salisbury 17th)*; still open. Was B JUNCTION 1854 to 1858/9 *(Brad)*.

BASINGSTOKE [GW] op 1 November 1848 *(Hants Chron 4th)*; ceased to be separate entity from LSW station, to which it had long been an adjunct, 1 January 1932 *(extract from letter from C. L. Mowat to RM, 11 April 1938, Cl pap).*
Stop at WORTING ROAD BRIDGE used 29 July 1900 as starting point of contractor-arranged pre-opening trip on Basingstoke & Alton *(Basingstoke)*.

BASON BRIDGE [SD Jt] op 28 August 1854**; clo 7 March 1966 *(Shepton 11th)*. WOOLAVINGTON & COSSINGTON on early OS Maps.

BASSALEG

BASSALEG [BM] op 14 June 1865 *(co n Newport 17th)*; clo 31 December 1962 *(T 31st)*.

B JUNCTION [GW]: 18 September 1850 a booking office at Pie Corner for the Rhumney Road traffic was ordered (several re-inspections were necessary before line sanctioned for opening); it op 23 December 1850**, as RHYMNEY JUNCTION. 17 June 1858 ordered that at completion of deviation works at Pie Corner, the present booking office should be removed to new platform *(Mon min)*. OS maps show Pye Corner beside Bassaleg stations – it is shown in *Cobb*, but partly obscured by an overprint; this was where the Rumney Tramroad (later owned by Brecon & Merthyr) joined the Monmouthshire's line. *MT6/17/84* deals with inspection on 25 November 1858 of deviation and new junctions at Pye Corner. Total length of new line 49 chains; included new station building and two substantial masonry bridges, eliminating four level crossings. Tracing included shows new station approximately alongside and east of original. No date for change to new station can be given since the new stretches of line had been brought into use piecemeal and all were already in use before the inspection. This was strictly illegal but the inspector accepted that this was unavoidable, given need to keep traffic going, and recommended approval of opening. Renamed B J 1858 tt; became B 1878/81 *(Brad)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*, reop 3 March 1919 *(GW circ 2653)*; back to B J

1 July 1924 *(GW circular 18 June)*; clo 30 April 1962 *(T 6 April)*. At times R J for B and MACHEN *(Brad)*; at times spelled BASSALLEG (*Brad, hb*, 1865 wtt).

BASSENTHWAITE LAKE [CKP] op 2 January 1865 *(Carlisle Patriot 7th)*; clo 18 April 1966 *(Cl)*.

BAT & BALL [LCD] op 2 June 1862 *(T 3rd)*, originally temporary station; permanent, probably to west (original line went due south into what became goods yard – R Hellyer), op when line extended 1 August 1869; clo 1 January 1917 *(RM February)*, reop 1 March 1919 *(T 24 February)*; still open. Opened as SEVENOAKS; became S B & B 1869 tt *(JS)*, B & B 5 June 1950 *(hba May)*.

BATH

B GREEN PARK [Mid] op 4 August 1869* *(Bath Chron 5th)*; G P added 18 June 1951 *(Operating Circ 55, 31 May)*; clo 7 March 1966 *(Shepton 11th)*. Was B QUEENS SQUARE *(Brad*, and SR tt August 1939 – but latter printed by *Brad)*; *Brad* added this in SD Jt table soon after opening of extension to Bath, in Mid table 1882/3, dropped 1942/3.

* = *Bath Chron* describes station that was unfinished (normal) but clearly intended to be permanent; item *28 April 1870* is mainly about new goods station that would open 2 May but mentions extensions to platforms (one of 240 feet) then under way; thus 5 May 1870 is probably better interpreted as date when extensions were completed, rather than a re-siting. (For more detail see CG Maggs, *The Mangotsfield to Bath Line*, Oakwood, 2005).

Ticket platforms here – (a) see WESTON BATH, below.

(b) on Somerset & Dorset line from opening 20 July 1874, about a mile from Bath, some 200 feet long *(Bath Chronicle 23rd)*. Closed? Photograph of site, near Faulkland Road, Durley Park *(ibid 24 August 1935)*.)

B SPA [GW] op 31 August 1840 *(Bristol Stand 3rd)*; SPA added 1949/50 *Brad*; still open. B MANVERS STREET 1883 to 1904/5 *(Brad)*.

(Non-tt) **temporary platform** outside Sidney Gardens so that Loyal Address could be presented to Duke and Duchess of Connaught on 20 July 1881; came by ordinary train, their carriage detached at station and backed to Gardens, on London side of it *(Western Daily Press 21st)*. Modern spelling Sydney Gardens. Same or nearby used again for Duchess of Albany when she came to open the new Queen's (massage) Bath at the Spa 13 June 1889 *(Western Daily Press 14th)*.

BATH ROAD [NSWJ] op 8 April 1909 *(L)*; clo 1 January 1917 *(T 22 December 1916)*; 'HALT' – see 1905**; {Hammersmith & Chiswick branch}.

BATHAMPTON [GW] op 2 February 1857 *(co ½ Wiltshire Independent 12th)*; clo 3 October 1966 *(W D Press 3rd)*.

BATHFORD [GW] op 18 March 1929 *(Bath Chron 16th)*; HALT; clo 4 January 1965 *(RM February)*; {Box – Bathampton}.

BATHGATE

BATHGATE op 24 March 1986 *(RM May)*; on site of 1849 station when that was just 'Bathgate'. 1986 station, a terminus, replaced 18 October 2010* by through station 400 metres east, for use on the opening of the line to Airdrie, 12 December 2010 *(The Scotsman 19 October, 13 December)*; still open.

* = last used Saturday 16th, timetabled Sunday service did not run as line then diverted *(Network Rail Handbill* – also confirmed above).

B LOWER [NB] op 1 March 1856 *(co n Falkirk Herald)*, without BoT approval; soon closed – probably by 13 March, when BoT appointed inspector *(MT 12/2)*, though advertisement for service still in paper of that date (inertia?), certainly by 20 March (date of co minute 'has closed'). Reop 7 July 1856 *(SRO BR/MNK/1/2)*. Clo 1 May 1930 (Thursday) *(co n Scotsman 7 April)*. In co wtts B MONKLAND at first; LOWER added after January but before April 1870 co tt.

B UPPER [NB] 12 November 1849 *(Rtn; Glasgow Herald/Courant 16th)*; see 29 November 1851**; when the line from Airdrie opened 11 August 1862 it used existing station with reversal; replaced by through station 1 June 1871 (R. Maund *Chron July 2011)*; clo 9 January 1956** *(BR notice Coatbridge Leader 31 December 1955)*. B E&G in co wtts at first; UPPER added after January but before April 1870 co tt.

BATLEY {map 55}.

BATLEY [GN] op 1 November 1864 *(co n Leeds Times 29 October)*; clo 7 September 1964 *(Cl)*. Chickenley Heath line platform here was referred to as LOWER BATLEY at clo *(Whittle)*.

BATLEY [LNW] op 18 September 1848 *(co n Leeds Intelligencer 16th – line, in description of intended formal trip 31 July Leeds Mercury 29th)*; still open.

Also see UPPER BATLEY.

BATLEY CARR [GN] op 12 April 1880 (both *GN vol II p 118* and *LNW Officers 20652* say line between Batley and Dewsbury was opened now, in one piece, not in two sections, as given by *D&C 8)*; clo 6 March 1950 *(Yorkshire Evening Post 28 January)*.

BATTERSBY [NE]: logically op 1 April 1868 as junction for line opened via (Great) Ayton *(NE maps)*; earliest tt ref as INGLEBY JUNCTION seen is *Brad* January 1869, Ayton line table; not added Whitby line table until June 1874; earliest press tt seen is *Whitby Gazette 8 August 1874*. However, clearly existed earlier; quite common practice for the NE to omit some stations at that time. *York Herald 10 June 1871* reported accident (fatal) to man walking up the incline on Rosedale branch to catch a train here; *Whitby Gazette 2 November 1872* contained letter complaining about missed connection here; Middlesbrough Freighters complained about poor accommodation at a number of stations including this one *(Northern Echo 13 June 1874)*. Likeliest answer is that was originally regarded as primarily for exchange; *Yorkshire Post 3 July 1873* contained advert for tenders for building new station here; no date found for its opening but evidence would suggest station seen of more importance by 1873/4. Renamed B JUNCTION 30 September 1878 *(Cl; RCG ref October)*, B 1 May 1893 *(Cl)*; still open.

BATTERSEA {map 109}.

BATTERSEA [WL] op 2 March 1863 *(LSW co n T 4th)*: clo 14 September 1940 *(wtt supp)*.

B PARK [LBSC] (a) op 1 October 1860 *(co n T 1st)* as B; PARK added 1 July 1862 *(Cl)*; at times B P & STEAMBOAT PIER *(L)*; clo 1 November 1870 (Tuesday) *(Cl)*. February 1863 *Brad* – LCD using, with note that their trains called for passengers to/from Railway Pier by river steamboats which ran at frequent intervals. After closure 1870 was kept as booking-point for steamboat passengers, who presumably had to walk along bridge to Grosvenor Road (M. Searle, *Chron, July 2004)*.

B PARK [LBSC] (b) op 1 May 1867 *(L)* as YORK ROAD; became Y R & B P 1 November 1870 *(L)*, B P & Y R 1 January 1877 *(RCG)*, B P 1 June 1885 *(L; RCG ref July)*; still open.

B PARK ROAD [LCD] op 1 May 1867 *(T 2nd)* as B P YORK ROAD; renamed 1 November 1877 *(L)*; clo 3 April 1916 *(T 11 March)*.

B PIER SIDINGS STAFF HALT (non-tt) op for railway staff 15 May 2000 *(BLN 393)*; still in use.

B YARD [LBSC] (non-tt): railway staff; 1924 – 1928; {branch from Battersea Park. Parallel to main line on Battersea side of river} *(@JF)*.

Also see QUEENSTOWN ROAD.

BATTLE [SE] op 1 January 1852 *(SE)* (in *Brad* November 1851, error – omitted December); clo 8 March 1855 (collapse of Mountfield Tunnel), reop 30 June 1855 *(Cl)*; still open.

BATTLESBRIDGE [GE] op 1 July 1889 *(Essex Standard 6th*, as Battles Bridge); still open.

BATTY GREEN – see RIBBLEHEAD.

BATTYEFORD [LNW] op 1 October 1900 *(LNW Officers 39764; Leeds Mercury 2nd)* as B & MIRFIELD; renamed 2 May 1910 *(hbl 28 April)*; clo 5 October 1953 *(Yorkshire Post Monday 5th* – last train Saturday).

BAWDRIP [SD Jt] op 9 July 1923 *(Bridgwater Merc 4th)*: HALT; clo 1 December 1952 *(Bridgwater Merc 2nd)*; {Bridgwater – Cossington}.

BAWTRY [GN] op 4 September 1849 *(T 4th)*; clo 6 October 1958 *(RM November)*; later excursions – e.g. to Bridlington 3 April 1961 *(AB)*.

BAXENDEN [LY] op 17 August 1848**; clo 10 September 1951 *(RM October)*.

BAY HORSE [LNW] op 26 June 1840 *(LPJ; co n Carlisle Patriot 27th- line)*; clo 13 June 1960 *(RM July)*.

BAYFORD [LNE] op 2 June 1924 *(T 29 May)*; clo 11 March 1973 (tunnel repairs), reop 7 May 1973 *(Cl)*; still open.

BAYNARDS [LBSC] op 2 October 1865 *(T 3rd)*; clo 14 June 1965 *(Cl)*.

BAYSWATER [Met] op 1 October 1868 *(T 16, 30 September)*; still open. In *Brad* first shown as B; was B QUEENS ROAD from 1906/7 to 1912/13 and from 1927/9 until 1946/7, when became B QUEENSWAY (according *RM November* this was 1 September 1946); still thus October 1949. In *hb* was B Q R from start to 1925 when became B Q R & WESTBOURNE GROVE and still thus 1929; 1938 B; *hb* 1949a said now B QUEENSWAY and still thus 1956. Always just B on Underground Maps.

BEACH ROAD [BWA]: line op 18 May 1901**; clo 28 March 1917**; {Northam – Westward Ho!}.

BEACH STREET Swansea [SIT] first in *Brad* May 1882 (see 25 July 1860**); last there October 1885; but in *hb* 1883, 1890, 1895; {map 88}.

BEACHLEY JUNCTION [GW] (non-tt): workmen's service began 18 November 1918 *(U)*; discontinued 25 October 1920 *(wtt supp)*; {Woolaston – Chepstow}.

BEACONSFIELD

BEACONSFIELD [GW/GC] op 2 April 1906 *(T 5 March)*; still open. Became B for PENN 1911/12 *(Brad)*; thus in LNE tt 1927, GW tt 1932, *hb* 1938 and *(Brad)* until 1955.

B GOLF – see SEER GREEN.

BEAG FAIR SIDING [GW] first in *Brad* April 1878; aot request; clo 1 January 1883 *(Rtn)*; {map 81}. B SIDING *(hb)*.

BEAL [NE]: line op 29 March 1847 (see 1847**), nd, August 1847; clo 29 January 1968 *(Newcastle Journal 20th)*.

BEALINGS [GE] op 1 June 1859 *(Ipswich Journal 4th)*; clo 17 September 1956 *(RM September)*.

BEAM BRIDGE [BE] op 1 May 1843 *(Taunton 3rd)*; temporary terminus between Wellington and Whiteball Tunnel, providing connection with road service to Exeter pending completion of tunnel. Removed from tt when line extended 1 May 1844.

'Accepted version' is that was passenger only. However, GW minutes *(RAIL 250/120 on)* show it was used for goods and continued to be so after that closure, at least until early 1847 and was served by 9.30 a.m. ex Paddington and 2 p.m. ex Exeter, which included passenger carriages. However, it is unlikely that, officially at least, passengers could still use it. It was included in table of charges for goods traffic (27 February 1845) but (-) in column used for 3rd class passenger fares, which were included with this table.

BEAMISH [NE] op 1 February 1894 *(Sunderland Daily Echo 1st)*; clo 21 September 1953 *(RM October)*.

BEANACRE [GW] op 30 October 1905 *(Wiltshire Times Saturday 28 October* – will be opened on Monday); HALT; clo 7 February 1955 *(BR WR notice ibid 8 January)*. *Hb* 1938: BEARACRE; corrected 1941a.

BEARLEY [GW] op 10 October 1860 *(Northampton Mercury 13th)*; became HALT 21 June 1965, HALT dropped 6 May 1968 *(Cl)*; still open.

BEARPARK [NE] op 1 June 1883 *(Sunderland Daily Echo 31 May)* as ALDIN GRANGE; renamed 11 May 1927 *(hbl July)*; clo 1 May 1939 *(Cl)*; used for miners' galas until 1954 or later *(U)*. According to *Brad* was A G for B prior to renaming.

BEARSDEN [NB] op 20 April 1863 (see Milngavie); still open.

BEARSTED [LCD] op 1 July 1884 *(LCD) – RCG* says goods July, passengers October, but in *Brad* July and cited in advert *London Evening Standard 29 July*; became B & THURNHAM 1 July 1907 *(hbl 3rd)*, reverted 12 May 1980; still open.

BEASDALE [NB] op 1 April 1901 *(Scotsman 2 April 1901* – private station for Mr. Nicholson of Arisaig House); op to public 6 September 1965 *(U)*; aot request; still open.

In *hb* 1904, no indication was private; 1946 May *hba* shown 'closed' – use not continuous? NB wtt alterations for 6 February 1922 have note (probably regular fixture) that any train could be stopped at written request of Sir Arthur Nicholson of Arisaig or his manager or factor; requests could be made to person in charge at Beasdale Platform or station-masters at Lochailort or Arisaig – in first case had to telegraph to one of others.

BEATTOCK [Cal].

BEATTOCK op 10 September 1847 *(co n T 7th*, where was B BRIDGE); clo 3 January 1972 *(RM March)*.

B SUMMIT (non-tt) used by railwaymen and families from 3 January 1900 *(U)*; in use 30 June 1952 wtt; also see 1966**; {Beattock – Elvanfoot}.

BEAUCHIEF [Mid] op 1 February 1870 *(Sheffield Independent 2nd)* as ABBEY HOUSES; renamed BEAUCHIEFF 1 April 1870 co tt (but BEAUCHIEF in item on April tt changes, *Sheffield Independent 26 March)*; BEAUCHIEFF & ABBEY DALE 1 June 1874 co tt; ...FF to ...F 1 May 1888 co tt; settled as B 19 March 1914 *(Mid)*; clo 2 January 1961 *(RM February)*.

BEAUFORT

BEAUFORT [LNW] op 1 March 1864 *(co n Cardiff T 26 February)*; clo 6 January 1958 *(Western Mail 27 December 1957 – line* and, *6 January 1958 – stations* – last Saturday). LNW co tt 1864 (not 1868): B for EBBW VALE .

BEAUFORT [GW], (non-tt) miners; open by 1886; clo 2 October 1961; {beyond Ebbw Vale} *(U)*.

BEAULIEU ROAD [LSW]

BEAULIEU ROAD (a) line op 1 June 1847 *(Salisbury 5th- line)*; this shown, with trains, in *Brad* July 1847, first time line included and was mentioned in description of accident on 17 July *(Globe 23rd)* but no guarantee that trains were calling there; however, according to *Fawley* (no source given) it op 9 August 1847. Since company had not wanted station here (forced by Commissioners of Woods & Forests), might well have been delay – note reluctance at Southampton Blechynden; not mentioned in description of journey over line *(T 17 May)* – but not the only omission. Clo 1 March 1860 *(Sherborne Mercury 28 February)*.

BEAULIEU ROAD (b) op 1 November 1895 *(RCG; co n Hampshire Advertiser 26 October)*; same site; still open.

BEAULY near Inverness

BEAULY (a) [High] op 11 June 1862 *(co n Inverness Courier 12th)*; clo 13 June 1960 *(RM July)*.

BEAULY (b) op 15 April 2002 but did not appear in official documents as 'in use' until 27 April *(Rly Obs June, p 252)*; still open.

BEAUMONTS [Mid] op 9 August 1905 *(Mid)*; HALT; clo 16 June 1947**; {Hemel Hempsted – Redbourn}. 'Notices' panel in *Brad* 8 July 1929 (previous seen July 1928) says had been renamed from B CROSSING HALT to B HALT, but former not seen in tt – save space? error?

BEAVERS HILL [GW] op 1 May 1905 *(wtt supp RAIL937/*137; HALT; according to *Brad* clo in winter from 1908 (last shown September) though possible that service for workmen at Pembroke Dock continued; clo (Tuesday) 22 September 1914 *(GM's report 12 January 1917)*; reop 1 December 1923 *(RAIL 937/137)*; clo 15 June 1964 *(Cl)*; used again as B CROSSING by railway staff; 1970 – ? *(@JF)*; {Manorbier – Lamphey}.

BEBINGTON [Birkenhead] op 23 September 1840 *(co n Chester Chronicle 25th)*; moved about 50 yards north between 1877 and 1912 OS maps – with quadrupling of line completed to here 5 October 1902 (see Stewart Smith, *Chron January 2020)* and Richard Maund *Chron November 2021)*; became B & NEW FERRY 1 May 1895 *(Cl; RCH dist ref 31 August)*, reverted 6 May 1974 *(BR notice)*; still open. Early often BEBBINGTON *(Brad; Robinson)*..

BEBSIDE [NE] op 3 August 1850 *(BT)* as COWPEN LANE; renamed 1860 tt *(Cl)*; clo 2 November 1964 *(RM January 1965)*.

BECCLES [GE] op 4 December 1854 *(co n Ipswich Journal 2nd)*; clo 15 May 1858**, reop 1 June 1859 *(T 2nd)*; still open. B JUNCTION 1859/60 to 1865/7 *(Brad)*.

BECKENHAM

B HILL [LCD] 1 July 1892 *(Railway News 18 June)*; still open.

B JUNCTION [WELCP/Mid-Kent] op 1 January 1857 *(Morning Post 1st)*; JUNCTION added 1 April 1864 *(L)*; still open. Was B JOINT 1872 to 1925 *(hb)*.

B ROAD – see PENGE [WELCP].

Also see NEW BECKENHAM and Croydon Tramlink (Section 6).

BECKERMET [WCE Jt]

BECKERMET op 2 August 1869 *(D&C 14*; line date supported by *co ½ T 11 August* which says 1 August, but that a Sunday, no Sunday service); clo 7 January 1935 *(LNW Record)*; later excur *(RM)*; reop to workmen 11 March 1940 *(U)*, to public 6 May 1946 *(RM July)*; clo 16 June 1947**.

B MINES (non-tt) used by miners from 15 January 1912 wtt (Andrews, *The Furness Rly – a History*, 2012) to after September 1928, when still in wtt; {branch from Egremont}.

BECKFOOT [Raven] (ng) op 20 November 1876 *(Raven; co yearly T 26 March 1877- line; listed in 'line has opened' item, Carlisle Express 2 December)*; clo 1 December 1908**; reop 8 June 1916 co tt; see 1960**.

BECKFORD [Mid] op 1 October 1864 *(Worcester 8th)*; clo 17 June 1963 *(Tewkesbury Register 21st* – last train Saturday 15th).

BECKHOLE(S) [NE] Spelling varied, apparently randomly rather than altering at particular times; BECK HOLE(S) also seen.

BECKHOLE(S) (a) see 1835 B**; not found in any public tt nor shown on Macaulay's maps of time, though trains had to stop here for incline haulage but Beckhole was listed as a station in adverts for excursions of Grosmont Mechanics' Institute Tuesday 15 July 1862 *(Whitby Gazette 12th)* and Wednesday 15 July 1863 *(ibid 11th)*; *The Examiner (7 September 1867)* said that tourists would see ruins of a railway station at Beckholes. BECK HOLES listed 1862 *hb*; 1866a 'closed', no later entry. Incline replaced early July 1865 (see 1835 B**).

BECKHOLE(S) (b) op 1 July 1908 as BECKHOLE *(co n Whitby Gazette 26 June*) but in *Brad* as BECKHOLES, terminus of summer only rail-motor service, on remnant of earlier incline line, so probably at same site as (a) but at opposite, north, end of bridge; clo 21 September 1914 *(notice bound into co tt at NRM York)*, though still advertised *Whitby Gazette Friday 25 September 1914*.

BECKINGHAM [GN/GE] op 15 July 1867 *(GN/GE; GN co ½ T 19 August- line)*; clo 2 November 1959 *(RM December)*.

BECKTON

BECKTON [GE] op 18 March 1874 *(L)*; clo 9 September 1940 (last train 7th) *(LNE letter Cl pap)*, though still appeared in tts until December (last).

Earlier Gas Co workmen's service (non-tt) began 17 March 1873; according to *hb*, where added 'P' 1874/5a, B GAS WORKS was separate station, on extension from public one; still in *hb* 1895, not 1904. No support elsewhere – others (e.g. *L*) say workers used GE station and trains. Section on workmen's tickets in GE co tt 4 October 1914 suggests ordinary station used then.

BECKTON [Dock] op 28 March 1994**; still open.

B PARK [Dock] op 28 March 1994**; at/near old Central; still open.

BECONTREE op [LMS] 28 June 1926 *(Chelmsford Chronicle 2 July)* as GALE STREET HALT; to B 18 July 1932 *(ibid 8th)*; [Dist] service added 12 September 1932; see 1 January 1969**; still open.

BEDALE [NE] op 1 February 1855 *(co ½ T 23 February)*; clo 26 April 1954 *(T 20th)*. Excur use 1980s *(U)*.

BEDDAU near CAERPHILLY – see ABER.

BEDDAU near Llantrisant [TV] first in *Brad* July 1910; see 1904**; clo 31 March 1952 *(Rly Exec WR notice Western Mail 17th)*.

BEDDGELERT [WH] (ng) op 1 June 1923 (see 31 July 1922**); last train 26 September 1936; {map 76}.

BEDDINGTON LANE [LBSC] first in *Brad* February 1856 (line op 22 October 1855 but this station not mentioned in original inspection report – *Bylines August 1998)*. LANE added 1887 *Brad*; *LBSC notice November 1918, RAIL 957/51* "is classed as a halt' and thus 1919 to 1923 *Brad*; clo 1 June 1997** for conversion to Croydon Tramlink – see Section 6.

BEDE [TWM] op 24 March 1984 *(Tyneside)*; still open.

BEDFORD

BEDFORD [Mid] op 1 February 1859 *(Bedfordshire Times 5th)*; realigned late 1978; renamed B MIDLAND ROAD 2 June 1924 *(Rly Gaz 23 May)*, B M 8 May 1978, B 16 May 1988 tt *(Mid)*; still open.

Also: (non-tt) temporary platform outside Britannia Works for visit of Garibaldi 15 April 1864 *(Globe 16th)*.

Ticket platform*:* only reference seen, *Luton Reporter 7 August 1875*, charge of indecent assault on 24 July.

B ST JOHNS [LNW] op 18 November 1846**; ST J added 2 June 1924 *(Rly Gaz 23 May)*; re-sited 1 August 1862 *(Cl)*; re-sited again 250 yards north 14 May 1984 as B St J HALT *(BR leaflet A 1200(a)4/84)*; still open.

* = from 8 May 1857** until opened own station 1 February 1859 Mid used LNW's here.

Ticket platform: in course of trial of an engine driver following fatal accident on 12 March one of witnesses said 'just opposite the carriage stop (the ticket platform against the carriage shed)' in the course of his evidence *(Bedfordshire Mercury 31 July 1875)*. Dates?

Non-tt:

7 and 8 October 1858 (other times also?) one train each way to/from Bletchley stopped about a mile short of LNW station for benefit of race-goers; no facilities – passengers left 'to stride, straddle and leap' from carriage steps to rails and cross track (letter *T 12th*).

Two temporary stations for **BEDFORD AGRICULTURAL SHOW**, 13 to 17 July 1874, inclusive *(notices T 7th)*. Map in *The Engineer, 3 July 1874* shows sites. LNW immediately west of point where Mid crossed over LNW line (Kempston & Elstow here later); Mid about 1,500 yards south-west of crossing point.

BEDFORD LEIGH – see LEIGH.

BEDHAMPTON [LBSC] op Sunday 1 April 1906 *(Hampshire Telegraph 24 March)* as HALT; renamed 5 May 1969 *(SR App)*; still open.

BEDLAY [MK]: line op 10 December 1849 *(MK)*, station with line but only Wednesday and Saturday service; closed at the end of the month; {Map 16}. In *co n Glasgow Herald 7 December 1849* as 'BELDAY'. See 26 December 1844** for other services that went through this area and might have stopped here.

BEDLINGTON [NE] op 3 August 1850 *(BT)*; clo 2 November 1964 *(RM January 1965)*. B JUNCTION 1860 to 1865/6 *(Brad)*. Various adverts (e.g. for sale at Bedlington Ironworks, *Newcastle Courant 11 May 1855)* refer to the 'Sleekburn station', presumed to be this one.

BEDLINOG [Taff Bargoed Joint]

BEDLINOG op 1 February 1876 *(S Wales 2nd* – see note, Dowlais Cae Harris); clo 15 June 1964 *(BR WR notice Port Talbot Guardian 15 May)*.

B COLLIERY JUNCTION (non-tt) miners; 1897 to 1915 *(U)* and 1938 *(U)* to 1955 at least (shown still in 13 June 1955 wtt); {Bedlinog – Nantyffyn}.

Branch to two other non-tt miners' station, **B WORKMENS' PLATFORM and B COLLIERY**, at end of branch; op after 1915; clo 1928/38 *(@JF)*.

BEDMINSTER [GW]: This area has a complex history:

The first railway structure here was an **excursion platform** to serve Bristol, whose entry see for details.

It was joined by a **ticket platform** before 13 April 1870 when *co ½, Weston-s-M Gazette* said one had been erected, presumably to replace the one at Bristol – perhaps 1 August 1869 (see note at end of entry). Site was near Richmond Terrace, where gardens so pleased season ticket holders that they subscribed to prize for best cultivated garden in year ending 1 October 1874 *(Western Daily Press 9 October 1873)*. Excursion traffic began to use this Whit-Monday, 29 May 1871 ('on and after Whit Monday' would be used for this, *co n Western Daily Press 25th)*, replacing old platform at Pylle Hill. Same notice said that full use for ordinary traffic would begin on 1 June. Adverts often referred to this simply as 'The new Bristol excursion station'. This information apparently contradicted by refusal to improve facilities when GW took over: GW claimed that was originally built as ticket platform but locals had been allowed for a lengthened time to alight here; passengers were now booked to Bristol and Clifton from here [there was a through service Weston-s-M to Clifton] *(Bristol Daily Post 7 November 1877)*; this suggests limited service but *Brad* November 1871 shows trains both ways.

It was re-sited 27 May 1884 *(GW Bristol Diary, Western Daily Press Wednesday 28 May 1884)*. According to the *Western Daily Press, 1 April 1884*, which said new station was nearly complete, it was a little above the ticket platform and lower down than old excursion station and the approach was from Windmill Hill side; the old ticket platform would be connected to the up station, making it longest platform on GW [did they do this?] and the approach from Frazer Street and old flight of steps to Mill Lane would be done away with. *Bristol Mercury 27th* said Whit-Monday and -Tuesday excursions to Weston and Clevedon would still start from the old one (just that year or always?). Last excursion use not known. Still open for normal service.

Note: *North Devon Journal 13 January 1921* gave history of man from this area who had just retired as stationmaster here after 52 years railway service. Said up ticket platform Mill Lane opened 1 August 1869 with first Bedminster (down) station, close to where Victoria Board School stood in 1921; present station opened 1 May 1886. Copied from *Western Daily Press*; original not seen. Not in accord with contemporary evidence seen, though name, Alford, is correct.

BEDWAS [BM] op 14 June 1865 *(co n Newport 17th)*; clo 31 December 1962 *(T 31st)*.

BEDWELLTY PITS [LNW]: line op 19 June 1865; first in *Brad* June 1871, however in use earlier. *LMS S Wales p 85* shows working tt for 1 February 1866*; this has passenger service for **B LOWER** both ways and miners' service from **B UPPER** to Tredegar. Originally in *hb* as BEDWELTY, later BEDWELLTY, then B P; became HALT 1936 *(Brad)*; clo 13 June 1960 *(RM July)*.

* = advert in *Merthyr Telegraph (12th)* for Blackwood Artillery Corps Monster Picnic and Gala at Woodfield Park (Blackwood) on 14 May 1866 includes NEW PITS as next stop from Tredegar on rail service included; presumed to be this one. Still same in similar for May 1867 event *(ibid 18th)*. Note that *IA Atlas* includes Bedwelly Pits on page 8 but has 'Pochin Pits' on p. 48.

BEDWORTH

BEDWORTH (a) [LNW] op 2 September 1850**; clo 18 January 1965 *(Birmingham Daily Post 10 December 1964)*.
BEDWORTH (b) op 16 May 1988 – special shuttle on preview day 14th *(BLN 586)*; see 23 May 2004**; still open.
BEDWYN [GW] op 11 November 1862 *(co n Marlborough 8th)*; HALT 2 November 1964 to 5 May 1969 *(Cl)*; still open. GREAT B pre-op *(GW ac)*.
BEECHBURN [S&D; NE]; {map 30}.
BEECHBURN's history cannot be separated from that of HOWDEN with any certainty.
Line op early 1844, probably initially market service only, full use 1845 (see 1843**, reference to Crook).
Earliest station mention so far found of **HOWDEN** is in an advert *Durham Chronicle, 15 March 1844*. In minutes of 14 February 1845 it seems to have been regarded as station, but without facilities (soon remedied). In co tt September 1847, trains calling both ways. Never in *Brad*. Clo by 20 December 1847 when plans for converting waiting-room into a tenement agreed *(RAIL 667/52)*.
Topham May 1848 (earliest of series seen) has **BEECHBURN**, no Howden; BEECHBURN had replaced Howden in next co tt seen (June 1848) and was first in *Brad* July 1848, as addition to stations previously shown. All three tables showed service towards Bishop Auckland only. Minutes show that cabin from Shildon was ordered to be moved to Beechburn to serve as a waiting-room and that station was still incomplete in January 1849, but a station incomplete a year or two after opening was not unusual on the S&D.
Seems to have been erratic use of names. A minor collision near 'Howden station' on 21 October 1848 was reported to Railway Commissioners and on 14 August 1855 improvements to HOWDEN station were authorised, suggesting it had re-opened, but S&D use of names was so casual that they probably meant Beechburn, though a brief reopening of original station cannot be ruled out entirely. There were clearly worries about safety owing to gradient hereabouts – its steepness was reason given when S&D twice refused later to re-open Howden.
OS map (see D&C reprint) shows two stations in this area, one just north of Howden at Beechburn Colliery, the other just south. *The Imperial Atlas,* Bartholomew, late 1860s, names northern one Beechburn Colliery, southern one North Beechburn, probably not official names. Alias 'Bitchburn' – usual spelling seen in the local press of the time; was Beechburn a polite railway invention?
Minutes of 25 November 1868 say had agreed to reopen Howden; BEECHBURN's service became two way April or May 1869. *NE notice RAIL 1021/43 dated 16 April* shows that new station opened 8 March 1869 as HOWDEN and would be renamed BEECHBURN 'henceforth'. Thus it would seem that original stop was southern one, Howden; replaced by northern, Beechburn, late 1847. In 1869 Howden was reopened and name 'Beechburn' transferred to it. BEECHBURN clo 8 March 1965 *(RM April)*.
B for HOWDEN-LE-WEAR in LNE tt 1933 and thus *Brad* and BR tts to closure.
BEECHES – see CARSHALTON.
BEECHWOOD – see HALTON.
BEER ALSTON, BEER FERRERS – see BERE .... .
BEESTON near Leeds [GN] first in *Brad* February 1860; clo 2 March 1953 *(Cl)*; later excur *(U)*.
BEESTON near Nottingham [Mid] op 4 June 1839 *(co n Nottingham Review 7th)*; still open.
BEESTON CASTLE & TARPORLEY [LNW] op 16 November 1840 *(co n Chester Chronicle 20th)*; originally B; CASTLE added 1 October 1868 *(Cl; LNW Officers 16 September 'in future')*, & T added January 1873 *(Cl; LNW Officers 18 December 1872 – 'to be altered')*; clo 18 April 1966 *(BR LM notice Nantwich Chronicle 17 March)*.
BEESTON TOR [NS] (ng) op 29 June 1904**; clo 12 March 1934 *(LNW Record; LMS notice Derby Daily Telegraph 5th)*.

BEIGHTON

BEIGHTON [GC] op 12 February 1849 *(Sheffield Independent 10th)*; last in tt February 1852 (line clo); reop with line 1 March 1854 *(Notts Guardian 23 February)*; re-sited 6 chains north 1 November 1893 *(GC dates)*; clo 1 November 1954 *(Cl)*.
BEIGHTON [North Midland] op 11 May 1840 *(Sheffield Independent 16th* – description of opening day) finally clo September 1843 – see 1 July 1840** for full details; {Woodhouse Mill – Killamarsh}.

BEITH

B NORTH [GSW] op 21 July 1840 *(GSW)*; NORTH added 2 June 1924**; clo 4 June 1951 *(RM July)*.
B TOWN [GBK Jt] op 26 June 1873 *(Ardrossan ... Herald 28th)*; TOWN added 28 February 1953 *(Cl)*; clo 5 November 1962 *(RM October)*.
BEKESBOURNE [LCD] op 22 July 1861 *(Kentish Gazette 30th)*; still open.
BELASIS LANE [NE]: op mid 1917 to serve Brunner-Mond plant *(LNE letter 20 August 1945 Cl; pap)*; first in *Brad* May 1928; clo 14 June 1954 *(Cl)*; HALT until 1937 tt; workmen's use to clo with effect from 6 November 1961 *(BR NER wtt supplement 7 May)*; {Billingham – Haverton Hill}.
BELFORD [NE]: station of this name op 29 March 1847 (see 1847**); see note for likelihood that original BELFORD was at Cragg Mill, replaced very early on by station about a mile south; clo 29 January 1968 *(Newcastle Journal 20th)*.
BELGRAVE & BIRSTALL [GC] op 15 March 1899 *(Nottingham Post 15th)*; clo 4 March 1963 *(RM March)*. See 4 July 2007** for later use.
BELGRAVE ROAD – see LEICESTER.
BELL BUSK [Mid] op 30 July 1849 *(T 28 July & 1 September)*; clo 4 May 1959 *(RM June)*. B B for MALHAM in *Brad* from 1850; co tt dropped 'for M' 1 May 1889 *(Mid)* but *Brad* kept until 1955.

BELLAHOUSTON

BELLAHOUSTON (a) [GP Jt] op 6 November 1843 *(GSW)* – never in *Brad* but in *co n* for winter arrangements from 7 October 1844 *(Glasgow Herald 4th)* and *Murray* by September 1844; clo 1845 *(GSW)* – mentioned in advert *Glasgow Herald 7 July*; Ibrox here later.
BELLAHOUSTON (b) [GSW] op 1 July 1885 *(GSW; co n Glasgow Herald 6 June)*; clo 1 January 1917* except workmen *(Cl)*; reop fully? (still workmen only tt September 1919, full service August 1920 tt); clo 20 September 1954 *(RM November)*.
* = still shown in *Brad* without indication that it was workmen only but timings clearly fitted that usage.
B PARK [LMS] op 2 May 1938; for Glasgow Exhibition *(LMS Passenger Circular 277)* which opened on 3 May; HALT; clo 1 January 1939 (Sunday) *(ibid 309)*; {Bellahouston – Crookston}.

BELLE VUE Manchester [GC/Mid] op 1 September 1875 *(Mid co n Derby Mercury 1st)*; still open.
BELLE VUE Warthill [Sand Hutton] (ng) op 4 October 1924**; last train 1 March 1930**; HALT; {map 40}.
BELLEPORT SIDING [High] (non-tt): Admiralty; op 20 November 1917; clo ?; {Alness – Invergordon} *(High)*.
BELLFIELD [Cal] (non-tt): PLATFORM; workmen; advised to BoT as ready for inspection 2 December 1912 *(MT 29/74)*; clo 1922 or earlier *(U)*; {Coalburn – Auchlochan}.
BELLGROVE [NB]* op 23 November 1870**; still open. B STREET, later B for CATTLE MARKET *(hb* 1926); *RCH dist ref 23 July 1915* said 'STREET' had been dropped, but never seen thus in *Brad*. Sometimes B GLASGOW in tts.
* = op [CGU]; later [CGU/NB]; 1896 [NB] only.
BELLINGHAM London [LCD] op 1 July 1892 *(Railway News 18 June)*; still open.
BELLINGHAM NORTH TYNE [NB] op 1 February 1861 *(NC- line)*; N T added 21 September 1926 *(hbl October)*; clo 15 October 1956** *(T 21 September)*.
BELLSHILL
BELLSHILL [Cal] op 1 May 1879 *(co n Glasgow Herald 2nd)*; still open.
BELLSHILL [NB] op 1 May 1879 *(Hamilton 3rd)*; clo 1 January 1917 except for workmen's service *(RM February)*; reop 2 June 1919 *(RCH)*; clo 10 September 1951 *(BR notice Coatbridge Leader 1st)*.
Also see MOSSEND.
BELLSIDE – see CLELAND; OMOA.
BELMONT near Epsom [LBSC] op 22 May 1865 *(co n T 20th- line; in description of line, failed inspection, County Chronicle, Surrey Herald ... 13th)* as CALIFORNIA; renamed 1 October 1875 *(RCG)*; still open.
BELMONT [LMS] op 12 September 1932 *(RM October)*; clo 5 October 1964 *(RM November)*; {on Stanmore ex-LNW branch}.
BELMONT JUNCTION near Durham [NE] op 15 April 1844 *(Durham County Advertiser 19th- line)*; clo 1 April 1857 (Wednesday) *(Cl)*. JUNCTION added 1852 *(Brad)*; {map 32}.
BELPER [Mid] op 11 May 1840 *(Derbyshire 11th)*; replaced 10 March 1878 by new station 54 chains north at King Street *(Mid)*; still open.
BELSES [NB] op 29 October 1849** as NEW B; NEW dropped 1862 *Brad* but still in wtt 1868; clo 6 January 1969 *(BR clo notice)*. LNE tt 1933, *Brad* and BR tts until 1963/4: B for ANCRUM and LILLIESLEAF.
BELSIZE PARK [Nor] op 22 June 1907**; still open.
BELSTON JUNCTION [GSW] – see OCHILTREE; {Drongan – Ochiltree}.
BELSTONE CORNER – see SAMPFORD COURTENAY.
BELTON near Crowle [Ax Jt] op 2 January 1905 *(RCG; Sheffield Daily Telegraph 6th)*; clo 17 July 1933 *(ibid 28 June)*. In *hb* as B for WEST BUTTERWICK.
BELTON & BURGH [GE] op 1 June 1859 *(T 2nd)*; & BURGH added 1 July 1923 *(hbl 12th)*; clo 2 November 1959 *(RM December)*.
BELTONFORD [NB]: see 22 June 1842**; temporary provision for passenger use following floods later 1846; perhaps market stops 1848 to ? – letter in *Edinburgh Evening Chronicle 29 July 1856* described luggage (= goods) station here as a public disgrace and said that request for passenger station here 'some years ago' had been refused but refusal might only refer to full use. Certainly special stops (one each way) for farm sales 30 October 1852 and 24 May 1856 (adverts *North British Agriculturalist 20 October 1852, 14 May 1856)*. 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; arrangements here unknown; this was probably a frequent use in the 1930s – certainly items *Scotsman* 1935 and 1938 – e.g. *15 July 1935* and *8 August 1938* – clear that B Siding used and camp (very popular) was at Hadderwick. Press references varied: B, B station, B Siding. {East Linton – Dunbar}.
BELTRING [SEC] op 1 September 1909 *(Kent & Sussex Courier 3rd)* as B & BRANBRIDGES HALT; HALT dropped 5 May 1969 *(SR App)*; & B dropped 12 May 1980; still open.
BELUNCLE [SEC] op Sunday 1 July 1906 *(item and tt, Gravesend Reporter ... 30 June)*; HALT; clo 4 December 1961 *(T 8 November)*.
BELVEDERE [SE] trains first shown March 1859 *Brad**; still open.
* = *co ½ Kentish Gazette 22nd – 'station had been provided'* (opened?); added to tts in *Gravesend Reporter* March.
BEMBRIDGE [IoW] op 27 May 1882 *(IoW Observer 3 June)*; clo 12 February 1951, reop 2 April 1951 *(Barrie) and see 1951**)*; 21 September 1953 *(Cl)*.
BEMPTON [NE]: line op 18 October 1847**, nd, May 1848 *(Topham)*; still open.
BEN RHYDDING [Otley & Ilkley] op privately 1 August 1865*; bought by Mid and op to public 1 July 1866 *(Mid)*; clo for electrification 25 July 1992, reop 8 September 1992; still open.
* = in *Brad* August 1865 with first entry for line, presumably in error; omitted next month.
BENARTY PLATFORM [NB] (non-tt): served Benarty and Kinnaird Collieries; dates? – signal box controlling sidings to both op 3 July 1902 and clo 14 June 1928 *(Signal Box Register vol 6, Scotland)*; Benarty Pit closed in 1926 and Kinnaird at some time after 1926 strike; sometimes B SIDING; April 1917 wtt shows return service between Dunfermline Upper, calling at Kelty, and here (A. Simpson, article including maps on West Fife Pits, *NBR Study Group Journal*, where shown as BLAIRFORDEL) {near Kelty}.
BENDERLOCH [Cal] op 24 August 1903**; see 25 May 1953**; clo 28 March 1966 *(Aberdeen Press 11th)*.
BENFIELDSIDE – see BLACKHILL; CONSETT.
BENFLEET [LTS] op 1 July 1855 *(co n T 28 June)*; re-sited to west 10 December 1911 *(Cl)*; B for CANVEY ISLAND 11 July 1927 to 14 May 1984 tt *(Mid)*; still open.
BENGEWORTH [Mid] op 1 October 1864 *(Worcester 8th)*; clo 8 June 1953 *(Mid)*.
BENINGBROUGH [NE] op 31 March 1841** as SHIPTON; renamed 1 December 1898 *(hbl 26 January 1899)*; clo 15 September 1958 *(RM October)*.
BENSHAM [NE] op 1 November 1892 *(RCG)*; clo 5 April 1954 *(RM May)*.

BENTHAM [North Western; Mid]
BENTHAM (alias HIGH B/B HIGH/B HIGHER) op 2 May 1850, as terminus for time being *(Lancaster Gazette 4th* – called it Higher B). Inspection report dated 29 May 1850 *(Rtn)*, prior to line opening through (would happen 1 June 1850 – *T 3rd)*, shows HIGH B as already in existence; distance given, 4 miles 15 chains to Clapham also fits HIGH B better than Low B. Still open as B.
LOW B was on stretch opened 2 May 1850 but it is not known whether station existed then, perhaps for market only use. Earliest known appearance, in a special tt for Saturday Lancaster market service, was in *Lancaster* 1 June 1850, in addition to tt for daily service: LOW B was shown there as well as B HIGH. This tt was last included in paper of 21 September 1850. However, market service might have continued since LOW B (as well as HIGH B) was in *Brad*, full service November 1851; last shown July 1853; company records show that it was closed by 4 August 1853 *(Mid)*.
Brad just showed B at first. After July 1853 for a while it had LOW B in one direction, HIGH B in the other, before settling for HIGH; eventually HIGH dropped and then just B (1 May 1876 co tt, *Mid*).

BENTLEY
B SOUTH YORKS op 27 April 1992 *(BLN 682)*; still open.
B CROSSING [GN/GC] (non-tt) workmen; at least 1914 to 1943; also excur; {Doncaster – Carcroft} *(U)*.
BENTLEY near Alton [LSW] first in *Brad* July 1854; still open.

BENTLEY near Ipswich
BENTLEY [GE] op 15 June 1846 *(co n Ipswich Journal 6th)*; clo 7 November 1966 *(RM January 1967)*. Was B JUNCTION 1849 to 1878 *(Brad)* and also thus EC co tt 1854 (not 1851).
B CHURCH [EU] first in *Brad* October 1853; on Hadleigh branch; intended as alternative station for Bentley, ready for when this would be bypassed by spur taking branch northwards; diversion scheme was dropped and station closed (or was entry in tt premature and station never provided? – *Hadleigh* says unable to substantiate existence from minutes). According to tt trains stopped for passengers who had tickets for 8 miles and over (i.e. journey that involved travel over main line); this ruled out local use to Hadleigh, though this was far closer to village than station on main line. Most call it B C CROSSING but not so *Brad*, where it was last included December 1853.
BENTLEY near Wolverhampton [Mid]: op 1 November 1872 *(Staffordshire Advertiser 2nd)*; clo 1 October 1898 (Saturday) *(Mid)*.
BENTLEY GREEN – see GREAT BENTLEY.

BENTON {map 26}.
BENTON [NE] op 27 June 1864**; replaced 1 March 1871 *(co ½ meeting Shields Daily Gazette 28 February)* by new B to east; Clinker calls first LONG B but not so shown in tt, *hb*, Macaulay's maps. Replacement clo 23 January 1978 *(RM March)* for conversion >
BENTON [TWM] op 11 August 1980 *(RM August)*; still open.
B SQUARE [NE] op 1 July 1909 *(RCG)*; clo 20 September 1915 *(RCH; T 18th* referred to coming closure of 'Ponton Square'). Palmersville here later.
Also see FOREST HALL.
BENTS [NB] first in *Brad* February 1865; clo 1 May 1930 (Thursday) *(co n Scotsman 7 April)*.
Also see FOULSHIELS.
BENTS – see NETHERBURN.
BENTWORTH & LASHAM [LSW] op 1 June 1901 *(co n Basingstoke)*; clo 1 January 1917 *(T 22 December 1916)*; reop 18 August 1924 *(T 14th, 16th)*; clo 12 September 1932 *(Portsmouth Evening News 8th)*.
BERE ALSTON [LSW] op 1 June 1890 *(W D Merc 2nd)* as BEER A; altered 18 November 1897 *(RCG)*; still open.
BERE FERRERS [LSW] op 1 June 1890 *(W D Merc 2nd)* as BEER FERRIS; altered 18 November 1897 *(RCG)*; aot request; still open.
BERKELEY [SW Jt] op 1 August 1876 *(Mid; Bath Chron 3rd- line)*; clo 2 November 1964 *(Mid)*.
BERKELEY ROAD [Mid] op 8 July 1844 *(Bristol T 13th)*; at first DURSLEY & BERKELEY in *Brad* table of times (altered June 1845), but B R in fares; clo 4 January 1965 *(Tewkesbury Register 1st)*. Aot *hb* made a separate station of B R JUNCTION for SW Jt services; deleted 1944a *hb*.
BERKHAMSTED [LNW] op 16 October 1837 *(co n T 11th)*; new station about ¼ mile north 1874/5 *(Cl)*; still open. Early usually BERKHAMPSTEAD/ BERKHAMSTEAD in *Brad*, *Topham*, *Robinson*. LNW co tt: to final spelling 1852/1864; at least 1891-1908 B for CHESHAM. *Hb* to final spelling 1891a.
BERKSWELL [LNW]: for op see October 1844**; op as DOCKERS LANE, renamed BERKSWELL 1 January 1853 *(Cl)*, B & BALSALL COMMON 1 February 1928 *(hbl January)*, reverted to B 1955 *(Brad)*; still open.

BERMONDSEY
BERMONDSEY [Jub] op 17 September 1999 *(RM March 2000)*; still open.
Also see SOUTH BERMONDSEY; SPA ROAD.
BERMUDA PARK op 18 January 2016 *(Wikipedia item citing co's press release)*; still open.
BERNEY ARMS [GE] line op 1 May 1844 *(T 14 April)*; this probably later; was in *Brad* June, when line first included but not in notices in *Norfolk Chronicle* until Saturday 25 May; at first Wednesdays and Saturdays (market days) 'when there are passengers'; last in *Brad* November 1844; back September 1845, all days; last May 1848; back February 1851, Mondays, Wednesdays and Saturdays; all days again November 1868; aot request, even when full service; clo for line resignalling 20 October 2018; reop 20 February 2020 but service suspended within hours *Wikipedia item citing Eastern Daily Press 24th* – resumed ?- train times now (2 May 2020) shown on internet adverts.
No guarantee that *Brad* had full story; *Norfolk News 10 August 1850* had item on death of platelayer's child at station here on the 5th, but not certain that in passenger use. HALT in 1938 *hb* but not seen thus tts.
BERRINGTON [GW] near Shrewsbury: op 1 February 1862**; clo 9 September 1963 *(T 9th)*.
BERRINGTON & EYE [SH Jt] op 5 December 1853**; clo 9 June 1958 *(BR notice Kington Times 6 June)*.

BERRY BROW

BERRY BROW (a) [LY]: op 1 July 1850 *(Huddersfield Chronicle* 6th; clo 4 July 1966 *(RM July)*. One word at first in *hb*, altered 1877.

BERRY BROW (b) op 9 October 1989 *(RM December)* – 300 yards south of (a) *(C/W)*; still open.

BERRYLANDS [SR] op 16 October 1933 *(RCH Dist Amdt September 17 1934)*; still open. Opening source cited, SR tt 1947 and *hb* 1938: B for SURBITON HILL PARK.

BERVIE – see INVERBERVIE.

BERW ROAD [TV]

BERW ROAD (a) op 17 October 1904 *(Cardiff T 22nd)*, on Merthyr line; clo 1 July 1906 *(Cl)*, replaced, after gap, by >

BERW ROAD (b) op July 1908 *(Cl)**, on Nelson line; see 1904** for name matters; clo 12 September 1932 *(Merthyr Express 10th – line)*.

* = but internal company notice dated 10 September 1907 says ready for opening and inspection report is dated 27 February 1908 so perhaps op earlier.

BERWICK near Lewes [LBSC] op 27 June 1846 *(Brighton Gazette 25th)*; still open. B SUSSEX 12 May 1980 tt to 11 May 1987 tt *(C/W)*.

BERWICK-UPON-TWEED [NB] – note that NE were users, paying rent, not part-owners; op 22 June 1846 *(co n T 23rd)*; -upon-T added 1 January 1955 *(Cl)*; see 13 August 1948**; still open. See 17 March 1979** for effects of collapse of Penmanshiel tunnel.

Temporary bridge across Tweed, linking Berwick and Tweedmouth, op Wednesday 18 October 1848 *(Yorks Gaz 21st)*; permanent Royal Border Bridge op, single line, 1 August 1850, principally for visitors to meetings at Edinburgh of the Society for the Advancement of Science *(T 22 July 1850; RM September 2000)*; full formal opening 28 August 1850 *(NE)*.

BERWIG [GW] op 1 May 1905 *(GW H)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*; reop 2 April 1917 *(RAIL 271/4)*; HALT; clo 1 January 1931 (Thursday) *(T 20 December 1930)*; {map 75}.

BERWYN [GW] op 8 May 1865 *(co n Eddowes 10th)*; HALT from 1954 tt *(Cl)*; clo 14 December 1964**. Colonel Tottenham was given right to stop trains by owner, occupier or visitors to Plas Berwyn Mansion by Agreement dated 26 August 1861; originally made with Llangollen & Corwen Co *(Out of Course)*.

BESCAR LANE [LY] op 9 April 1855 *(Southport Vis 5th)*; e.g. 1863 and 1865 *Brad* shown as stop for ticket collection on some trains to Southport, normal service others; still open.

BESCOT [LNW]

B BRIDGE op 4 July 1837 *(T 6th)*, on GJ main line. Shown as WALSALL by 19 October 1839 *(Brad)*, W BESCOTT B in *Freeling* 1841. When South Staffs line opened to Walsall proper, 1 November 1847, this station reverted to B/B BRIDGE but still confusion – note in new table: 'To prevent mistakes, parties ought to ask for South Staffordshire tickets to the town of Walsall'. Last in *Brad* July 1850. Wood Green Old Bescot same site later.

B NORTH op 2 October 1990 *(RM December)*, free trains first day; see 13 August 2017**; still open. Originally to be BROAD LANE but 'renamed' before opening *(AB, Chron)*; ticket exists under that name *(JB)*.

B STADIUM: initially no station on main line at junction with Walsall branch when latter opened. It opened as B 1 May 1850, (with line from Dudley – *Brad; Neele*); JUNCTION added August 1850, dropped 1895/6 *(Brad)* – LNW co tt used it, not always all tables, until 1883/1908; renamed B S by Sir Stanley Matthews 16 August 1990 (M Hale); still open.

Main line trains did not at first use B J – *Neele* implies that both stations briefly existed together, separate services. B J first shown in main line table August 1850 tt, when it replaced B Bridge. Support is given by a letter in *Birmingham Journal 3 August 1850* complaining that LNW had said that from 1 August B Bridge would be closed and trains stop at B Junction instead; writer claimed it was inconvenient because there was only access by walking along the line or by footpath.

BESFORD [Mid] op November 1841** *(Mid)*; last in tt August 1846; {Wadborough – Defford}.

BESSACARR [GN/GE] (non-tt): HALT; golfers; op 1911 *(GE Journal September 1975)*; in use before inspection? – this was 16 January 1912, and report said was on Lincoln side of Level Crossing no. 382 *(MT6/2061/7)*; clo 1914 *(U)*; {Doncaster – Finningley}.

BESSES O' TH' BARN [LMS] op 1 February 1933 *(T 18 January)*; clo 17 August 1991 *(BLN 660)* for conversion to Manchester Tramlink (Section 6).

BESTWOOD

B & ARNOLD – see DAYBROOK.

B COLLIERY [GN] op 2 October 1882 *(Mansfield Reporter 6th)* as B; C added intermittently tt – first March 1883 *(Whittle)*; clo 14 September 1931 *(LMS PCC 218)*.

BETCHWORTH [SE] op 4 July 1849 *(co n Morning Post 3rd)*; still open. B & BOX HILL in early 1850 tts *South East Gazette.*

BETHESDA [LNW] op 1 July 1884 *(Carnarvon & Denbigh Herald 5th)*; clo 3 December 1951 *(Western Mail Monday 3rd* – last train Saturday); later excur *(U)*.

BETHNAL GREEN

BETHNAL GREEN [Cen] op 4 December 1946 *(T 5th)*; still open.

BETHNAL GREEN [GE] op 24 May 1872 *(co n T 23rd)*; replaced Mile End just prior to opening of Stoke Newington line (Mile End was beyond junction for latter); still open. B G JUNCTION until 1895/6 *(Brad)*, thus GE co tt (e.g. 1882), and *hb* until 1942a.

BETLEY ROAD [LNW] op 1 July 1875 *(LNW Officers 13009)*; replaced Basford; clo 1 October 1945 *(LNW Record)*.

BETTISFIELD [Cam] op 4 May 1863 *(Oswestry 6th)*; clo 18 January 1965 *(RM March)*.

BETTWS – see DERRY ORMOND.

BETTWS GARMON [WH] (ng) op 15 August 1877 *(Cambrian 17th)*; clo 1 November 1916 *(G&S)*; reop 31 July 1922**, which see for details of service and closure; {map 76}.

BETTWS LLANGEINOR [PT] first in *Brad* February 1900; clo 12 September 1932 *(RM October)*.

BETWS-Y-COED [LNW] op 6 April 1868 *(Carnarvon 11th)*; see 17 August 1879**; BETTWS-y-C until 1953 tt *(Cl)*; see 2015/16**; still open. *Brad* ? to 1955: B-y-C for CAPEL CURIG, but not thus LMS tt 1930.

BEULAH [GW] op 24 September 1928 *(GW H)*; HALT; clo 25 October 1937 (see end of 19 September 1876**); {map 81}.

BEVERLEY [NE]: op 7 October 1846**; still open.

Yorkshire Evening Post 29 July 1894 – excursion platform in Norwood Road for Yorkshire Agricultural Show 1, 2, 3 August.

BEVERLEY ROAD [HB] op 27 July 1885 *(op tt NER I)*; clo 14 July 1924 *(hbl 52)*. Usually HULL B R.

BEWDLEY [GW] op 1 February 1862**; clo 5 January 1970 *(BR LM notice Birmingham Daily Post 5 December 1965)*.

BEXHILL

BEXHILL [LBSC] op 27 June 1846 *(Sussex Advertiser 30th)*; re-sited 1902 – original station about ¼ mile west of present – photo and plans at Bexhill Museum, though perhaps overlap from lengthy (excursion?) platforms *(JF);* B CENTRAL 9 July 1923 *(hbl 26 April)* to 1968/1972 tt; still open.

B WEST [SEC] op 1 June 1902 *(Hastings ... Observer 31 May)*; clo 1 January 1917 *(T 18 December 1916)*; June 1917 a Tuesday and Friday service was restored – a notice *in Bexhill-on-Sea Observer Saturday 16th* said this was now running and since this was a weekly paper it is likely that it had begun previous Tuesday; fully reop 1 March 1919, *(T 24 February)*; B-ON-SEA 1920 *(Cl)*, reverted 9 July 1923 *(hbl 26 April)*; WEST added November 1929 *(hbl 22 January 1930)*; clo 15 June 1964 *(Cl)*.

BEXLEY [SE] op 1 September 1866 *(Gravesend Reporter 1st)*; still open.

BEXLEYHEATH [SE] op 1 May 1895 *(RCG; item and tt Supplement Bexley Heath ...Observer 26 April)*; BEXLEY HEATH until 1903/4 *(Brad)*; still open.

BICESTER

B NORTH [GW] op 1 July 1910 *(Banbury Guardian 16 June)*; NORTH added 26 September 1949 *(Cl)*; removed 5 May 1969 tt and presumably reinstated when Town (re)opened; still open.

B LONDON ROAD [LNW] op 1 October 1850 *(co n T 21 September)*; L R added by March 1954 *(thus in LMS circ of 18th, 19th)*; clo 1 January 1968 *(Coventry Evening Telegraph 11 November 1967)*. See next entry.

B VILLAGE op 11 May 1987 *(Oxford Mail 11th)* as B TOWN, reopening of London Road. Clo 15 February 2014; rebuilt and reop under new name 26 October 2015 (fare-paying passengers on test trains 25th) (M. Searle *Chron January 2016)*; still open.

BICKERSHAW & ABRAM [GC] op 1 April 1884 *(Wigan Observer 2nd, item and tt)*; closed 2 November 1964 *(Liverpool Echo 22 October)*.

BICKLEIGH [GW] op 22 June 1859 *(RAIL 631/6; Tavistock tt 24th)*; clo 31 December 1962**.

BICKLEY [LCD] op 5 July 1858 *(Bromley Record August)* as SOUTHBOROUGH ROAD (but co n in paper called it 'The Southborough Station' and later complained about existence of two stations with same name); renamed 1 October 1860 *(Cl)*; still open. SE co tt 1864: B for CHISLEHURST.

BICSLADE – see BIXLADE.

BIDDENDEN [KES] op 15 May 1905 *(Ashford Chronicle 19th)*; clo 4 January 1954 *(T 2nd* - last train Saturday 2nd).

BIDDICK LANE [NE] first in *Brad* February 1864 (see 1860**); Saturdays only; last in *Brad* January 1869; {map 34}.

BIDDULPH [NS] op 1 June 1864 *(co n Staffs Advertiser 28 May, item 4 June)* as GILLOW HEATH; renamed 1 May 1897 *(hbl 29 April)*; clo 11 July 1927 *(hbl 64)*.

Staffs Sentinel 24 August 1934 – station which has been closed for last ten years has been reopened and new excursion platform built there – during winter intended to run excursions to home games of Stoke City F C; not known how long this lasted. Also excursion use in Wakes Weeks – last pre-war to Blackpool,16 August 1939; attempt to revive in August 1952 resulted in so few passengers that none further ran (leaflet reproduced B. Jeuda, *The North Staffordshire Railway in LMS days, vol 1*, for one to Blackpool 21 August 1935; text p 45, leaflet p 64, *vol 3*, for rest).

BIDEFORD

BIDEFORD [LSW] formal op 29 October 1855, when tickets available to all *(North Devon Journal 1 November)*, free excursions 30th *(ibid 25th)*; normal public use 1 or 2 November (see R. Maund, *Chron 108* for detailed argument) – *Brad Share 1856* gave 1 November;; new station 30 chains further on, ready for extension to Torrington, 10 June 1872 *(Cl)*; clo 4 October 1965 *(Bideford 8th)*; later excur *(U)*. For brief reopening see January 1968**. Later excur use – e.g. train from Bristol 6 November 1982 (internet via R. Maund). LSW tt 1914: B for WESTWARD HO [sic]; *Brad* ? to 1955 B for HARTLAND.

Ticket Platform here, dates unknown, mentions: *North Devon Gazette 6 January 1857* reported accident. Still here 7 January 1864, another accident, *(Western Times Tuesday 12th)*. Clo?

B QUAY; B STRAND ROAD {Bideford – Abbotsham Road}; **B YARD**, alias THE YARD {next after Strand Road}: all [BWA], op 18 May 1901**; clo 28 March 1917**.

Temporary terminus by Art School [BWA]: see 18 May 1901**.

B MARSH GATE used as terminus for one evening and two Sunday trains each way, August and September 1902 *(co tts N Devon Gazette)*. October tt showed these extended to Strand Road; {at town edge}.

BIDFORD-ON-AVON [SMJ] first in *Brad* May 1881*; -on-A added 1 July 1909 *(hbl 7th)*; clo 19 February 1917 *(RAIL 1005/282)*; reop 1 January 1919 *(Cl)*; clo 16 June 1947**.

* = Co have decided to make a station here *(Alcester Chronicle 12 March 1881).*

BIDSTON [WMCQ] op 18 June 1866**, which see for 1870-2 events also; last trains June 1890 *Brad*; reop 18 May 1896 when needed as junction station for line via Upton *(co n Liverpool 14th)*; still open.

BIELDSIDE [GNS] op 1 June 1897 *(GNS)*; clo 5 April 1937 *(RM January 1938)*.

BIG FLEET VIADUCT [LMS] (non-tt): wtt 6 May 1946 shows one call each way to pick up/set down railwaymen; {Gatehouse of Fleet – Loch Skerrow}.

BIGBY ROAD BRIDGE [MS&L] op March 1852 *(GC)*; Thursdays only; last in *Brad* August 1882; {Barnetby – Howsham}. Used Wednesday 17 October 1855 as well as the Thursday for people from Lincoln attending bazaar at Brigg, omnibus connection provided.

BIGGAR [Cal] op 6 November 1860**; clo 5 June 1950 *(Carluke & Lanark Gazette 26 May)*; school use to 14 August 1950 *(U)*.

BIGGLESWADE [GN] op 7 August 1850 *(T 6th, 8th)*; moved about 85 yards north between 1884 and 1925 OS maps – with quadrupling of line in 1901? (see Stewart Smith, *Chron January 2020)*; still open.

BIGLIS/B JUNCTION – see CADOXTON.

BIGSWEIR – see ST BRIAVELS.

BILBROOK [GW] op 30 April 1934 *(wtt supp)* as BIRCHES & BILBROOK; originally HALT, HALT dropped 6 May 1968 *(GW H)*; renamed BILBROOK 6 May 1974 *(BR notice)*; still open.

BILBSTER [High] op 28 July 1874 *(co n John O'Groat Journal 30th)*; clo 13 June 1960 *(RM July)*. *Hb*: 1875a BILBESTER, corrected 1879a.

BILLACOMBE [GW] op 17 January 1898**; finally clo 6 October 1947.

BILLERICAY [GE] op 1 January 1889 *(Chelmsford Chronicle 4th)*; still open.

BILLING [LNW] op 20 December 1845 co tt *(?*; first in *Brad* January 1846)* as B ROAD; renamed 1 April 1883 *(Cl)*; clo 6 October 1952 *(RM December)*.

* = in tt *Northamptom Mercury Saturday 20 December 1845*, not present *13 December*.

BILLINGBOROUGH & HORBLING [GN] op 2 January 1872 *(Grantham Journal 6th)*; clo 22 September 1930** *(Cl)*. At first B in *hb*, amended *hbl ref April 1927*; in *Brad* B January 1872, before trains shown on line, B & H thereafter.

BILLINGE GREEN [LNW] op 1 October 1914 *(LNW Officers 44461)*; HALT; clo 2 March 1942 *(LNW Record)*.

BILLINGHAM [NE]

See 1835 A** for first known service (Stockton to Port Clarence 'trains' passed through here).

BILLINGHAM: on line from Stockton to Hartlepool op 10 February 1841**; -ON-TEES added 1 October 1926 *(hbl October)**; replaced by new station (just B) about ¾ mile nearer Hartlepool 7 November 1966 *(RM December)*; still open. Became B JUNCTION 1 March 1870 *(Cl)*, and certainly thus *Brad* in 1871, but 1 March 1878 co tt *(JS)*; B from 1 May 1893 *(Cl)*.

* = but 21 September according to *RAIL 393/151* – date of decision?

BILLINGSHURST [LBSC] op 10 October 1859**; still open.

BILNEY [GE] op 27 October 1846 *(co n Lynn Advertiser 31st)* as PENTNEY & B; aot request; renamed July 1847/ November 1848*; clo 1 August 1866 *(co n Norfolk News 21 July* – will close after 31st).

* = Clinker says renamed 10.1874t; misprint for 10.1847?

BILSON {map 94}.

BILSON temp sta for Cinderford [SW Jt] op 1 September 1876 *(Ross 7th)*; clo 5 August 1878 – replaced by Cinderford *(Mid)*. Local press called it Cinderford; in *Brad* as B (C).

BILSON [GW] op 3 August 1907 *(Gloucestershire Echo 2nd)*; in *Brad* and *paper* as B (CINDERFORD) HALT; clo 6 April 1908 except for miners' trains, reop 2 April 1917 *(Cl)*; clo 1 October 1920 (Friday) *(Cl)*; miners' trains to 1930 or later *(U)*.

BILSTHORPE (non-tt): Colliery Yard (about 2 miles north of Farnsfield), no station, used May 1956 for annual outing of Colliery Institute Members' Children's Fund to Cleethorpes (via Farnsfield, Rolleston Junction and Lincoln) (R. Brettle).

BILSTON [GW]

B CENTRAL op 14 November 1854 *(T 15th)*; CENTRAL added 19 July 1950 *(LMS letter 26 March 1954 Cl pap)*; clo 6 March 1972 *(RM April)*. In *hb* successively as B BROAD GAUGE, B MAIN, B & ETTINGSHALL.

Also see West Midlands Metro (Section 6).

B WEST op 1 July 1854 *(co n Wolv Chron 5th)*; WEST added 19 July 1950 *(Cl)*; clo 30 July 1962 *(Birmingham Daily Post 23rd)*. In *hb* successively B NARROW GAUGE, B WEST MIDLAND, B & DEEPFIELDS.

BILTON/B JUNCTION – see ALNMOUTH.

BINEGAR [SD Jt] op 20 July 1874 *(Shepton 24th)*; clo 7 March 1966 *(Shepton 11th)*.

BINGHAM near Nottingham [GN] op 15 July 1850 *(T 18th)*; still open.

BINGHAM ROAD London

BINGHAM ROAD (a) [WSC Jt] op 1 September 1906 *(L)*; HALT; clo 15 March 1915 *(Cl)* – *RCH* says 1 May but last trains March tt.

BINGHAM ROAD (b) [SR] reop as station 30 September 1935 *(T 26th)*; clo 16 May 1983 *(BLN 456 corr)*. See ADDISCOMBE in Croydon Tramlink, Section 6.

BINGHAM ROAD Nottingham [GN/LNW] op 1 September 1879 *(LNW Officers 20028: Nottingham Evening Post 2nd)*; clo 2 July 1951 *(RM September)*.

BINGLEY [Mid] op 16 March 1847 *(co n Bradford Observer 18th)*; re-sited about 400 yards south at noon 24 July 1892 *(Mid)*; still open.

BINTON [SMJ] op 2 June 1879 *(Stratford 6th)*; clo 16 June 1947**. *Hb* 1910a became B for WELTON-ON-AVON and WESTON-ON-AVON.

BIRCH VALE [GC/Mid] first in *Brad* May 1868; clo 5 January 1970 *(BR Leaflet EA 116)*.

BIRCHES & BILBROOK – see BILBROOK.

BIRCHFIELD near Elgin [GNS] first in *Brad* January 1871; became PLATFORM 1904 *Brad*; last in *Brad* May 1930, back May 1939 (probably did close rather than just omitted from tt since in new openings list of June 1939), now B HALT; aot request; clo 7 May 1956 *(RM June)*.

BIRCHGROVE Cardiff [GW] op 10 June 1929 *(Cl pap)* as HALT; renamed 5 May 1969 *(GW H)*; still open.

BIRCHGROVE Swansea [Mid]: Swansea Vale co minutes *(RAIL 679/3)* 24 January 1866 contain decision to set up platform here for Saturdays only use; earliest tt evidence *The Cambrian 30 March 1866**; first in *Brad* May 1866, Saturdays only; clo March 1875**; {map 88}.

** = local press tts often inaccurate, especially in failure to keep up to date so perhaps already open; however this might be an example of (very much rarer) practice of providing next month's tt where it made sense to do so; perhaps first use 5 April 1866?*

BIRCHILLS [LNW]: first seen in February 1858 tt *(Walsall Free Press 30 January)*, where one Saturday evening market train from Walsall shown to set down at B BRIDGE; March tt *(ibid 6th)* – all trains to call at B Station Tuesdays and Saturdays; fully op

1 June 1858 *(co n Aris 7th)*. Became HALT 1909 *(?)* – served only by motor-cars thereafter, see 1905**; clo 1 January 1916 (Saturday) *(RCH)*.

BIRCHINGTON-ON-SEA [LCD] op 5 October 1863 *(London Daily News 6th)*; -on-S added 1878 tt *(Cl)*; still open.

BIRCHWOOD op 6 October 1980 *(Rly Obs December)*; still open.

BIRDBROOK [CVH]

Line through here opened 11 May 1863 (see HAVERHILL [CVH]) but no station then provided. On 17 June Board agreed to provide a temporary station at **WHITLEY** while they worked out the best place for one to serve the district between Yeldham and Haverhill. No date has been found for opening of this; 'Whitley' never appeared in *Brad*. 19 August they accepted request of deputation of locals to build station to serve New England, to be called **BIRDBROOK** (both N E and B appeared in later minutes). Again, no exact date has been found for its opening (and thus closure of Whitley); first seen in tt for 1 September 1863 in *Halstead Gazette* (Oakwood book on line), not in June tt of paper (first *Brad* October 1863), though it may be that earliest appearance(s) really applied to a still-in-use Whitley (decision made in August would make September opening of permanent unlikely). At 22 October 1863 and several successive board meetings they discussed provision of extra banking for Birdbrook; this *might* indicate that station was unfinished, but the dilatory way in which matter was deferred from meeting to meeting makes it more likely that they were concerned with improvement to an existing station – as was almost standard for the time, the line had opened with various bits of work still to be done (Haverhill station was 'temporary'). The Directors' Report (given at board meeting of 18 February 1864) is first certain confirmation that station had been provided *(RAIL 128/1, 2)*.

Macaulay's map of 1863 shows a station called RIDGWELL; 1865 map shows Birdbrook. *Bury & Norwich Post, 19* May, confirmed line opening on 11th and said there was a temporary station at RIDGEWELL.

Clo 1 January 1962 *(T 17 November 1961)*.

BIRDINGBURY [LNW] first in *Brad* February 1853 and in tt *Coventry Standard 4 February (not 7 January)*; clo 15 June 1959 *(BR notice Rugby Advertiser 5th)*.

BIRDWELL [GC] first in *Brad* January 1855 as HANGMANS STONE; next month B & HOYLAND; COMMON added 1 January 1894 *(hbl 25th)*; renamed B 18 June 1951 *(Operating Circ 55, 31 May 1951)*; clo 7 December 1953 *(RM January 1954)*.

BIRKBECK

BIRKBECK [SR] op 2 March 1930 *(Sunday Mirror 2nd)*; still open.

Also see Croydon Tramlink (Section 7).

BIRKDALE

BIRKDALE [LY] op 24 July 1848**; B PARK 1854 tt to 1865 tt *(Cl)*; still open.

Site of first station not known for certain but road crossing next north of Gilbert's Crossing likeliest. 13 November 1848 Board discussed closing this and Hightown because of poor takings. Minutes 26 December suggest they had moved station to Gilbert's Crossing (on later Peel Lane) about a month previously; nothing said about Hightown but new site for Birkdale would have been within easy reach of potential custom from former. 3 August 1852 orders were given to open 'forthwith' the new [third] station at Birkdale, on present site, well to north. It is not clear whether it was an immediate replacement or whether there was a gap. If Hightown did close, nothing so far found about reopening. (*RAIL 372 series)*.

B PALACE [CLC] op 1 September 1884 *(Manch Cour 6th)*; clo 1 January 1917 *(T 23 December 1916)*; re-op non-tt for races at Aintree in March 1919 *(CLC Portrait)*, fully 1 April 1919 *(RCH)*; clo 7 January 1952 *(RM February)*.

BIRKENHEAD {map 46}.

BIRKENHEAD [Chester & Birkenhead] op 23 September 1840 *(co n Chester Chronicle 25th)*; just B in table but **Station at Grange Lane** in notes *(Brad)* and in *co n*; omnibus provided for link to Monks Ferry and ferry to St Georges Pier Head Liverpool – all rail passengers got ferry free but third class did not get omnibus; replaced for public use by Monks Ferry (below)..

B MONKS FERRY [Birkenhead] op 23 October 1844 *(Gore's Liverpool ... Advertiser 17th)*; used after regular closure by excursions to Eisteddfod at Birkenhead 17 to 20 September 1878 *(LNW/GW notice Cheshire Observer 14th)*; replaced for normal traffic by >

B WOODSIDE [Birkenhead] op 31 March 1878 *(Cheshire Observer Saturday 6 April* – first train left 6 p.m. Sunday; clo 5 November 1967 (Sunday) – *(BR LM notice Cheshire Observer 6 October* – after last train on Saturday 4 October; trains from Chester and Helsby will terminate at and start from Rock Ferry). Confirmed by *Liverpool Echo 6th*.

B TOWN [Birkenhead] op 1 January 1889 *(Liverpool Echo 1st)*; clo 7 May 1945 *(LMS/GW Joint Officers 8 January 1946)*. *Hb*: 1904 B TOWN GRANGE ROAD; later entries suggest G R was goods part.

B DOCKS [Wirral] op 18 June 1866**, which see for 1870-2 events also; just D until 1872 reopening *(Cl)*; replaced by >

B NORTH [Wirral] op 2 January 1888*, when through passenger services were introduced, as B DOCKS (until 1895 tt B D for BIDSTON HILL, *JS)*; renamed B NORTH 1 April 1926 *(LMS Circular 13, RAIL 957/10)*; still open.

* = 1 April 1878 was when line linked to that of Mersey Docks & Harbour Board (T. B. Maund, letter *RCHS Journal July 1993* + later direct information).

B CENTRAL [Mersey] op 1 February 1886 *(co n Liverpool Mercury 25 January)*; still open.

B PARK [Mersey/Wirral] op 2 January 1888 *(D&C 10)*; still open. Aot B P DUKE STREET *(Brad)*.

HAMILTON SQUARE [Mersey]: used 20 January 1886 when Prince of Wales and his party stopped here during journey through when he opened the Mersey Tunnel *(Manch Cour 23rd)*; public op 1 February 1886 *(Liverpool 2nd)*; additional lower level platform added 9 May 1977 on burrowing junction line, to allow trains to West Kirby and New Brighton to avoid flat crossing; still open. Was BIRKENHEAD H S in tts until 1955/6 and thus some tickets *(Pask)*.

Hoylake & Birkenhead Rail & Tramway company owned street tramway from DOCKS to Woodside Ferry, sold to Birkenhead Tramways in October 1879 *(Companies)*. This appeared in *Brad* after May 1872, before/with January 1874 to August 1878/ January 1879; some journeys were noted as 'express', with no intermediate stops; even after sale, times to/from ferry continued to be included in main table (in such a way that made Docks look like through railway station).

Hb 1877 gave **EGERTON DOCK** 'P' under letter 'E' but not in its entry under Birkenhead – assumed error.

Also see GREEN LANE; HAMILTON SQUARE; ROCK FERRY; ROCK LANE.

BIRKENHEAD JUNCTION GOLF PLATFORM – see CHESTER.

BIRKENSHAW & TONG [GN] op 20 August 1856 *(T 7th, 21st)*; & T added later 1856/early 1857 *(Brad)*; clo 5 October 1953 *(Yorkshire Evening Post 18 September)*.

BIRMINGHAM {map 99 – LNW and Mid services only}.
B VAUXHALL [GJ] temporary terminus from Liverpool and Manchester op 4 July 1837 *(T 6th)*; replaced, on extension of line, by >
B CURZON STREET [GJ] op 19 November 1838 *(GJ)* >
B CURZON STREET [L&B] op from Rugby 9 April 1838 *(T 11th)*; through passengers at first brought here from Vauxhall by omnibus until 1 October 1838 when carriages were transferred through to GJ line *(T 1st/Liverpool Standard)*; >
CURZON STREET stations were termini, side by side, both entered from east, effectively functioning as one. According to description in *T 24 August 1839* L&B and GJ trains were running into each others' stations to facilitate forwarding of passengers. Mid used L&B from 17 August 1841. C S added to name in tt 1852 *(Cl)*. *LNW Officers 10205* and *10344* show that for Birmingham Onion Fair in 1873 LNW trains to/from south would use it but difficulties meant New Street used instead.
LNW excursion platform shown on J Brown's Birmingham Atlas; previously used for fish; first used Good Friday 3 April 1874; last used Easter Monday 3 April 1893; regular Easter and Whitsuntide excursions, mostly to Sutton Coldfield for Park, Royal Promenade Gardens and races; variously also advertised as **Curzon Street Goods** and **New Canal Street** (entrance there); (see R. Maund, *Chron May 2020)*. Inspection report (17 August 1841) on connection of Midland line to this said that **ticket platform** existed 400 yards before connection and suggested it should be moved to the other side of junction; L & B said would do it *(Mid)*. Nothing else known.
For regular services both Curzon Street stations replaced by >
B NEW STREET [LNW/Mid]: temporary platform at western end for Stour Valley trains from Wolverhampton op 1 July 1852 *(T 2nd)*; full station op 1 June 1854 when LNW (included both GJ and L&B) services diverted there *(Leamington Spa Courier 3rd)*; N S added to name November 1852 tt *(W Mid)*; Mid services followed on 1 July 1854* and CURZON STREET then closed. At NEW STREET, the Midland op their own side 8 February 1885 and station made Joint 1 April 1897. Still open.
* = during June 1854, Mid passengers wanting to go on to ex-GJ line were taken by omnibus from Curzon Street to New Street.
Ticket platform here from full opening: *Wolverhampton Chronicle Wednesday 7 June 1854* (opened Thursday last) included complaint that arrived at ticket platform at about ten minutes before five in the afternoon, being shunted backwards and forwards through tunnel to two different platforms and on fourth trip through tunnel being sent on the old line, passing Curzon Street at twenty minutes to seven. **Banbury Street** in report of embezzlement in *Birmingham Daily Post 23 March 1860*. Ordinary use: young woman apparently looking out for friends who were on train from Bristol killed when she stepped too close to edge *(e.g. Tewkesbury Register 8 March 1884)* and witness in murder case stated she had alighted here *(Birmingham Daily Post 28 March 1885)*. Letter of protest that had been closed as alighting point since start of July *(ibid 21 July 1885)*; *item and co n ibid 29 June*, said closed *1 July* except for 8 local trains from Leamington branch; tickets from most trains from Coventry would be collected at Stechford and Midland tickets at Camp Hill. Complete closure of Banbury Street?
Also **ticket platform** on other side of New Street: advert for house in Barker Road, Sand Pits near Stour Valley ticket station *(e.g. Aris 26 June 1854)*. South of first Edgbaston; Parker Street on later map seen. Nothing else known.
B CAMP HILL [BG] terminus op from Cheltenham direction 17 December 1840 *(co n Chelt Exam 16th)*; service diverted to Curzon Street 17 August 1841 *(co n Gloucester Journal 14th)*; reop for passengers on night goods trains November 1841** *(Mid)*; finally clo 4 November 1844?, when replaced by through station (see line note)?
B LAWLEY STREET [Mid] op from Derby direction 10 February 1842 *(co n Birmingham Journal 5th* – mail trains still to London & Birmingham station); trains diverted to CURZON STREET 1 May 1851 *(co n Aris 28 April)*.
Later use for excursion trains, e.g.: Mr. Gardner ran cheap trips from here to Chatsworth *(item Birmingham Journal 31 May 1851, no date for actual excursion)* and to Sheffield 23 June 1851 *(ibid 21st)*; company used for return journey of excursionists Easter Monday 12 April 1852 *(co n Sheffield Independent 3rd)*; same 23 and 26 June 1854 *(co n e.g. Leeds 10th)* – last seen.
B LAWLEY STREET Ticket platform (more than one site?): *Warwick Advertiser 26 October 1844)*: on 20th trainee railway engineer got on an engine, with its driver to go from Camp Hill, tried to jump down onto ticket platform here, since it was convenient for his office, but fell and badly mutilated. Assume it was an engine going from original terminus to new one, rather than one pulling a public train. *Birmingham Daily Post 21 May 1862* mentioned Lawley Street ticket platform, train from Burton. Passenger train from Derby and goods from Curzon Street collided here 10 June 1864 *(Birmingham Journal 11th)*. According to *Leicester Journal (9 January 1874)* passengers were allowed to alight here. Exact dates unknown. Would certainly have closed before/with closure of Granville Street.
B GRANVILLE STREET [Mid] op from Kings Norton 3 April 1876 *(co n Birmingham Daily Post 25 March)*; trains diverted to NEW STREET 1 July 1885 *(co n ibid 29 June)*.
B SNOW HILL [GW] op from Banbury 1 October 1852 *(T 27 September)*; S H in inspection report, 15 September 1852 but not added tt until 1858; clo 6 March 1972 *(Birmingham Daily Post Monday 6th* – last train Saturday); used for service to public open day at Tyseley Depot Sunday 4 October 1987, fully reop 5 October 1987 *(Sandwell Evening Mail 3rd)*; still open. Unofficial tts called it LIVERY STREET or GREAT CHARLES STREET *(W Mid)*.
B MOOR STREET [GW] op 1 July 1909 to provide extra capacity for local services *(T 7th)*; terminus replaced by through station 28 September 1987 *(Sandwell Evening Mail Monday 28th* – last from old 26th); still open.
For later through stations at CAMP HILL; LAWLEY STREET; VAUXHALL: see under 'C'; 'L'; 'DUDDESTON' (op as Vauxhall).
BIRMINGHAM INTERNATIONAL op 26 January 1976 *(Birmingham Daily Post 26th)*; still open.
BIRNAM - see DUNKELD
BIRNIE ROAD [NB] op 10 August 1866, Fridays only, for convenience of those attending Montrose market *(co n Montrose ... 24 August)*; SIDING in *Brad*, NB and LNE co tts; aot request; last use September 1951 (line clo 1 October – *RM November*).
BIRSIEKNOWE [Cal] (non-tt): workmen's PLATFORM; advised ready for BoT inspection 17 May 1912 *(MT 29/74)*; actual dates of use ?; {Giffen – Brackenhills} (D Stirling).
BIRSTALL [LNW] (originally BIRSTAL, altered 1 April 1907 – *hbl 25th*)
BIRSTALL op 13 September 1852 *(Leeds Intelligencer 18th* – opened Monday last)*; clo 15 April 1917 *(RCH)* – but *Brad* April shows 'service suspended' (trains March) – *RCH* error? last minute brief reprieve after information sent to *Brad*? Became B LOWER after passenger closure.

* = op 30 September 1852 according to *RAIL 1005/265* but a Monday seems more likely than a Thursday which was last day of a timetable – '13' and '30' confused?

B TOWN op 1 October 1900 *(LNW Officers 39764; Leeds Mercury 2nd)* as UPPER B; renamed 8 July 1935 *(LNW Record)*; clo 1 August 1951 *(wtt supp)*.

BIRSTWITH [NE] op 1 May 1862 *(T 5th)*; clo 2 April 1951 *(T 7 March)*.

BIRTLEY [NE] op 1 December 1868 *(Newcastle Journal 1st)*; clo 5 December 1955 *(Newcastle Evening Chronicle 18th* – excursions and large-party traffic will continue under special arrangements).

BISHOP AUCKLAND {map 31} [S&D; NE]

Original terminus at **SOUTH CHURCH** [S&D] op 19 April 1842 *(RAIL 667/13)*. Minutes of 22 April show that trains on first day were steam-hauled but that on 20th they changed to horse-power; since horses found it difficult to judge their footing in the dark of tunnel, they ordered return to steam-haulage. Only on that day did they give orders for the building of a temporary coach station. On 4 November 1842 they agreed to alterations, suggesting that they saw it as a long-term station >

Line extended to permanent **BISHOP AUCKLAND** 30 January 1843 (see 1843**) >

S C stayed open for a while – coach connection from here to Rainton maintained. Closed by 18 October 1844, when orders were given to convert station into railwaymen's cottages and reading room. A logical closure date would have been 19 June 1844, when opening of line from the north to Darlington would have made coach connection redundant (see entry on RAINTON); however, no confirmatory evidence seen. S C still shown on OS map about 1855 (now in converted state?).

Temporary terminus in Tenter Street [NE] op 1 April 1857 *(Durham County Advertiser 3rd)* >

S&D and NE stations replaced by Joint about November or December 1857 *(Newcastle Guardian 7 November* 'within a week or two'); reorganised in same area 2 December 1867 and 1905 (made triangular); reduced to one platform 6 June 1986 *(Modern Railways, September, photo-caption)*; still open.

BISHOPBRIGGS [NB] op 21 February 1842 *(co n T 19th)*; early in *Brad* as BISHOP(S)BRIDGE/ BISHOP-BRIGGS; initially a 'temporary' station (i.e. had to prove worth to survive); still open.

BISHOPS CASTLE [BC] op 1 February 1866**; finally clo 20 April 1935.

BISHOPS CLEEVE [GW] op 1 June 1906 *(Chelt Chron 2nd)*; clo 7 March 1960 *(Coventry Evening Telegraph 26 February)*.

BISHOPS LYDEARD [GW] op 31 March 1862 *(W Som F P 5 April)*; clo 4 January 1971 *(Som Gaz 8th)*. See 20 July 2007**.

BISHOPS NYMPTON & MOLLAND [GW] op 1 November 1873 *(W Som F P 1st, 8th)* as M; renamed 1874/5 *(Brad)*; clo 3 October 1966 *(Som Gaz 7th)*.

BISHOPS ROAD – see LONDON PADDINGTON.

BISHOPS STORTFORD [GE] op 16 May 1842 *(co n T 7th)*; still open. B S in inspection report and in co tt by 1843 but S in *Brad* until 1845. *Hb* 1862 (only): BISHOP S. Initially there were references to a station at HOCKERILL: e.g. notices in *T* advertised excursions to here for Newmarket Races, 9 and 11 October 1843 – changed to 10th and 13th *(notice Morning Herald 7th)*; in a criminal case reported in *Chelmsford Chronicle 21 October 1842* it was said that there was a station at Hockerill, near Stortford. This was clearly a local variant and Hockerill was name much better known in racing circles. Often H (B S) in press notices.

BISHOPS WALTHAM [LSW] op 1 June 1863 *(Hants Teleg 6th)*; clo 1 January 1933 (Sunday) –based on SR practice; last train 31 December 1932 *(Hants Chron 7th)*.

BISHOPSBOURNE [SE] op 1 July 1889 *(Whitstable Times 6th- line; in item, ibid 29 June)*; clo 1 December 1940 (Sunday) *(Cl)*.

BISHOPSGATE {map 107}

For early terminus see under LONDON.

BISHOPSGATE [GE] op 4 November 1872 *(L)* as B LL; LL dropped 1 November 1875 *(Cl)*; clo 22 May 1916** *(T 2nd)*. Until Liverpool Street opened it was a temporary terminus for trains from Hackney Downs, (P. Kay, *GER in Town & Country, vol III*, Irwell, 1996).

See LIVERPOOL STREET for [Met] station.

BISHOPSTOKE – see EASTLEIGH.

BISHOPSTON ROAD – see BLACKPILL Swansea.

BISHOPSTONE

BISHOPSTONE (a) [LBSC] op 1 June 1864 *(Sussex Advertiser 4th)*, free travel opening day; HALT from 1 August 1922 *(Cl)*; clo 26 September 1938; reopened as B BEACH HALT 6 April 1939 and then used from Thursday before Easter to 30 September only *(SR General Circular 462)*; unlikely that any public trains called after end September 1939 (planned clo for year) – perhaps war caused earlier clo; perhaps use later by servicemen working on coastal defences (AA Jackson, *Chron January 2004)*. Shown clo in index to June 1941 *Brad*.

BISHOPSTONE (b) [SR] op 26 September 1938 *(SR gen circ 462)*, nearer Seaford than (a); still open.

BISHOPTON [Cal] op 31 March 1841**; still open.

BISLEY CAMP [LSW] (non-tt): first (Royal) train 12 July; opened, full use 14 July 1890 for National Rifle Association's Range *(U)*; relocated to east in 1891 and until then there was a platform about half way along line serving the Range Tramway, which carried club members to the Siberia Ranges (P. Harding, *Branch Lines from Brookwood*, Middleton Press). No NRA meetings 1915-18 inclusive so services suspended, service still shown BR SR pamphlet 1948 *(notes for RCHS visit to Brookwood 9 June 1979, H. J. Compton)*. Later Army Camp use, last train 19 July 1952 *(RM September*) – but perhaps used stations on military extension; ticket for CAMP, issued by Military Railway *(JB)*; {branch from Brookwood}.

For continuation beyond here as military line see Section 7, 2, Blackdown Camp.

BISPHAM – see LAYTON.

BITTAFORD [GW] op 18 November 1907 *(Western Morning News 18th* – had been advertised for 4th but local protests about Wrangaton losing some of its trains caused delay, *ibid 24 October, 1 November* and *Totnes Times 2 November)*; PLATFORM; clo 2 March 1959 *(RM April)*.

BITTERLEY [LNW/GW] (non-tt): *Joint Officers Committee* reported 21 November 1905 coach in use for carrying workmen from Ludlow to carry out alterations here; {Clee Hill line}.

BITTERNE [LSW] op 5 March 1866 *(Salisbury 10th- line)* as B ROAD; renamed 20 September 1896 *(RCG)*; still open.

BITTON [Mid] op 4 August 1869 *(Bath Chron 5th)*; clo 7 March 1966 *(Shepton 11th)*.

BIXLADE [SW Jt] (non-tt): siding here available for picnic carriage 1889-94 (inclusive); see Coleford Junction (c) for details; between latter and Speech House Road; on *Cooke Atlas p 54* as Bicslade, usual railway spelling but listed here as in adverts.

BLABY [LNW] op 1 January 1864 *(co n Birmingham Daily Gazette 4th)*; clo 4 March 1968 *(Coventry Evening Teleg 5 February)*.

BLACK BANK [GE] first in *Brad* September 1851 as LITTLE DOWNHAM; renamed 1853 tt *(Cl)*; aot request; clo 17 June 1963 *(RM August)*. Early BLACKBANK *(hb)*.

BLACK BEAR (non-tt): open day – visit to Black Bear Press; May 1987; {site unknown} *(@JF)*.

BLACK BULL [NS] op 1 June 1864 *(co n Staffs Advertiser 28 May, item 6 June)*; clo 11 July 1927 *(hbl 64)*. In *Brad* 1873 to 1886 as B B CHILDERPLAY *(JS)*; according to *RCG* renamed from B B for BIDDULPH & CHELL to B B 1 May 1897; in NS co tt October 1914 as B B BRINDLEY FORD (and thus *Brad* 1886-1923). Aot *hb* made one word of it.

BLACK DOG [GW] op with line 3 November 1863, or soon after, as private station for Lord Lansdowne *(U)*; in *hb* by 1904 as B D SIDING; according to *RM July 1941* no restrictions on use at that time, and no reason for omission from tt; Lord Lansdowne provided building on platform and station-master's house and allowed public use but banned provision of name-board; first in public tt starting 15 September 1952 as a HALT; clo 20 September 1965 *(RM October)*; {Calne branch}.

Also: (non-tt) temporary platform used 14 August 1867 for Floral Fete at Bowood *(GW notice Devizes & Wilts Gazette 13th)*; again 29 May 1869 for Volunteer Review at Bowood *(ibid 3 June)*. Exact site?

BLACK ISLAND [High] (non-tt): PLATFORM first used for Volunteer Cavalry Camp 17 June to 2 July 1904; substantial wooden platform north side of level crossing, about ½ mile west of Blair Atholl *(Strathearn Herald 7 June; Elgin Courant 27 May)*, clearly intended for annual use; officially clo 11 April 1959 *(High Rly Soc Journal 1993)*. Added 'P' 1941a *hb*; not in 1956 *hb*.

BLACK LANE – see RADCLIFFE.

BLACK LION CROSSING [GW] op to public 1 January 1906**; HALT; finally clo to public 22 September 1924; {map 86}.

BLACK ROCK [GW] op 9 July 1923 *(GW commercial circular)*; HALT; clo 13 August 1976 (Friday) – had become unsafe *(Cl)*; {Portmadoc – Criccieth}.

BLACK TANK – see 1957**.

BLACKBURN

BLACKBURN [LY] op 1 June 1846 *(Rtn PP)*; still open.

B DARWEN STREET [East Lancs] op 3 August 1847 *(Bolton Free Press 7th)*; clo 1 December 1852 (LY/E Lancs notice *Blackburn Standard 1st* says after Tuesday 30 November); Whitsun use for many years after *(C/W*, from W. D. Tattersall, *Bolton, Blackburn ... Railway*, Oakwood, 1973, p 60). Surviving goods later B BOLTON ROAD.

Line on to Clitheroe op 22 June 1850 and resulted in dispute between East Lancashire and Bolton, Blackburn, Clitheroe & West Yorkshire (then owners of new stretch) companies concerning payment for use of shared line through 1846 station; by 29 July (from start?) according to the Railway Commissioners' Report on dispute latter's trains were going through main station without stopping, to the inconvenience of locals and were picking up and setting down local passengers beyond junction at Daisy Field (presumably origin of station there) in order to avoid paying toll for them. Item on settlement of dispute *(Preston Chronicle 14 September 1850)* listed main conditions: passengers could be booked to and from Clitheroe from the Daisy Field station, those from Preston wanting to go to Clitheroe must be 'landed' at Darwen Street station (which would have involved extra platform since map with Commissioners' Report shows station on line from Bolton only), and those from Bolton line wanting to go to East Lancs station must go via latter's station; this seems to be an enlargement of Commissioners' decision, which merely made it permissible for passengers on either line to use either station and made no mention of Daisy Field. Also see G Body, *Great Railway Battles*, Silver Link, 1994.

BLACKBURN FORGE / BRIDGE [Sheffield & Rotherham] op on or by 24 November 1838** as B FORGE in *co n*; clo 25 March 1839 *(co n Sheffield Independent 23rd* – as B BRIDGE).

BLACKBURN JUNCTION [SY] in *Brad* from October 1854 to October 1857 and June 1858 to September 1859 (both inc) at 3 miles from Sheffield, but no trains ever shown calling (see ALDAM JUNCTION for explanation).

BLACKDYKE [NB] op with line, first stop 6 September 1856 *(co n Carlisle Patriot 13th*), Saturdays only; full service May 1928 tt; sometimes originally BLACK DYKE(S); became HALT 1 January 1921 *(NB list)*; clo 7 September 1964 *(RM October)*.

BLACKFORD [Cal] op 23 May 1848**; clo 11 June 1956 *(BR notice Ed Sub)*.

BLACKFORD HILL [NB] op 1 December 1884 *(Edinburgh Evening News 1st)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*; clo 10 September 1962 *(RM September)*.

BLACKFRIARS

BLACKFRIARS [Dist] op 30 May 1870 *(T 31st)*; covered way to main line station op 13 November 1886; clo 2 March 2009 for rebuilding; due to reopen 2011 *(official ug map)*; actually reop 20 February 2012 *(RM May)*; still open. At first in *hb* as B BRIDGE, and ticket thus *(JB)*.

BLACKFRIARS and **B BRIDGE** main line – see LONDON.

BLACKGRANGE [Stirling & Dunfermline] only shown with trains in *Brad* November 1852; still present, trainless, December; error? {Cambus – Causewayhead}.

BLACKHALL near Motherwell [NB] op 19 September 1864 *(co n AC&W 17, 24 September)*; clo 1 November 1893 (Wednesday) *(RCG; co n Glasgow Evening Post 31 October)*; 9 July 1923 wtt shows stops to put down and pick up surfacemen; {map 16}.

BLACKHALL near Hartlepool:

B COLLIERY [LNE] op 24 July 1936 *(RM September)*; clo 4 May 1964 *(Birmingham Daily Post 4 March)*; HALT until 1936/7 *(Brad)*; {B Rocks – Horden}.

B ROCKS [NE] first in *Brad* July 1907; until 1919 summer Wednesdays and Saturdays only; also first press reference seen is in item about July alterations *(Hartlepool Northern Daily Mail 11 June)*. Clo 4 January 1960 *(Cl)*. *RCG* says op 1 October 1919 – full use/provision of proper station/reopening after wartime closure?

BLACKHEATH

BLACKHEATH [SE] op 30 July 1849 *(co n The Era 29 July)*; still open.

B HILL [LCD] op 18 September 1871 *(co n T 16th)*; clo 1 January 1917 *(T 28 December 1916)*.

BLACKHILL [NE] op 2 December 1867 *(co n Newcastle Courant 2nd)* as BENFIELDSIDE; renamed CONSETT 1 November 1882 *(RCG)*, C & BLACKHILL 1 May 1885 *(hbl 23 April)*, BLACKHILL 1 May 1896 *(RCG)*; clo 23 May 1955 *(Shields Daily News 6th* – excursions will continue).

BLACKHORSE ROAD

BLACKHORSE ROAD [Mid/TFG] op 9 July 1894 *(RCG; Barking ... Gazette 14th)*; moved 200 yards west 14 December 1981 *(Mid)*; originally BLACK HORSE ROAD; renamed 12 May 1980 tt *(Mid)*; still open. Blackhorse-road in local press at opening.

BLACKHORSE ROAD [Vic] op 1 September 1968 *(T 2nd)*; still open.

BLACKMILL [GW] op 12 May 1873 *(co ½ T 7 August)*; clo 5 May 1958 *(BR WR notice Western Mail 2nd)*. BLACK MILL until 1895/6 *(Brad)*.

BLACKMOOR [Lynton] (ng) op 16 May 1898 *(N Devon J 19th- line; in description of formal opening on 11th in Ex & Plym 12th)*; clo 30 September 1935**.

BLACKPILL Swansea [SIT]

BLACKPILL op 25 July 1860** as BLACKPILL ROAD AND BISHOPSTON ROAD (misleadingly some tts made it look like two stops, but *Cambrian* of 22 January 1875 has BLACKPILL OR BISHOPSTON ROAD, clearly joint name); often just one half of name used – much variation; initially usually BLACK PILL in all forms; resited on deviation 26 August 1900 *(South Wales Daily Post 27th* – line, beside the sea, to end running dangerously close to road); clo 6 January 1960**; {map 88}.

BLACK PILL AND COLLIERY BRANCH (non-tt) – see end of 25 July 1860**.

BLACKPOLE [GW] (non-tt); *GM's report, 16 November* 1917 said work in hand for workmen's platform at Small Arms Factory; used until about 1920 *(U)* and from 9 November 1941 *(GW wtt supplement)* to about 1946 *(U)*; aot HALT; {Worcester – Fernhill Heath}. Background information: existence of halt mentioned in Ministry of Munitions adverts for sale of site of Government Cartridge Factory No. 3 in *Coventry Evening Telegraph 10 January* and *10 June 1920* – but does not specify in use or not in use; not included in advert for sale of furniture etc. on 24 November 1920 *(Birmingham Daily Gazette 20th)*. *Item ibid 25 May 1945* said Ministry of Supply would hand site back to Cadbury's (1920 buyers) on 30 June and they would only employ 50 to 100 workers.

BLACKPOOL

B CENTRAL [PW] op 6 April 1863 *(Liverpool 7th)* as B; became B HOUNDS HILL 1872 tt *(JS)*, B C 1878 tt *(Cl)*; clo 2 November 1964 *(BR WR circular12 October)*.

Excursion Platform here by 25 July 1891 *(Burnley Gazette* – advert from Hall Road, opposite this). *Preston Herald Saturday 20 October 1900* – on 1 October Central station closed and trains diverted to excursion platform so that improvements could be carried out; sufficient progress so back to normal on Monday. *Manchester Evening News 14 January 1901* – four commodious excursion platforms are being constructed, each about 200 yards long, extending up to Chapel Street Bridge. *Preston Herald Wed 19 February 1902* – excursion platform in use again this week owing to work between Central & S Shore. Used in Second War – mentions *Lancashire Evening Post 9 July 1942* (Wakes Week excursionists) and *24 July 1943*; apparently out of use *ibid 8 July 1944*; back in use *Manchester Evening News 21 May 1945*; always long queues owing to 'rationing' of seats. Last use?

B NORTH [PW] op 29 April 1846 *(Manch 2 May*)* as B; became B TALBOT ROAD 1872 tt *(JS)*, B N 17 March 1932 *(LNW dates)*; previous "main" station (platforms 1 to 6) – which extended further south-west than "excursion" platforms (7 to 16) – was taken out of use from 7 Jan 1973, and eight platforms of latter left as station *(BLN 221 p 31)*; still open.

* = paper's report of the day deals with the formal opening and free trips for the public on this date, which would suggest some justification for giving 30th as opening date, assuming that trains did run on that date? Or even delayed until 1 May, with new tt? However, the official LY list of Acts, etc., compiled 1920 gives 29 April.

Excursion Platform here by 13 August 1870 *(Preston Herald*– advert for shop and house in Railway Street – directly opposite this). Letter *Yorkshire Post ... 6 September 1883*: Talbot Road excursion platform is literally a platform and nothing more: no cover, considerable distance from station. *Todmorden & District News 21 September 1934* – new B NORTH Queen St excursion platform 785 ft long. Now effectively all one station? *Lancashire Evening Post 3 July 1953* – B NORTH two excursion platforms renewed & resurfaced to deal with traffic for Royal Agricultural Show starting 7th; total length nearly 1,400 feet. Last use?

B PLEASURE BEACH op 13 April 1987 *(RM June)*; still open.

B SOUTH [PW] op 30 May 1903 *(RCG)*; original station on direct line; platforms on coastal line added 14 July 1916, to replace South Shore; still open. At first SOUTH SHORE WATERLOO ROAD, became B W R 1914 *(RCH ref July)*, B S 17 March 1932 *(LNW dates)*.

SOUTH SHORE LYTHAM ROAD [PW] op 6 April 1863 *(Liverpool 7th)* as S S; L R added 30 May 1903 *(hbl 9 July)*; clo 14 July 1916 (Friday) *(Cl)* – see B South, above. Note: Blackpool not part of name.

BURLINGTON ROAD [PW] op 1 October 1913 *(Haslingden Gazette 6th)*; clo 1 October 1915 (Friday) *(LMS letter to Cl 22 May 1945)*; reop by 13 June 1919 *(Blackpool Gazette of that date* said had reopened); clo 11 September 1939 *(Cl)*. HALT in *hb*.

Somewhere near Blackpool a **temporary platform** was provided for camp of Denbigh Volunteers, paper no help with exact site *(Wrexham Advertiser 4 August 1894)*.

BLACKRIDGE op 12 December 2010, between Caldercruix and Armadale *(Scotsman 13th)* about ½ mile east of old Westcraigs; still open.

BLACKROD [LY]: line op 4 February 1841 and opening notice in *Bolton Chronicle* of 6 February includes this in fare list as 'Horwich and Blackrod station', its original name*; became H JUNCTION 14 February 1870 *(Bolton Chronicle 12th)*, B & H J 11 February 1873 *(Cl)*, B 16 April 1888 *(Cl; hbl ref 26 April)*. Still open.

* = despite fact that inspection report said station not ready and company letter, dated 1 February 1841 *(Rtn)*, said would not be used for present.

BLACKSBOAT [GNS] op 1 July 1863 *(Banffshire Journal 23* and *30 June)*; clo 18 October 1965**.

BLACKSTON (JUNCTION) [NB] first in *Brad* January 1863; clo 1 May 1930 (Thursday) *(co n Scotsman 7 April)*. Building burnt down 28 February 1921 *(NB list)* – any effect on services? Much conflicting evidence over name. Was BLACKSTONE JUNCTION in Monklands wtt 1 March 1865; renamed from BLACKSTON to BLACKSTON JUNCTION 1 January 1866 NB wtt; reverted to B 1890 *(Brad)*; In *hb* BLACKSTONE until 1883, BLACKSTON 1890; *hbl ref January 1925* said had become B J but still B *Brad*.

BLACKTHORN [GW] op 1 July 1910 *(Banbury Guardian 16 June)*; clo 8 June 1953 *(RM August)*.

BLACKWALL

BLACKWALL [GE] op 6 July 1840 *(co n T 29 June)*; see 31 March 1849**; clo 4 May 1926** *(Cl)*.
BLACKWALL [Dock] op 28 March 1994**; still open.
BLACKWATER near Aldershot [SE] op 4 July 1849 *(Berkshire 7th)* as B; later B & SANDHURST (*Brad* 1851-2 but thus 1850 *Topham*); became B & YORK TOWN 1897 tt *(Cl)*, B & CAMBERLEY for SANDHURST COLLEGE 1 June 1913 *(hbl 24 April)*, B HANTS 9 July 1923 *(hbl 26 April)*; HANTS dropped ?; still open.
BLACKWATER IoW [IWC]: 1 February 1875 (see 1875**); IoW added 9 July 1923 *(hbl 26 April)*; aot request; clo 6 February 1956 *(Southern Daily Echo 6th)*. Tickets for B CROSSING *(JB)*.

BLACKWELL [BG; Mid]

Probable sequence (J Gough):
BLACKWELL (a) op 5 June 1841 at 52 m 54 ch; clo? 4 November 1844? (see November 1841**).
BLACKWELL (b) op November 1841** as TOP OF LICKEY INCLINE at 53 m 15 ch; renamed 4 November 1844? (see line note); clo 18 April 1966 *(Cl)*.
BLACKWELL MILL [Mid] (non-tt): used by railwaymen and families; first in working tt 1 November 1874; last booked call made 11 June 1966 (see N. J. Hill *Chron October 2020)*; {Millers Dale – Buxton}.
BLACKWOOD near Crumlin [LNW] op 19 June 1865 *(co n Newport 17th)*; clo 13 June 1960 *(RM July)*.
BLACKWOOD near Lanark [Cal] op 1 December 1866 *(Hamilton 1st)* as terminus; replaced by through station on Stonehouse to Lesmahagow line 1 July 1905 *(RM November)*; clo 4 October 1965 *(BR notice, True Line July 2006)*.
BLACON [GC] op 31 March 1890 *(co n Chester Chronicle 29th, item 5 April)*; clo 9 September 1968 *(RM October)*.

BLAENAU FFESTINIOG

At first B FESTINIOG. *Brad* made change to B FFESTINIOG 1950/1 in GW table, LNW later – 1951/2 LNW table had B FEST... in body, with note giving distance to GW B FFEST...
Standard gauge stations:
BLAENAU FFESTINIOG [LNW] op 22 July 1879 *(Llangollen Advertiser 25th)*, temporary at tunnel mouth; replaced by exchange with narrow gauge, op 1 April 1881 *(N Wales Chronicle 2nd, also see Stewart Smith, Chron January 2021)*; NORTH added 18 June 1951, dropped 6 May 1968 *(BLN)*; replaced ¼ mile east by >
B F after 9.50 a.m. departure, 22 March 1982 *(RM May; Liverpool Echo 8th)* – planned for 5 January 1982 but delayed by bad weather; see 2015/16**; still open. Is on same site as old GW (next entry); according to *RM* op as B F CENTRAL but just B F in tt – *RM* assumed back to old name? Re-siting involved use of connection between old LNW and GW lines opened 20 April 1964 for goods traffic to Trawsfynydd Power Station.
B F CENTRAL [GW] op 10 September 1883 *(hbl 31 December)*; CENTRAL added 18 June 1951 *(Cl)*; clo 4 January 1960 *(Western Mail 30 December 1957)*.
Narrow gauge stations {map 78}:
DINAS [Festiniog] op 6 January 1865 *(North Wales Chronicle 14th)*; clo August 1870 *(Cl)*. Passengers carried free and at own risk for some months before official opening; free use 5 January after formal opening *(Festiniog)*.
DUFFWS [Festiniog] first in *Brad* January 1866 as DIFFWYS; amended 1867/9; clo 1 January 1923, reop 1 January 1925 *(Cl)*; clo 1 June 1931 *(Cl)*. In *hb* as DIFFWYS, later DUFFWS B F TOWN; ticket for DIPHWYS *(JB)*.
B F exchange with GW [Festiniog] op 10 September 1883 *(D&C 11)*; BF (GWR) in co tts; trains last shown June 1939 *Brad* though remained there, trainless, to line closure 18 September 1939**.
B F exchange with LNW [Festiniog] op 8 June 1881; periods of closure when not needed for exchange (e.g. winter 1934/5); clo 18 September 1939**.
In *Brad* last two covered by one entry, B F JUNCTION, until separate times provided 1889/90; use of both intermittent in last years according to tts.
'Blaenau' not included in names of Dinas and Duffws in *Brad*.
BLAENAU FESTINIOG [Festiniog & Blaenau] op 30 May 1868** as B; renamed B 1 July 1883 *(GW General Manager's Circular 25 June)*; last train 5 September 1883 *(NGSC)*; replaced by B F Central, standard gauge.

BLAENAVON

BLAENAVON [LNW] op 18 December 1869 *(LNW Officers 4939)*; clo 5 May 1941 *(co handbill RAIL 101 4/33)*.
B LL [GW] op 2 October 1854**; LL added 19 July 1950 *(Cl)*; clo 30 April 1962 *(T 6 April)*.
B BRANCH JUNCTION (non-tt): workmen; op by 1909; clo ?; {Efail Fach – Tonmawr} *(@JF)*.
BLAENCORRWG – see NORTH RHONDDA.

BLAENCWM

BLAENCWM [TV] see BLAENRHONDDA [TV].
BLAENCWM SIDING [RSB]: (non-tt) workmen's trains 12 July 1913 wtt (other times?); {Blaengwynfi – Blaenrhondda}.
BLAENGARW [GW]: miners use from 1877 *(U)*; op, new station, public 26 May 1902 *(RCG; Western Mail 28th)*; clo 9 February 1953 *(T 23 January)*.
BLAENGWYNFI [RSB] op 10 May 1890 *(Pontypridd Chronicle 16th)*; became request 1965/8 tt – regarded as Halt?; clo 26 February 1968 – tunnel unsafe *(Cl)*. BLAEN-GWYNFI/BLAEN GWYNFI until 1936 *(Brad)*. *Hb* until 1904 had B-GWNFY and tickets thus *(JB)*
BLAENPLWYF [GW] op 12 May 1911 *(Liverpool Journal of Commerce 15th)*; HALT; clo 12 February 1951 *(Cl)* – see 1951**.
BLAENRHONDDA [RSB] op 2 July 1890 *(co ½ T 21 August)*; BLAEN-RHONDDA before 9 November 1936 *(GW ir)*; became request 1965/8 tt – regarded as Halt?; clo 26 February 1968 – tunnel unsafe *(Cl)*.
BLAENRHONDDA [RSB] …..
BLAENRHONDDA [TV] possible (but unlikely?) (non-tt) stop for miners intended here 1905; in tt (wtt presumed) May 1907 to October 1917, but no trains shown, as BLAENCWM (R. Maund / C. Chapman *Chron 108)*; {43 chains north of Dunraven Crossing – see *RAC Atlas Map 158, BLAENRHONDDA branch; Cobb Atlas* non-passenger branch north of Treherbert, shown as originally Rhondda Valley & Hirwain Junction}.

BLAENRHONDDA COLLIERY [TV] (non-tt): exact dates unknown; *South Wales Daily News 29 March 1872* said that Blaen Rhondda Colliery Company had introduced miners' service from Treherbert and Wednesday connecting service to allow wives to go Pontypridd market; {non-passenger branch north of Treherbert, shown as originally Rhondda Valley & Hirwain Junction}.

BLAGDON [GW] op 4 December 1901 *(Wells 5th)*; clo 14 September 1931 *(Somerset Standard 28 August)*.

BLAGUEGATE – see SKELMERSDALE.

BLAINA [GW] op 23 December 1850**; clo 30 April 1962 *(T 6 April)*.

Non-tt: see ABERYSTRUTH

BLAIR ATHOLL [High] op 9 September 1863 *(Scotsman – co n 9th, item 10th)* as B ATHOLE; altered 7 September 1893 *(RCG)*; still open. See 1957**. *Hb*: 1866 B ATHOLE; 1872 B ATHOL; 1894a B ATHOLL.

BLAIRADAM [NB] op 20 June 1860 *(Tayside; co ½ T 28 September- line)*; in *Brad* but often described as private (for Blairadam House); clo 22 September 1930 *(Scotsman 15th)*.

BLAIRFORDEL PLATFORM – see BENARTY.

BLAIRGOWRIE [Cal] op 1 August 1855 *(Dundee Courier 8th)*; clo 10 January 1955 *(T 28 December 1954)*.

BLAIRHILL [NB] op 24 October 1888 *(Glasgow Evening Citizen 24th)* as DRUMPELLIER & GARTSHERRIE, though BLAIRBRIDGE in BoT inspection report; became BLAIRHILL & G 1 February 1899 *(JS)*, B 4 December 1967; still open.

BLAISDON [GW] op 4 November 1929 *(GWR letter to Cl)*; HALT, though SIDING in *hb* 1956; clo 2 November 1964 *(Cl)*; {Grange Court – Longhope}.

BLAKE HALL op [GE] 24 April 1865 *(Herts Guardian 9 May)*; its line treated as part of [Cen] from 25 September 1949 *(T 26th)* but not legally transferred until 18 November 1957, when electric services began *(D&C 3)*; clo 2 November 1981 *(BLN 424)*.

BLAKE STREET [LNW] op 15 December 1884 *(co n Birmingham Daily Post 13th)*; still open.

BLAKEDOWN [GW] first in *Brad* and co tts *Worcester Chronicle* April 1853 as CHURCHILL & B; renamed 6 May 1968 *(Cl)*; still open. Initially C in *hb*; 1904 C & B.

BLAKENEY [Forest of Dean Central]: 'P' in *hb* 1877 to 1895; almost certainly parcels only (thus shown 1904).

BLAKESLEY [SMJ] op 1 July 1873 *(Leamington Spa Courier 5th)*; clo 23 July 1877; reop 2 March 1885**; clo 7 April 1952 *(Banbury Guardian 6 March)*.

BLANDFORD FORUM [Dorset Central; SD Jt]

Temporary terminus at **B ST MARYS** op 1 November 1860 *(Dorset Chron 8th)*; replaced 42 chains further on, when line extended to Templecombe, by >

BLANDFORD FORUM op 10 September 1863**; FORUM added 21 September 1953 *(Rly Obs November)*; clo 7 March 1966 *(Shepton 11th)*.

B CAMP (non-tt) army; 1915 – 1919; {branch from Blandford} *(U)*.

BLANEFIELD [NB] first in *Brad* February 1868 (not in op tt for line *co n Stirling Observer 4 June 1867)*; clo 1 October 1951 *(RM November)*.

BLANKNEY & METHERINGHAM [GN/GE] op 1 August 1882 *(GN/GE)*; clo 11 September 1961 *(RM September)*. Later reopened as METHERINGHAM, which see.

BLANTYRE

BLANTYRE [Cal]: op 10 September 1849 *(co n Glasgow Herald 7th)*; still open.

Also see HIGH BLANTYRE.

BLAYDON [NE] op 10 March 1835**; clo 3 September 1966 for engineering work, reop 1 May 1967 *(Cl)*; still open. *Scott* 1837 has B for fares but STELLA OR B in details of tt; text suggests B.

Temporary platform (non-tt) at Blaydon west dock ¼ mile west of station for passengers when accident to goods train at east end of station caused trains to be diverted through goods yard; 13 January 1915 until ? *(Newcastle Journal 15th)*.

BLEADON & UPHILL [GW] first in *Brad* November 1871*; op as U, renamed 1872 *(Brad)*; clo 5 October 1964 *(Cl)*.

* = monthly timetables in *The Clevedon Mercury* did not include any mention of 'Uphill' before they ceased to be regularly published during 1872 but comparison of those 'for October' and 'for November' 1871 shows extension of time between Weston-super-Mare Junction and Highbridge for trains shown by *Brad* as stopping at Uphill.

BLEAN & TYLER HILL [SEC] op 1 January 1908 *(Whitstable Times 21 December 1907);* HALT; just T H 1912 tt to 1915 tt *(Cl)*; clo 1 January 1931 (Thursday) *(T 4 December 1930)*.

BLEASBY [Mid] in co tts from December 1848, Wednesdays only; Saturday service added November 1849 – was mentioned in note to Nottingham-Codnor Park table, not in Lincoln-Derby, where it belonged *(Mid)* – first in *Brad* March 1850; all days July 1863; still open. At first B GATE in RCH Distance Books, altered 1889 *(JS)*.

BLECHYNDEN – see SOUTHAMPTON.

BLEDLOW [GW]

BLEDLOW op 1 August 1862**; clo 7 January 1963 *(Birmingham Daily Post 2nd)*.

B BRIDGE op 1 September 1906 *(Bucks Herald 8th)**; HALT; clo 1 July 1957 *(RM August)*.

* = paper said original name was B RIDGE and suggested renaming it B BRIDGE – misunderstanding?

BLENCOW [CKP] op 2 January 1865 *(Carlisle Patriot 7th)*; clo 3 March 1952 *(BR notice Penrith Observer 4th)*; reop 2 July 1956 *(RM August)*; clo 6 March 1972 *(Newcastle Journal Monday 6th – last train Saturday)*. *Brad* ? to 1952: B for GREYSTOKE, but not thus LMS tt 1930. Paper said Newbiggin was nearest place of any size but already a station of that name; Mr. Howard of Greystoke did not want it named after his home (also nearer) so they named it after this insignificant place.

BLENHEIM & WOODSTOCK [GW] op 19 May 1890 *(Oxford Chron 24th)*; clo 1 March 1954 *(T 1st)*. *Hb*: 1892a W & B, corrected 1894a.

BLENKINSOPP HALL [NE] (non-tt): private; op 18 June 1838; clo 1875; see 10 March 1835**; {Haltwhistle – Greenhead} *(U)*.

BLETCHINGTON [GW] op 2 September 1850 *(co n T 31 August)* as WOODSTOCK; renamed W ROAD 1851 tt, KIRTLINGTON 1855 tt *(Cl)*, B 11 August 1890 *(hbl 23 October)*; clo 2 November 1964 *(Birmingham Daily Post 22 October)*.

BLETCHLEY [LNW] op after 2 November 1838, when co minutes refer to arrangements being made for station there and see *Bucks Herald 17 November* – at the Bletchley cross-road about ½ mile from Fenny Stratford, but on or before 20 June 1839 when in co tt *(Lee)* – mentioned in advert *Northampton Mercury 30 March*; still open. B & FENNY STRATFORD 1841-6 *Brad* but just B in *Tuck* 1843; B JUNCTION 1851/2 to 1869/70 in *Brad* and thus LNW co tt at least until 1868, in some tables.

BLIDWORTH & RAINWORTH [Mid] op 3 April 1871 *(Mid)* as R; renamed B 1 May 1877 *(Mid)*, B & R 27 April 1894 *(hbl 11 July)*; clo 12 August 1929 *(T 13th)*. Advertised excursion in special notice 1 August 1962 *(IU)*.

BLISWORTH

BLISWORTH [LNW] op 17 September 1838 *(T 18th)*; moved ½ mile north by 1851 at latest, supporting *Cobb* date of 1845, with line to Northampton; clo 4 January 1960 *(RM February)*. Used Sundays on at least 14 occasions, February 19 1961 to 11 November 1962 (inclusive) during track work and bridge demolition; long-distance trains calling here instead of Northampton Castle, with special service between the two *(Coventry Evening Telegraph 15 February, 27 October, 30 November 1961* and *12 October 1962; Birmingham Daily Post 10 November 1961* and *26 October 1962)*. B JUNCTION, some tables, *Brad* 1851/3 to 1895/6 and LNW co tt 1852-1864 at least.

Perhaps suffered an early short-term loss of service: *Northampton Mercury, Saturday 19 January 1839* said that trains 'would commence stopping' at the present temporary station on Monday next (21st); earlier press references (e.g. *ibid 3 November 1838)* had said that it would be given a first-class station to replace the original, described as little more than a wooden shed and a tremendous flight of wooden steps but the January paper referred to difficulties encountered in finding a suitable site.

After re-siting was briefly GAYTON on OS map.

BLISWORTH [SMJ] op 1 May 1866**; clo 7 April 1952 *(Banbury Guardian 6 March)*.

Originally *hb* treated as one station; according to *hba* May 1948 this was 'closed' – had trains been diverted to LNW station or was this error?

BLOCHAIRN – see GARNGAD.

BLOCKLEY [GW] op 4 June 1853 *(Glos Chron 4th- line*; mentioned in account of formal opening 7 May *Gloucester Journal 14th* – public opening delayed by need to make alterations demanded in inspection report); clo 3 January 1966 *(RM February)*.

BLODWELL JUNCTION [Cam] op 6 January 1904 *(RCG)* on site of previous Llanyblodwell; clo 15 January 1951 *(Cl)* – see 1951**; erratically ...wel/...well pre-GW; {map 80}.

BLOOMSBURY (& NECHELLS) [LNW] op 1 August 1856 *(W Mid)*; clo 1 March 1869 (alterations notices LNW co tt March 1869; *LNW Officers 3994* – can be closed after 28th inst); replaced by Vauxhall (later renamed Duddeston); {Aston – Vauxhall & Duddeston}. At times B & NECHELS *(Brad)*; just B in LNW tts seen, including March 1869, cited above.

BLOORS SIDING – see May 1833**.

BLOWERS GREEN [GW] op 1 March 1878 *(hbl 20 June)*, 17 chains north of NETHERTON, which it replaced; originally in *Brad* as N, soon DUDLEY SOUTH SIDE & N, B G 1 August 1921 *(RCG)**; clo 30 July 1962 *(Birmingham Daily Post 23rd)*.

* = *hbl 15 July* said renamed from N.

BLOWICK [LY] op 1 April 1870 *(Ormskirk 7th)* as COP END; renamed 1871 *(Cl; RCG ref April 1872)*; clo 25 September 1939 *(LNW Record; LMS records sourced to Tfc 6051, 26 July 1939)* but *LMS letter Cl pap* said 11 September – closure moved forward as result of war?.

BLOXHAM [GW] op 6 April 1887 *(Oxford Journal 9th)*; clo 4 June 1951 *(T 4th)*.

BLOXWICH

BLOXWICH (a) [LNW] op 1 February 1858 *(co n Aris 1st, Birmingham Journal 6th)*; closed 18 January 1965 *(Birmingham Daily Post 10 December 1964)*.

BLOXWICH (b) op 17 April 1989 *(BLN 609)*; see 13 August 2017**; still open.

B NORTH op 2 October 1990 *(RM December)*, free trains first day; still open. Originally to be BROAD LANE but 'renamed' before opening *(AB, Chron)*; ticket exists under that name *(JB)*.

BLUE ANCHOR [GW] op 16 July 1874 *(Som H 18th)*; clo 4 January 1971 *(Som Gaz 8th)*. See 20 July 2007**. Some books have asserted that this opened as BRADLEY GATE but this was simply a location sometimes mentioned in connection with the station, never its name (see article by T. Edmonds, *RCHS Journal July 2017).*

BLUE ANCHOR LANE – see 9 June 1835**.

BLUE PITS [LY] op 15 September 1839 *(co n Manch 14th)* – Sunday; probably closed 1 November 1875, when replaced by Castleton, which see for explanation. Op as BLUE PITS and still thus *Brad* 19 October 1839; April 1840 HEYWOOD & B P BRIDGE and same *co n Manch 9 January 1841*; *Brad* March 1841 H one version but H & B P another, April 1841 (sheet) B P, 1853 B P JUNCTION. Early sources included other variations, e.g. BLUE PITTS and BLUEPITS.

BLUESTONE [MGN] op 5 April 1883 *(Norfolk Chronicle 14th)*; clo 1 March 1916 (Wednesday) *(RCG)*; {Corpusty – Aylsham}.

BLUNDELLSANDS & CROSBY [LY] op 24 July 1848** *(Southport Vis 22nd, 29th)* as C, on north side of level crossing at Mersey Road, on different plot than agreed. At least one short closure in early days (see note). Re-sited 250 yards north, to south side of level crossing on newly built Blundellsands Road, using materials from old Southport Eastbank Street, 1 June 1852. Re-sited again on north side of Blundellsands Road level crossing in 1865, initially B for C; exact date not known – between 7 January, when platforms reported not ready, and 2 November, when ordered to be renamed B & C 'forthwith', but *Brad* changed from C to C & B December 1865/January 1866 (to B & C 1877/8); Local Board for Great Crosby had decided, 30 August 1865, to protest about intended change, so perhaps not yet open. Extensively rebuilt, work completed May 1882. Still open. (Much detail from *Liverpool, Southport & Crosby co minutes).* Aot BLUNDELL SANDS *(hb)*.

BLUNHAM [LNW] op 7 July 1862 *(Beds Mercury 12th)*; clo 1 January 1968 *(Coventry Evening Telegraph 11 November 1967)*.

BLUNSDON [MSWJ] op 1 September 1895 *(MSWJ)*; Sundays only after 10 July 1922; use not continuous; not in 22 September 1924 wtt so last use 21 September 1924.

BLUNTISHAM [GE] op 10 May 1878 *(GE- line)*; clo 2 February 1931** *(RM March)*; later excur *(U)*.

BLYTH [NE] op 3 May 1847**; new station to west 1 May 1867 *(Nhumb Young)*; clo 2 November 1964 *(RM January 1965)*.

BLYTHBURGH [Southwold] (ng) first in *Brad* December 1879; aot request; clo 12 April 1929**. GE co tts 1882, 1914 and *Brad* to closure: B for WANGFORD.

BLYTHE BRIDGE [NS] op 7 August 1848 *(Staffordshire Advertiser 5th)*; BLYTH B until 1907 *(Cl; hbl ref 3 July)*; still open.

BLYTHSWOOD: [GSW] (non-tt) platform for Queen Victoria's private visit to Campbell's house here 22 August 1885; near Renfrew; *(Glasgow Herald 25th)*.

BLYTON [GC] op 2 April 1849 *(Lincs Times 3rd)*; clo 2 February 1959 *(RM March)*. Became B for CORRINGHAM 1885 ? *(RCG ref July)* and thus GC co tt 1903, LNE tt 1933 and *Brad* to 1955/6.

BO'NESS [NB] op 1 March 1856 *(co n Falkirk Herald)*, without BoT approval; soon closed – probably by 13 March, when BoT appointed inspector *(MT 12/2)* though advertisement for service still in paper of that date (inertia?); certainly clo by 20 March (Monkland minute of that date – 'has closed'). Service restarted 10 June 1856 *(SRO BR/MNK/1/2)*; clo 7 May 1956 *(West Lothian Courier Friday 11th* – last train previous Saturday).

BOARHILLS [NB] op 1 September 1883 *(Fifeshire Journal 6th)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*; clo 22 September 1930 *(Scotsman 15th)*. Later occasional excursion use – e.g. 1938 for Empire Exhibition at Glasgow and schoolboys to see Scotland v England schoolboys at Cowdenbeath (Hajducki et al, *Anstruther& St Andrews Railway*, Oakwood 2009).

BOARS HEAD [LY&LU Joint/LNW]: [LNW] op 31 October 1838 *(Preston Chronicle 3 November)*; [LY&LU JOINT] op 1 December 1869**; all clo 31 January 1949 *(RM May)*.

BOAT OF GARTEN [GNS/High] op 3 August 1863 *(Banffshire Journal 4th)*; clo 18 October 1965**.

BOAT OF INSCH – see KINCRAIG. Also sometimes INSH.

BOAT YARD CROSSING [LY] op 3 June 1912 *(LY)*; clo 1 October 1913 (Wednesday) *(Southport Vis 25 September – will close 30th)*; {on Tarleton branch, from Hesketh Bank}.

BOBBERS MILL – see RADFORD Nottingham.

BODDAM [GNS] op 2 August 1897 *(co n Buchan Observer 3rd, item ibid 4th)*; clo 31 October 1932 *(LNE n Aberdeen Press 12th* – said clo for winter months but in fact never reopened). Specials ran during Second War but were replaced by buses before its end (GNS Society's *Review*, August 2005).

BODFARI [LNW] op 6 September 1869**; clo 30 April 1962 *(Cheshire Observer Saturday 5 May* – last previous Saturday).

BODIAM [KES] op 2 April 1900 *(Kent Examiner 30 March, co minutes RAIL 332/1)*; clo 4 January 1954 *(T 2nd- last train Saturday 2nd)*; hop-pickers to 1958 (from Robertsbridge end of line), last known, allegedly, on Monday 22 September, though service usually Saturdays and Sundays (22nd a conventional date?). *Brad* and SEC co tt 1914: B for STAPLECROSS. *Hb* 1904: B for S and EWHURST.

BODMIN

BODMIN NORTH [Bodmin & Wadebridge; LSW]: line op 1 October 1834** but operated on 'stop anywhere' principle so impossible to say when first fare-paying passengers were carried from BODMIN itself – earliest passengers probably taken from Wenford Junction, outside Bodmin; clo 1 November 1886 for line reconstruction *(R Cornwall Gaz 29 October)*. Reop 1 November 1895 *(Cornish & D P 2nd)*; NORTH added 26 September 1949 *(Cl)*; HALT at clo 30 January 1967 *(Cornish & D P 4 February)*. 1881 and 1905 OS plans suggest same site, extended (see R. Maund *Chron 105)*.

BODMIN [Cornwall]: first station on main line to serve Bodmin was **RESPRYN**, private station used temporarily by public until proper one ready; R op 4 May 1859**; in *Brad* was BODMIN ROAD; press description of ceremonial opening called it B R station at Respryn. Deed of Covenant with Cornwall Railway, 18 June 1847, provided all reasonable accommodation for joining and leaving trains here for Lord Vivian and others interested in the Glynn Estate *(Out of Course)*. Kept as private station until October 1864 or later *(Cl)*, but for public use replaced by >

B PARKWAY [GW] op 27 June 1859 *(GW)* as B ROAD; renamed 5 November 1983 *(19 March 1984 wtt supplement)*; still open

B GENERAL [GW] op 27 May 1887 *(GW – Cornish Tel, 2 June*, only covered formal opening of 26 May); GENERAL added 26 September 1949 *(Cl)*; clo 30 January 1967 *(Cornish & D P 4 February)*.

(Non-tt): temporary platform being erected for Buffalo Bill's Wild West Show next month (would be 2 June 1904) *(Royal Cornwall Gazette 12 May)*.

According to *U* **ticket platform** here, perhaps in use 1897, closed by July 1902. *U* merely says 'Bodmin GW'; General or Road?

BODORGAN [LNW] first in tt *(Topham)* May or June 1849; aot request; still open.

BOGFIELD – see CARLISLE.

BOGNOR REGIS

For first station see WOODGATE.

BOGNOR REGIS [LBSC] op 1 June 1864 *(co ½ T 25 July)*; destroyed by fire 1898; temporary replacement; permanent new station 1902; REGIS added July 1929 *(hbl 23 October)*; still open.

BOGSHOLE – see 4 May 1830**.

BOGSIDE near Irvine

BOGSIDE (a) [GSW] (non-tt): special trains ran to 'The Racecourse' for meetings at Eglinton Park 7, 8, 9, 10 May 1844 *(co n Glasgow Herald 3rd)*, 13, 14, 15, 16 May 1845 *(ibid 12th)*, 12, 13, 14, 15 May 1846 *(ibid 11th)*; there was then a gap in holding meetings; these resumed 13, 14, 15 August 1850 with special trains to the 'Bogside Station' *(ibid 9th)*; 24, 25, 26 September 1851 *(ibid 19th)*; last seen use for race meetings 22, 23, 24 September 1852 *(ibid 13th)*. Also for Archery Meeting 26, 27 August 1858 *(ibid 24th)*. Site ? Possible private use for owner of Eglinton Castle?

BOGSIDE (b) [GSW]: racegoers' use began with or before meeting of 4 April 1879 (article in *Ayr Advertiser of 3rd* refers to 'new station' within a short distance of the course); first in *Brad* June 1894; initially Tuesdays, Thursdays and Saturdays only; all days June 1914; reverted to Saturdays only for part at least of First World War; at one stage, one of its trains was labelled "the golfers' train"; aot request; was B RACECOURSE/RACE COURSE 30 June 1952 to 14 June 1965 *(Cl)* but not so shown 30 June 1952 wtt; clo 2 January 1967 *(Cl)*.

B MOOR [Cal] in use by June 1900 *(U)*; first in public tt October 1901; noted in tt as golfers' station until clo 1 January 1917 – according to co wtt July 1907 application for train to stop had to be made to station-master at Irvine or Kilwinning; reop, daylight only, 1 February 1919; MOOR added 2 June 1924**; clo 28 July 1930 *(Scotsman 25 July* – where HALT). According to *Cl* became HALT 1924, but not thus *Brad* July 1929 or *hb* 1929.

BOGSIDE FIFE [NB]: line op 28 August 1850 *(co ½ T 1 October)* but not in notice *Stirling Journal 30 August*; first seen tt *Alloa Advertiser 8* February 1851 – not in September1850 tt, previous seen; FIFE added 1933/4 *Brad*; clo 15 September 1958 *(RM October)*.

BOGSTON [Cal] op 15 August 1878 *(Greenock Telegraph 15th* – today was opened – paper published 2 p.m.); clo 1 January 1917 *(RM February)*; reop 1 March 1917 *(Cl)*; still open.

BOLD [St Helens] first in *Brad* November 1856; last January 1858; {St Helens Junction – Widnes}.

BOLDON {map 25}

BOLDON [York, Newcastle & Berwick]: line op 16 April 1835**, nd, about August 1841 *(Robinson)*; not in *Brad* until August 1844; last there December 1853 and still in December 1853 tts local press but none seen for 1854.

B COLLIERY – see BROCKLEY WHINS.

Also see EAST BOLDON for earlier stop of this name on Brandling Junction.

BOLHAM [GW] op 23 April 1928 *(Tiverton 24th)*; HALT; clo 7 October 1963 *(W Som F P 12th)*; {Bampton – Tiverton}.

BOLLINGTON [GC/NS] op 2 August 1869 *(Macclesfield – co n 31 July, item 7 August)*; clo 5 January 1970 *(BR leaflet EA 116)*.

BOLSOVER

BOLSOVER [Mid] op 1 September 1890 *(Mansfield Reporter 5th)*; clo 28 July 1930 *(Derbyshire Times ... 12th)*; non-tt miners' service ended 14 September 1931 *(Mid)*. Pre-war excursions to at least 27 July 1939; half-day excursion to Bridlington and Scarborough 26 July 1949; surviving goods renamed B CASTLE 25 September 1950; used 28 July 1978 for Queen's Jubilee, then yearly August excursions organised by Miners' Welfare 1978-81; also PTA excursion 15 November 1980 to Liverpool Street *(Mid)*.

B COLLIERY [GC] (non-tt): HALT; op on or before 1 October 1910, when alteration of service shown in *co n RAIL 931/12*; still in GCR wtt 1 October 1913; absent 13 July 1914 (R. Maund *Chron 84, 94)*; {on branch from Arkwright Town to Markham Colliery}.

B SOUTH [GC] op 8 March 1897**; SOUTH added 25 September 1950 *(BR Circ)*; clo 3 December 1951 *(RM January 1952)*.

BOLTON

BOLTON [LY] op 29 May 1838**; became B TRINITY STREET 1895/6 *Brad* but probably officially same date as Great Moor Street – *hbl ref 24 April 1924*; reverted to B 6 May 1968 *(AB)*; 8 March 1987 buildings on main overbridge closed, replaced by single storey building alongside main road – slightly longer walk for passengers (R. Herbert, aot Operations Manager at Preston, via B. Wilson); still open. Early on known as BRIDGEMAN STREET (thus under heading in *co n Bolton Chronicle 9 June 1838* – helpful information?) / BRADFORD SQUARE *(Bolton)*; B JUNCTION 1852 to 1854/6 in occasional table *(Brad)*.

B GREAT MOOR STREET [LNW] (a) op 13 June 1831**; G M S added 1849 *Brad*, but 2 June 1924 *(LNW dates*, supported by co tts, but stray appearances LNW co tt – e.g. 1856, one table, one way only); original station at street level. Replaced by temporary >

BOLTON CROOK STREET [LNW] op 1 August 1871 *(Bolton*; *LNW Officers 6917*, 16 April 1871 – 'consequent upon the erection of a new station in a few days, the present passenger station at Bolton would be closed and a temporary opened in the goods yard at Crook Street') – (probably in warehouse alongside Chandos Street); would allow level crossing in Crook Street to be replaced by bridge. This was replaced by >

BOLTON GREAT MOOR STREET [LNW] (b) op 28 September 1874 *(Bolton;* Bert Holland, *Plodder Lane for Farnworth*, Triangle, 2001, p 19); this was on approximately the same site as (a) but 10 feet higher; clo 29 March 1954 *(BR clo notice Sweeney)*. Wakes week use to 1959 [RCTS railtour on 4 April 1959 was described as last passenger train] *(AB)*.

BOLTON ABBEY [Mid] op 16 May 1888 *(Leeds Times 18th)*; clo 17 June 1940, reop 17 March 1941 *(Mid. WON 22 June 1940 and 12 April 1941);* clo 22 March 1965 *(RM April)*.

BOLTON JUNCTION – see KENYON JUNCTION.

BOLTON PERCY [NE]: op 30 May 1839 *(co n Leeds Mercury 18th)*; clo 13 September 1965 *(T 4th)*.

BOLTON-LE-SANDS [LNW]: op by 7 August 1847, when first in tt *Lancaster Gaz*; -le-S added 1861 in body of *Brad*; clo 3 February 1969 *(Cl)*.

BOLTON-UPON-DEARNE [SK Jt] op 1 July 1879 *(Mid; co n T 28 June- line)* as HICKLETON; became B-on-D 1 November 1879, B-on-D for GOLDTHORPE 15 January 1924, B-on-D 12 June 1961 *(Mid)*, B-UPON-D 3 April 2008 *(AB Chron April 2011)* but already this 1883 *hb*; still open.

BONAR BRIDGE – see ARDGAY.

BONCATH [GW] op 1 September 1886 (see note on Cardigan); clo 10 September 1962 *(Cl)*.

BOND STREET London

BOND STREET [Cen] op 24 September 1900 *(Morning Post 25th)*; see 1922**; still open. Davies Street pre-opening *(L)*.

BOND STREET [Jub] op 1 May 1979 *(Daily Mirror 30 April)*; still open.

BOND STREET Swansea [SIT] first seen in tt *(Cambrian)* November 1878 – see 25 July 1860**; last seen *(Brad)* December 1879; {map 88}.

BONDS MAIN COLLIERY [GC] (non-tt) PLATFORM; miners; op 13 March 1900 *(GC dates)*; still in wtt July 1914; clo ?; {Grassmoor – Heath}.

BO'NESS – see after BLYTON.

BONNINGTON

BONNINGTON [NB]: op 20 May 1846 *(co n Caledonian Mercury 18th)*, as B BRIDGE; 'Bridge' probably added to help passengers find new station – B when first in *Brad* October 1847 and in press adverts for nearby accommodation; see 31 August 1842** for early details; often omitted from *Brad* in years immediately following; clo 1 January 1917 *(RM February)*; reop 1 April 1919 *(RCH)*; see April/May 1921 **; clo 16 June 1947**.

BONNINGTON [Cal] (never opened) – see 1903**.

BONNYBRIDGE {map 11}

BONNYBRIDGE [Cal] op 2 August 1886 *(Edinburgh Evening News 2nd)*; see April/May 1921**; clo 28 July 1930 *(Kirkintilloch Herald 30th)*; see 1939**.

BONNYBRIDGE [NB] op 1 May 1870 *(co n Scotsman 30 April)*, Sunday – whose service shown November 1871 tt; B HIGH 8 June 1953 *(Cl; RM ref April)* to 14 June 1965 *(Cl)*; clo 6 March 1967 *(Cl)*.

B CENTRAL [KB] op 2 July 1888 *(Paisley & Renfrewshire Gazette 7th)*; clo 1 February 1935 (Friday) *(LMS-LNE clo notice Scotsman 23 January)*.

BONNYRIGG [NB]

For first station see BROOMIEKNOWE.

BONNYRIGG op 1 August 1855 *(Peebles)*; in future will be B ROAD *BR/NBR/4/319* 26 September 1866; back to B 1 August 1868 *(Cl)*; clo 10 September 1962 *(RM September)*.

BONNYRIGGE DEPOT – see note at end of 1831 A**; north of South Esk, later Dalhousie.

BONT NEWYDD [Nantlle] (ng)

See 1829 B** for earliest service and sources for next.

Official service began 11 August 1856; clo 12 June 1865.

BONTNEWYDD near Dolgellau [GW] op 4 August 1868 *(Carnarvon 11th)*; clo 18 January 1965**.

BONWM [GW] op 21 September 1935 *(T 20th)*; HALT; clo 14 December 1964**; {Carrog – Corwen}.

BOOKHAM [LSW] op 2 February 1885 *(co n T 31 January)*; still open. Op notice called it B COMMON and tickets exist thus but only B *Brad*.

BOOSBECK [NE] op 1 November 1878 *(Northern Echo 2nd)*; clo 2 May 1960 *(RM June)*.

BOOT [Raven] (ng) op 20 November 1876 *(co yearly T 26 March 1877)*; clo 1 December 1908**, reop 13 August 1917 *(Barrow News 11th)*; clo end September 1918, last trains probably Sunday 28th or Monday 29th *(co tt; Brad October)*.

BOOTHFERRY PARK – see HULL.

BOOTLE near Barrow-in-Furness [Fur] op 8 July 1850**; aot request; still open.

BOOTLE Liverpool

B BALLIOL ROAD [LNW] op 5 September 1881 *(Waterloo Times 3rd)* as BALLIOL ROAD; BOOTLE added 1 January 1891 *(RCG)*; clo 6 October 1947 *(RM January 1948)*.

Note in LNW co tt May 1900 that Balliol Road and LY stations adjacent; passengers to/from Southport change 'except they travel by the through trains'.

MARSH LANE [LY] op 1 October 1850**; on north side of Marsh Lane, by level crossing; replaced by >

B NEW STRAND [LY] op 11 April 1886 *(Bootle Times 10th)*, on south side, on embankment, as MARSH LANE & STRAND ROAD; clo by enemy action, 19 May 1941, reop 12 July 1943 *(LMS letter 22 May 1845 Cl pap)*; renamed 6 March 1967 *(Cl)*; still open.

B VILLAGE [LY] op 1 October 1850**; on south side of Merton Road; op as MERTON ROAD and still shown thus 1851 LY Distance Diagram but decision to rename taken 19 October 1850, to prevent their passengers being kidnapped to the E Lancs station at Bootle (B Lane/Kirkdale) *(RAIL 372/2 p 92)*; replaced by >

B ORIEL ROAD [LY] op 1 May 1876 *(Liverpool 2nd)* further south, between above and Millers Bridge, which it also replaced (Stewart Smith, *Chron October 2014)*; O R added 2 June 1924 *(Rail 393/151)*; still open. *Rly Gaz* made LIVERPOOL B O R of it.

B LANE – see KIRKDALE.

Also see ALEXANDRA DOCK and CANADA DOCK.

Aot *hb* showed BOOTLE TIMBER DEPOT at Liverpool Canada Dock as 'P' but entry under CANADA DOCK was for goods only so presumably former was error.

BORDER OFFSET shown on Macaulay's maps 1851 to at least 1860s; with that name should have been a 'halt' but no evidence of passenger use found – perhaps just a goods siding; {Arbroath – Leysmill}.

BORDESLEY [GW] first in *Brad* June 1855; re-sited from north to south of Coventry Road Bridge Sunday 28 February 1915 so that bridge could be widened *(Birmingham Daily Post 3 March)*; from 2003 national tt sparse service shown but local *Centro tt* shows many calling Saturdays when Birmingham City at home; from 20 May 2007 general tt only showed Saturday stop, northbound only; still open.

At one time used as **ticket platform** for Birmingham GW, dates unknown: ticket offence *Birmingham Journal 23 May 1863*, passenger from Kirklington.

Also see SMALL HEATH for 1852 temporary station hereabouts.

BORDON [LSW] op 11 December 1905 *(RCG)*; clo 16 September 1957 – last train early a.m. on Monday 16th *(Hants Chron 21st)*.

During First War leave trains ran onto Longmoor Military Railway just north of here (Section 7, 2).

BOREHAM HOUSE [GE] (non-tt) private; originally stopped at level crossing, no platform or other facilities (line op 29 March 1843); no station until 1859/1874; for Sir J. Tyrrell; agreement ended with his death 19 September 1877; station removed day after funeral {Chelmsford – Hatfield Peverel} (article, H. Paar, *RCHS Journal September 1979, p 113-5)*.

BOROUGH [Nor] op 18 December 1890 *(L; co ½ T 14 February 1891- line)*, as GREAT DOVER STREET; renamed 1900/1 *(Brad)*; see 1922**; still open.

BOROUGH BOUNDS – see 1 October 1834**.

BOROUGH ROAD [LCD] op 1 June 1864 *(London Evening Standard 1st)*; clo 1 April 1907 *(RCG)*.

BOROUGH GREEN & WROTHAM [LCD] op 1 June 1874 *(T 2nd)* as W; became W & B G by January 1875, W 1926, W & B G 1933/4 *(Brad)*; settled as B G & W 18 June 1962 *(Cl)*; still open.

BOROUGHBRIDGE [NE] op 17 June 1847 *(Newcastle Journal 19th, 26th)*; new station when line extended to Knaresborough 1 April 1875 *(York Herald 2nd* – 500 yards further on); clo 25 September 1950 *(Yorkshire Post 12th)*. NE co tt July 1880 contained both one- and two-word versions of name.

BORROBOL [High] first in *Brad* September 1876 and in 1877 *hb*, though according to *High* no platforms provided until 1880; aot request; clo 29 November 1965 *(Cl)*. Originally B PLATFORM, altered 10 September 1962 *(Cl)* but in *hb* was at first PLATFORM, 1904 B, and, according to *hb* 1944a, then renamed from B to B HALT.

BORROWASH [Mid] op 4 June 1839 *(co n Nottingham Review 7th* – where BURROWASH); re-sited ¼ mile west, west of road overbridge, 1 May 1871 *(Mid)*; became B & OCKBROOK 1 May 1898 co tt *(Mid)*, to B 1 April 1904 *(hbl 28th)*; clo 14 February 1966 *(Long Eaton Advertiser 18th – last train Saturday 12th)*. *Brad* until 1955 but not LMS tt 1930: B for O.

BORTH [Cam] op 1 July 1863 *(co ½ T 28 August)*; still open.

BORWICK [Fur/Mid] op 6 June 1867 *(Mid)*; clo 12 September 1960 *(RM October)*.

BOSCARNE EXCHANGE PLATFORMS op 15 June 1964 *(Cl 29)*; clo 18 April 1966, reop 2 May 1966 *(internal BR circ)*; clo 30 January 1967 *(Cornish & D P 4 February)*; {map 113}.

BOSCOMBE [LSW]

For **first station** of this name see POKESDOWN.

BOSCOMBE op 1 June 1897 *(Poole 27 May)*; clo 4 October 1965 *(RM October)*.

BOSHAM [LBSC] op 15 March 1847 *(LBSC; Salisbury 20th- line)*; clo 1 November 1847 *(Hants Teleg 30 October* – it presumed was for winter); included without trains tts *Sussex Advertiser November*; trains restored *ibid 7 March 1848*; still open.

BOSLEY [NS]: excursion to fete here 10 August 1849; public op 1 September 1849* *(Churnet)*; clo 7 November 1960 *(T 7th)*.

* = Tts in *Staffordshire Advertiser* support this although account of opening in paper of 14 July treated it as station in existence.

BOSSALL [Sand Hutton] (ng) op 4 October 1924**; last train 1 March 1930**; {map 40}.

BOSTON [GN] op 2 October 1848 *(Stamford 3rd)*; still open.

Ticket platform(s), exact details and dates not known: mention in piece about accident previous Saturday *(Lincolnshire Chronicle Friday 17 October 1851)*. Train from Grantham derailed near ticket platform *(Stamford Mercury 28 October 1859)*. Fatal accident, down ticket platform near Broadfield Crossing (*Boston Guardian 16 February 1895)*. Fatal accident near West Street ticket platform (same as Broadfield) Nottingham to Skegness excursion *(Sheffield Daily Telegraph 2 April 1904)*. Down ticket platform in civil case arising *(Boston Guardian 25 June)*.

Non-tt: A July 1859 excursion ran to goods depot for easier transfer of passengers to steamers for Skegness *(Skegness)* – others?

BOSTON LODGE [Festiniog] (ng) first in *Brad* 9 July 1928; intermittent use; aot request; briefly shown as PORT MEIRION (trains only shown under this name in 11 September 1933 *Brad*, though still listed thus April 1935); HALT; trains last shown May 1935 but remained, trainless, last included 3 July 1939 *(Brad)* – line clo 18 September 1939**; In *Brad* 1930/1 and 1935 as B L for PORTMEIRION and GWYLLT FLOWER GARDENS.{map 76}.

BOSTON MANOR op [Dist] 1 May 1883 *(L; Rtn- line)* as B ROAD for BRENTFORD and HANWELL; renamed B M for B and H 11 December 1911 *(RCG)*; [Picc] added 13 March 1933 *(T 14th)*; 'for B and H' dropped 1938 *hb*; [Dist] ceased 10 October 1964; still open for [Picc].

BOTANIC GARDENS Glasgow [Cal] op 10 August 1896 *(RCG; co n Glasgow Herald 6th)*; clo 1 January 1917 *(RM February)*, reop 2 June 1919 *(RCH)*; clo 6 February 1939 *(LNW Record)*.

BOTANIC GARDENS Hull [NE] op 1 June 1853 as CEMETERY *(co n Hull Packet 3rd* – unlikely any station – 'passengers will be taken up and set down at'), clo November 1854; reop September 1866 tt as CEMETERY GATES *(G&S)*; renamed B G 1 November 1881 *(Cl; RCG ref October)*; clo 19 October 1964 *(Cl)*. Became HALT 4 January 1960 according to *RM January* but not seen thus *Brad* though note then added that no staff were in attendance.

BOTHLIN VIADUCT [MK] op 26 December 1844**; clo by 23 March 1846 *(MK)*; {map 16}.

BOTHWELL

BOTHWELL [Cal] op 1 March 1877 *(Scotsman 2nd)*; according to *Cl*, reduced to workmen only 1917 to 1919, but full service shown *Brad*; clo 5 June 1950 *(WR circ R1748/B778, from ScR info)*.

BOTHWELL [NB] op 1 April 1878 *(Hamilton 6th)*; clo 1 January 1917 except for workmen *(RM February)*; reop 2 June 1919 *(RCH)*; clo 4 July 1955 *(RM August)*.

B PARK [NB] (non-tt): miners; dates?; according to *Scottish Mining Website* pit closed 1932; {Bellshill – Bothwell} *(U)*.

BOTLEY [LSW] op 29 November 1841** *(Salisbury 6th- line)*; HALT added 14 July 1968 *(Hants Chron 20th)*, dropped 5 May 1969 *(SR App)*; still open. B & BISHOPS WALTHAM/B for B W in *Brad* 1846 to 1863 and in *hb* 1862.

BOTOLPHS BRIDGE [RHD] (ng) first trains shown in *Brad* November 1927 (see 16 July 1927**); HALT; request; last in *Brad* April 1931 but clo 1939 (and destroyed by Captain Howie) *(Wolfe)*.

BOTRIPHNIE – see AUCHINDACHY.

BOTT LANE [LY] op 5 September 1906 (Wednesday) *(Colne & Nelson Times 7th)*; see 1905** (b); clo 3 December 1956 *(Nelson Leader 23 November)*; {Nelson – Colne}.

BOTTESFORD

BOTTESFORD [GN] op 15 July 1850 *(T 18th)*; still open.

B SOUTH [GN/LNW] op 15 December 1879 *(LNW Officers 410/594 pp 4421-2* and minute *20332)*; until 1880 in tt as B NEW but local press still using NEW in tts until closure; clo 1 May 1882 *(Grantham Journal 22 April* – will close Saturday night – there was no Sunday service on line) ; {Cotham – Redmile}.

BOTTISHAM & LODE [GE] op 2 June 1884 *(Cambridge Independent Press 2nd- line)*; & L added 22 April 1897 *(RCG)* or 1 May 1897 *(hbl 29 April)*; clo 18 June 1962 *(RM August)*.

BOTTOM OF SUTTON INCLINE – see ST HELENS JUNCTION.

BOTTOM OF WHISTON INCLINE – see HUYTON QUARRY.

BOUGHROOD & LLYSWEN [Cam]: excursions 19 and 20 September 1864 to Talyllyn for Brecon races; public op 21 September 1864 *(D&C 11; co n Hereford J 24th- line)*; & L added 1 October 1912 *(hbl 24th; approved Cam Board minute of 1st, RAIL 92/13)*; clo 31 December 1962 *(T 31st)*.

BOUGHTON near Newark [GC] op 8 March 1897**; clo 19 September 1955 *(BR ER internal notice August)*.

BOUGHTON near Worcester [GW] op 31 March 1924 *(GW H)*; HALT; clo 5 April 1965 *(Cl)*; {Henwick – Bransford Road}.

BOUNDS GREEN [Picc] op 19 September 1932 *(T 16th, 20th)*; still open.

BOURNE

BOURNE (a) [GN] op 16 May 1860 *(Lincs Chronicle 18th)*; clo 2 March 1959 *(T 2nd)*. BOURN from May 1872 co tt *(Cl)*, reverting 1 July 1893 *(RCG)*, but *hb* 1872 to 1890 and *Brad* 1872 to 1894.

BOURNE (b) line from Spalding [Spalding & Bourn/Midland & Eastern] op 1 August 1866* to a temporary station east of level crossing east of GN station *(MT6 40/4)*; date when trains went on to GN station and temporary closed yet to be found; however August *Brad* shows arrival and departure times at Bourne that suggest through service and certainly would not have given time for passengers to change between stations – only one or two minutes – tt given in anticipation of move?

* = preopening use for Volunteers for battalion drill at Bourne 7 May, by kindness of officials connected with line *(Stamford Mercury 11th)* and Tongue-end Festival 18 July *(Lincs Chronicle 18th)*.

BOURNE BRIDGE [Newmarket] op 4 April 1848 *(co n T 3rd- line)*; clo 1 July 1850**; reop 9 September 1850 *(co n T 6th- line)*; clo 9 October 1851**; {map 70}. EC co tt May 1851: BOURN B.

BOURNE END [GW] op 1 August 1854 *(co n T 31 July)* as MARLOW ROAD; renamed 1 January 1874 *(GM notice, RAIL 937/20)*; still open.

BOURNEMOUTH [LSW] {map 125}

BOURNEMOUTH op 14 March 1870 *(Poole 17th)*; became B EAST 1875 *(Brad)*; replaced by >

BOURNEMOUTH op 20 July 1885 *(W Gaz 24th)* as B EAST; renamed B CENTRAL 1 May 1899 *(hbl 27 April)*, CENTRAL dropped 10 July 1967 *(SR App)*; still open. B E HOLDENHURST ROAD 1882/3 to 1915, some tables, *Brad*.

B WEST op 15 June 1874 *(W Gaz 19th)*; clo 4 October 1965 *(RM October)*. *Brad* first added WEST in SD Jt table; B W QUEENS ROAD some tables 1882/3 to 1915.

Poole ... Herald 25 April 1885: newly-erected **excursion platform** was a great boon on Monday (22nd). Nothing else known.

B DEPOT (non-tt): open day; 26 March 1988 *(@JF)*.

BOURNVILLE near Birmingham [Mid] op 3 April 1876 as STIRCHLEY STREET *(co n Birmingham Daily Post 25 March)*; renamed S S & B 4 March 1880, B & S S 1 July 1888 co tt *(Mid)*, B 1 April 1904 *(RCG)*; still open.

BOURNVILLE MON South Wales [GW]: by agreement dated 23 January 1883 GW agreed to run trains from Lancaster & Co's colliery at South Griffin Colliery (via Tylers Arms Junction); replaced by non-tt PLATFORM for miners at TYLERS ARMS 21 June 1915, service from/to Brynmawr *(South Wales Gazette 18th)*; op to public and renamed B M 30 October 1933 *(Western Mail 30th)*; HALT added GW co tt by 5 October 1942 but *Brad* 1946; clo 30 April 1962 *(T 6 April)*; {Abertillery – Blaina}.

BOURTON – see FLAX BOURTON.

BOURTON-ON-THE-WATER [GW] op 1 March 1862 *(Wilts 8th)*; clo 15 October 1962 *(Birmingham Daily Post 10th)*.

BOVEY [GW] op 4 July 1866 *(co n Western Times 6th)*; clo 2 March 1959 *(Express & E 2nd)*. Ticket for B TRACEY *(JB)*.

BOVINGTON CAMP [LSW] (non-tt): Army; goods only First War *(LSW)*; passengers 1940s *(U)*; {branch from Wool}.

BOW [LSW] op 1 November 1865 *(Trewman 1st)*; clo 5 June 1972 *(Cornish & D P 11th)*.

BOW London; {map 108}

BOW [EC] op 14 September 1840 (evidence of accident that date, apparently partly caused by opening of new station and first mention found *co n of alterations from that date (Morning Chronicle 8th)*; still open 15 November 1840 when mentioned in report of an accident *(T 17th)**; probably closed 1 December 1840 – decision to close immediately was taken on 25 November by EC Board. Probably just east of later Victoria Park & Bow interchange. See P. Kay, *(LRR 94)*.

* = slight conflicts between journalist's version in *T* and official statement issued by EC and N&E, also included in *T 17th*. Former says train did not stop at Bow, but did stop just beyond to set down passenger and then stopped again to pick up passenger running after it; latter said first stop was in station; in any event, it suggests somewhat flexible operating practices. (Light engine belonging to N&E ran into back of EC train in middle of all of this).

B & BROMLEY [Blackwall] op 31 March 1849**; clo 26 September 1850 *(L)*; alias OLD FORD; replaced by >

BOW [NL] op 26 September 1850 *(T 12 October)*; re-sited 1 December 1870 *(L)*; clo 15 May 1944 (bus until 23 April 1945) *(Cl)*.

B CHURCH [Dock] op 31 August 1987 *(T 1 September)*; near earlier Bow [NL] still open.

Also see VICTORIA PARK & BOW.

BOW ROAD

BOW ROAD [GE] op 1 October 1876 *(L)*; re-sited about ¼ mile north 4 April 1892 *(Cl; Hackney & Kingsland Gazette 6th)*; clo 21 April 1941 (Sunday) *(T 15th)*; reop 9 December 1946 (probably – *Cl*); clo 6 January 1947, reop 6 October 1947 *(Cl)*; clo 7 November 1949 *(T 31 October)*.

BOW ROAD [Dist/Met] op 11 June 1902 by [Dist] *(RCG)*; [Met] added 30 March 1936; still open. Bartholomew maps of London c 1902-3 (i.e. about time line opened) call this WELLINGTON ROAD; was this pre-opening intended name? incorrect guess by map-maker?

BOW BRICKHILL [LNW] op 4 November 1905 (see October 1905**); clo 1 January 1917 *(T 22 December 1916)*; HALT in LNW list of closures then. Reop 5 May 1919 *(RCH)*; see 25 July 2004**; still open.

BOW STREET

B S (a) [Cam] op 23 June 1864 *(Carnarvon 25th)*; clo 14 June 1965 *(RM July)*.

B S (b) op 14 February 2021 *(Wikipedia)*; still open.

BOWBRIDGE CROSSING [GW] op 1 May 1905 *(Stroud News 21 April)*; HALT; clo 2 November 1964 *(W D Press 2nd)*.

BOWDON [MSJA]

BOWDON: minutes 18 September 1849 said would open 22nd, local paper said opened 23rd (Sunday); aimed to open for Wakes Week so at first used temporary station. Permanent probably opened about January 1850 (perhaps 1st) since appointment of station-master effective from then. Did not get BoT approval since believed already covered; inspection made 28 June 1850 *(MSJA; H. Paar, Chron October 2003)*. Mileages given in *Returns*: line shown as 9 m 12½ ch at 31 July 1850, 9 m 26 ch at 31 December 1850 (late inspection probably responsible for discrepancy); clo 4 April 1881, replaced by ALTRINCHAM & B, short distance north, which see for source of date.

B PEEL CAUSEWAY – see HALE.

BOWER [High] op 28 July 1874 *(co n John O'Groat Journal 30th)*; clo 13 June 1960 *(RM July)*.

BOWERS [LNE] op 15 December 1934 as HALT *(Cl 29)*; in tt but mostly workmen; HALT dropped 3 May 1937 (R. Rockett, *Leeds, Castleford & Pontefract Junction Railway*, M. Bairstow, 2003); clo 22 January 1951 *(Cl)* – see 1951**; {Ledston – Kipax}.

BOWES [NE] op 8 August 1861 *(co n Durham County Advertiser 9th)*; clo 22 January 1962 *(RM February)*.

BOWES BRIDGE op 18 June 1842; see TANFIELD [Newcastle & Darlington Junction] for details of service; {map 27}.

BOWES PARK [GN] op 1 November 1880 *(RCG; Hackney & Kingsland Gazette 1st)*; still open.

BOWESFIELD JUNCTION/LANE – see under STOCKTON.

BOWHOUSE [NB]: line op 5 August 1840 but station later 1840s *(MK)*; certainly in existence by July 1848, when in *Topham*, earliest detail seen for line; clo 1 May 1930 (Thursday) *(co n Scotsman 7 April)*.

BOWKER VALE [LMS] op 26 September 1938 *(LNW Record)*; clo 17 August 1991 *(BLN 660)* for conversion to Manchester Tramlink (Section 7).

BOWLAND [NB] op 1 August 1848**; see 13 August 1948**; clo 7 December 1953 *(RM January 1954)*. BOWSHANK in opening notice. B BRIDGE in tt 1849 to 1862 *(Cl)* but still that in NB wtt 1868 and *hb* before 1898a.

BOWLING near Bradford; {map 54}

BOWLING [GN] op 1 August 1854 *(Halifax Courier 4th)*; clo 1 February 1895 (Friday) *(Cl; Bradford Daily Telegraph Tuesday 29 January* – now officially announced by Superintendent of Line that will 'henceforth' be closed).

B JUNCTION [LY] op 1 February 1902 *(RCG; Yorkshire Evening Post 3rd)*; clo 2 April 1917 *(Leeds Mercury 22 March)*; reop 5 May 1919 *(RCH)*; clo 3 December 1951 *(RM February 1952)*.

BOWLING near Glasgow

BOWLING [Cal] op 1 October 1896 *(co n Glasgow Herald 28 September)*; clo 1 January 1917 *(RM February)*; some trains back in *Brad* August 1917 – timings suggest workmen's service, but not so noted; fully reop 1 February 1919 *(RCH)*; clo 5 February 1951 *(Cl)* – see 1951**. B BAY in opening notice *(TrueLine)*.

BOWLING [NB] op 15 July 1850**; re-sited 31 May 1858 when line to Glasgow opened *(Cl)*; still open.

BOWMANHILL BALLAST [High] (non-tt): 1922 to about 1946; railwaymen?; {Rafford – Forres} *(High)*.

BOWNESS [Cal] op 8 March 1870 *(Scotsman 9th)*. See 31 January 1881**. For clo see April/May 1921**.

BOWOOD – see BLACK DOG.

BOWSHANK – see BOWLAND entry.

BOX [GW]

BOX op 30 June 1841 *(GW; Wilts 8th- line)*; clo 4 January 1965 *(RM February)*.

B MILL LANE op 31 March 1930 *(Bath Chronicle 29th)*; HALT (but PLATFORM *hb* 1936a, still 1956); clo 4 January 1965 *(RM February)*; {Corsham – Box}.

BOX TUNNEL (non-tt): main line station, two platforms, within tunnel, serving quarry store with extensive network; WW2. (Pat Hammond, *Bachmann Collectors' Club*, Spring 2010, vol. 10 no. 3, p 31).

BOXFORD [GW] op 4 April 1898 *(Faringdon Advertiser 9th)*; clo 4 January 1960 *(RM February)*.

BOXHILL

B & WESTHUMBLE [LBSC] op 11 March 1867 *(co n T 11th)* as WEST HUMBLE; renamed BOX HILL & BURFORD BRIDGE 1 November 1870 but 1896-1904 tt reverted to B H *(JS)*; became BOXHILL & W 15 September 1958 *(RM October)*; still open. 1868 LBSC co tt: W H for B B. *Brad* ? to 1955/6: Boxhill & B Bridge for Mickleham.

Also see DORKING.

BOXMOOR – see HEMEL HEMPSTEAD.

BOYCES BRIDGE [GE] op 20 August 1883**; clo 2 January 1928 *(Bury Free Press* Suffolk *17 December 1927)*. GE co tt 1914: B B DEPOT.

BOYNE HILL – see MAIDENHEAD.

BRACEBOROUGH SPA [GN] op 16 May 1860 *(Lincs Chronicle 18th)*; aot request; became HALT 19 February 1934 (*Cl* date for unstaffed, confirmed by *RCH leaflet L.91*; *Brad* added HALT 1933/4); clo 18 June 1951 *(BR notice Boston Guardian 9 May)*.

BRACKENHILLS [Cal] op 1 September 1906 *(RCG)*; clo 1 December 1930 *(Cl)*.

BRACKLEY

BRACKLEY [LNW] op 1 May 1850 *(Oxford Journal / Standard 4th)*; clo 2 January 1961 *(RM February)*. Only B in *Brad* but tickets for B TOWN *(JB)* – according to *Cl* TOWN added 1 July 1950 to goods only.

B CENTRAL [GC] op 15 March 1899 *(Nottingham Post 15th)*; clo 5 September 1966 *(RM October)*. Just B in *hb* until altered 1904.

BRACKNELL [LSW] op 9 July 1856 *(co n T 7th)*; still open. Rebuilt 1975– ?; up platform temporarily moved eastwards into former goods yard (see photograph, V. Mitchell & K. Smith, *Branch Lines around Ascot*, Middleton, 1989).

BRADBURY [NE] op 19 June 1844 *(co n T 24 May- line*, included in description of formal opening, 18th, in *Leeds Mercury 22nd)*; clo 2 January 1950 *(BR ER Comm Circ 23-11, January 1950).*

BRADFIELD [GE] first in *Brad* January 1856 and in January tt *Essex Standard 4th* (not in December 1855); aot request; clo 2 July 1956 *(RM August)*.

BRADFORD {map 54}

B (ADOLPHUS STREET) [GN] temporary terminus in the Wakefield Road op 1 August 1854 *(Wakefield Courier 5th)*; permanent 1 June 1855 *(co ½ T 28 May)*; just B in *Brad*; clo 7 January 1867 – line extended to (EXCHANGE) *(T 7th)*.

B MARKET STREET [Mid] op 1 July 1846 *(Mid; co n Leeds Intelligencer 4th)**; *Brad* 1867 added note that B was 'on the corner of Market Street', 1875 just B M S; replaced by >

B FORSTER SQUARE [Mid] op 2 March 1890 *(Mid; co n Leeds Times 1st)*; at first B MARKET STREET in *Brad*; F S added 2 June 1924 *(Rly Gaz May)*; platforms re-sited alongside and at end of previous platforms, last trains Saturday 9 June 1990, buses instead on Sunday, new station op 11th *(Rly Obs September)*; still open.

* = various pre-opening uses were made of line to Leeds. *Leeds Times* 9 May 1846 reported an accident on 6th: 'persons in great numbers' had been in the habit of travelling to and from Bradford on the engine, paying from 3d to 6d to the contractor (Bray). There was a 'contractor's opening' on 30 May when about 500 travelled *(Bradford Observer 4 June)*, plus the usual formal, 30 June *(ibid 2 July)*.

Ticket platform here, perhaps only served pre-1890 station. Only reference seen: letter in *Bradford Observer 5 December 1850* – on 3rd evening train took 1 hour 50 minutes to get from Leeds to ticket platform here.

B INTERCHANGE [LY] op 9 May 1850 *(T 13th)* as B; in GN tt from January to March 1867 as "near St. Georges Hall", then as B EXCHANGE from April 1867 issue but only to latter in *hb* 1890 and *Brad* 1901/2; replaced about 200 yds south 14 January 1973 (Sunday) on part of site of former Bridge Street Goods *(RM March)*; became INTERCHANGE 16 May 1983; still open.

BRADFORD:

Also see MANCHESTER ROAD [GN].

BRADFORD PEVERELL & STRATTON [GW] op 22 May 1933 *(GW Mag July)*; HALT; clo 3 October 1966 *(W Daily Press 3rd)*; {Grimstone – Dorchester}.

BRADFORD-ON-AVON [GW] op 2 February 1857 *(Wilts Independent 5th)*; -on-A added 1899 *(Cl)* but thus *hb* 1877; still open.

BRADING [IoW]

BRADING op 23 August 1864 *(co n London Evening Standard 22nd)*; clo 1 January 1967 for electrification, reop 20 March 1967 *(RM May)*; still open. B JUNCTION 1882 to 1923 *(Brad)*, 1912 to after 1938 *(hb)*. *Brad* ? to 1955/6: B for YAVERLAND, THE ROMAN VILLA and NUNWELL.

Also see YARBRIDGE.

BRADLEY near Huddersfield [LNW] op 2 August 1847 *(co ½ T 25 August- line)*; re-sited at junction 1 August 1849; clo 6 March 1950 *(Cl)*. *Hb* 1862 and 1867: B WOOD.

At one time **ticket platform** here. Only reference seen: train from Huddersfield hit as it was stopped at ticket platform here by runaway goods wagons *(Leeds Times 22 November 1873)*.

BRADLEY & MOXLEY [GW] op 3 June 1862 *(Staffs Advertiser 7th)*; clo 29 March 1915 *(RCH* and *GW alterations committee Rail 271/4*; also referred to as closed in *Birmingham Mail 9 April)* though last trains shown April tt; {Bilston – Wednesbury}.

Also see West Midlands Metro (Section 6).

BRADLEY FOLD [LY] first trains January 1849 *Brad* (line op 20 November 1848**, station in *Brad* December but no trains calling); clo 5 October 1970 *(BR LM notice Heywood Advertiser 4 September)*. LMS tt 1930 and 1947: B F for LITTLE LEVER (for L L added 1 April 1921, *RCG*, but 10 May 1921, *hbl 15 July)*.

BRADLEY GATE – see BLUE ANCHOR.

BRADNOP [NS] op 5 June 1905 *(Burton Chronicle 8th)*; clo 30 September 1935 *(Staffs Sentinel 21 August)*.

BRADSHAW LEACH – see PENNINGTON.

BRADWELL [LNW] op 3 September 1867**; clo 7 September 1964 *(RM October)*.

BRAEMORE – see BREAMORE.

BRAESIDE [NB] op as CROMBIE HALT, built at request of Admiralty for workers at Naval Ordnance Depot who had previously had to walk from Charlestown; authorised by BOT for workmen only in letter of 23 May 1916 but perhaps given provisional permission in March when they asked for inspection; used illicitly by others. Renamed BRAESIDE when op to public 1 March 1921 *(BR/NBR/8/174)*; FOR CROMBIE in *NB list*; HALT; clo 1 November 1926 *(Dundee Courier Saturday 30 October* – to be withdrawn from today – called it Crombie Braeside Halt Station); {on Charlestown branch}.

BRAFFERTON [NE] op 17 June 1847 *(co n, item York Herald 19th)*; clo 25 September 1950 *(Yorkshire Post 12th)*.

BRAIDWOOD [Cal] first in tt *(Topham)* August 1848; clo 2 July 1962 *(Wishaw Press 15 June)*. *JS*: perhaps op as HARESTANES, perhaps that was pre-op name – from *Lizar's Guide to the Caledonian*, 1848.

BRAINTREE

BRAINTREE [GE] op 2 October 1848**; new station on extension to Bishops Stortford 22 February 1869 *(Cl)*; became B & BOCKING 19 October 1910 *(hbl 27th)*, back to B 6 May 1968 tt ; still open.

At one time there was a **ticket platform** short distance below station; accident (train to Witham); *Chelmsford Chronicle 2 February1858.*

B FREEPORT op 8 November 1999 *(GE Society*, quoting *Customer Services release 371)*; still open.

BRAITHWAITE [CKP] op 2 January 1865 *(Carlisle Patriot 7th)*; clo 18 April 1966 *(Cl)*.

BRAMBER [LBSC] op 1 July 1861 *(Brighton Gazette 4th)*; clo 7 March 1966 *(RM March)*.

BRAMBLEDOWN [SEC] line op 1 August 1901; first in *Brad* June 1907 but advert for sale on the Brambledown Estate 8 October 1901 says estate is immediately adjoining the New Light Railway Station – did it open soon after line or with it and lacked mention because it was only a halt?; HALT; clo 4 December 1950 *(T 4th)*. Service on line suspended on 18 December 1922 following damage to Kings Ferry Bridge, resumed 21st *(Pall Mall Gazette 21st)*.

BRAMCOTE [Mid] (non-tt): private; op ?; on 1873 Distance Diagram; closed by 13 August 1894; {Radford –Trowell} *(Mid)*.

BRAMFORD [GE] op 24 December 1846 *(Essex Standard 25th)*; original station burnt down 1 August 1911; new on opposite, south, side of road bridge, op 1912 *(GE Journal April 2001)*; clo 2 May 1955 *(Cl)*.

BRAMHALL [LNW]: op 24 November 1845**; see 18 May 2003**; still open.

BRAMLEY near Leeds

BRAMLEY (a) [GN] op 1 August 1854 *(Halifax Courier 5th)*; clo 4 July 1966 *(RM July)*.

BRAMLEY (b) op 12 September 1983 *(RM November)*; still open.

BRAMLEY & WONERSH [LBSC] op 2 October 1865 *(T 3rd)*; & W added 1 June 1888 *(hbl 26 April)*; clo 14 June 1965 *(Cl)*.

BRAMLEY HANTS [GW] op 1 May 1895 *(RCG)*; HANTS added 12 May 1980; still open. B for SILCHESTER from 1 May 1910 *(RCG)* to 1955 *(Brad)*.

BRAMPFORD SPEKE [GW] op 1 May 1885 *(Wellington 7th)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*; reop 1 January 1919 *(GW Circular 2647)*; became HALT 1 October 1923 *(Cl)*; clo 7 October 1963 *(W Som F P 12th)*.

BRAMPTON near Carlisle

BRAMPTON [NE] op 20 July 1836 (see 10 March 1835**); still open. Op as MILTON; renamed B 1 September 1870 *(Cl)* – according to *TTS June 1978, p 18*, changed in tt August but official notice says 1 September; became B JUNCTION 1885 *(RCG ref January*, but not in co tt until May 1885); B 1 November 1891 co tt *(JS)*; B JUNCTION 1 August 1913 *(Cl)*; B CUMBERLAND March 1971**; by 1976 just B in body of tt; B CUMBRIA 14 May 1984 tt. In tt in *Scott 1837* was M for B.

B FELL GATE / GATES [NC]: line op 20 July 1836: *NC Maclean* implies that there was a stop here from the start (see 10 March 1835**); exact dates unknown but was clearly in regular use 13 June 1850, report of criminal case when would-be passenger denied access to a carriage when it was full retaliated by throwing stone through window *(Cumberland Pacquet 25th)*; also special uses for Talkin Tarn Regatta 21 and 22 August 1851 *(Carlisle Journal 5th)*, similar usage to 1858 (19 and 20 August when 'thousands' were carried on second day – *Westmorland Gazette 28th)*; then nothing found until the Oddfellows held a meeting 19 July 1867 *(Westmorland Gazette 28th)*; not known if usage as a 'halt' was continued through all this; unlikely any 'station' as such.

B TOWN [NE]: earliest public service (stop anywhere?) was provided January 1833 by James Thompson, then lessee of line using Dandies (horse-drawn) service via Hallbankgate, then close by Farham Hall, through Kirkhouse and Milton Demesne Farms, skirting Milton Village on east, passing through Milton Hall and Cumcatch Farms, thus to coal staith from the east. New line, following advice from George Stephenson, opened formally 15 July 1836 *(Newcastle Journal 1 August 1913*, describing formal opening previous day of service provided by NE (below) gave history of line given by Mr. C. Lacey Thompson, grandson of James; also see *Carlisle Patriot 16th)*. Described as 'private railway, wrought by horse-power' *(PP 1)*; paid passenger duty 1834 to 1842 (at least) *(PP 2)*; sometimes shown as Hartleyburn & Brampton. (Also see *RM May 1942).*On day of annual Brampton Agricultural Show used steam engines normally used for coal trains and borrowed coaches from NE to carry more passengers; regular service from proper station at Brampton began 4 July 1881 *(Carlisle Journal 5th)*; poor support meant clo 1 May 1890 when family connection broken *(Newcastle Journal 1 August 1913)*. Reop, by NE, 1 August 1913 *(RCG)*, station at south-east corner of the Sands, just where old Dandy used to pick up; clo 1 March 1917 (Thursday) *(co n RAIL 968/74)*, reop 1 March 1920 *(Cl)*; clo 29 October 1923 *(hbl 25 October 1923).*

Also see **Brampton** Railway in Section 7.4 NORTHERN ENGLAND; in many respects much of the entry above belongs there or in 7.1 but it is included here to keep all general usage together.

BRAMPTON SUFFOLK [GE] op 4 December 1854 *(Ipswich Mercury 2nd, 9th*, G. Kenworthy); clo 15 May 1858**; reop 1 June 1859 *(T 2nd)*; SUFFOLK added 1 June 1928 *(hbl April)*, dropped 14 June 1965 tt, added again to body of tt 14 May 1984 *(C/W)*; still open.

BRAMPTON (others) – see BUCKDEN; NEWCASTLE-UNDER-LYME; PITSFORD & BRAMPTON.

BRAMSHOT [SR] op 10 May 1913 for golfers *(U)*; BRAMSHOTT HALT in *hb* 1936; first in *Brad* October 1938; clo 6 May 1946 *(Cl)*; always noted as 'platform adjoining Bramshot Golf Course', request stop for members of golf club, available to and from Woking direction only; not indexed; tt note was not changed, but after mid 1939 probably used only by people connected with camp built over it; *T 16 August 1939* item shows then that it was only in use for workmen building Cove Militia camp.

BRAMWITH [MS&L] op 1 July 1856 *(Yorks Gaz 5th)*; clo 1 October 1866 *(Cl)*.

BRAMWITH [GN/GC] (non-tt): occasional excursions about 1870s until about 1901; opened as BARNBY DUN; renamed 1 February 1882 *(RCH Distance Books amendment – Whittle)*; {Hampole – Stainforth} *(GN I, p. 161)*.

BRANCEPETH [NE] op 1 April 1857 *(Durham County Advertiser 8th)*; clo 4 May 1964 *(Cl)*.

BRANCHTON op 5 June 1967 as replacement for Upper Greenock *(Cl 29)*; still open.

BRANDLESHOLME ROAD [LY] op 3 July 1905 *(co n Bury Guardian 1 July)*; see 1905** (b); clo 5 May 1952 *(RM June)*.

BRANDON [GE] op 30 July 1845 *(co n T 23rd)*; NORFOLK added 1 July 1923 *(hbl 12th)*, dropped 1 March 1925 *(hbl April)*; still open.

BRANDON & WOLSTON [LNW] probably op 17 September 1838 when L&B opened throughout; not in *Freeling* nor other very early descriptions; is in *T 18th* – and see Hampton-in-Arden LNW; & W added at or about time new station built, almost same site, 29 October 1879 *(Cl; LNW Officers recommended 11 September)*; clo 12 September 1960 *(Coventry Evening Teleg 12 August)*.

BRANDON COLLIERY [NE] first in *Brad* July 1861, Saturdays only; full service 1 January 1878 *(co n Newcastle Journal 31 December 1877* – new station at which all passenger trains on line will stop) – improvement of existing site or new one?; at first B SIDING/SIDINGS, became B 1 March 1878 co tt *(JS)* but 1868 *Brad*; COLLIERY added 1 July 1896 *(RCG)*; clo 4 May 1964 *(Cl)*; {in *IA* as B}.

BRANKSOME [LSW] op 1 June 1893 *(Poole 1st)*; still open.

BRANSFORD ROAD [GW] op 1 September 1860 *(co n Worcestershire Chronicle 29 August)*. Temporary platforms provided when floods of 14 May 1886 damaged bridge here – *Gloucester Citizen 17th* said it hoped they would be in use later that day so that service could be resumed; in use until ? Clo 5 April 1965 *(Cl)*

BRANSTON near Burton-on-Trent [Mid] op 1 October 1889 *(RCG)*; clo 22 September 1930 *(Liverpool Echo 13th)*. Prior to opening Midland ran special train for guests of Mayor and Mayoress at Branstone* House 14 or 21 August 1889 *(Burton Chronicle Thursday 22 August* – 'Wednesday last'.

* = spelling apparently preferred by paper for this place for all purposes.

BRANSTON & HEIGHINGTON [GN/GE] op 1 August 1882 *(GN/GE)* as H & B; renamed 1884 tt *(JS)*; clo 3 November 1958 *(BR WR circular 18 October)*.

BRANSTY – see WHITEHAVEN.

BRANTHWAITE [WCE Jt] op 2 April 1866 *(co n for line Cumberland Pacquet 27 March, in Brad April)*; clo 13 April 1931 *(LNW Record)*.

BRASTED [SE] op 7 July 1881 *(T 8th)*; became HALT 19 September 1955 *(Cl)*, though not thus *hb* 1956; clo 30 October 1961 *(T 21 August)*.

BRATTON FLEMING [Lynton] (ng) op 16 May 1898 *(N Devon 19th- line; in description of formal opening on 11th in Ex & Plym 12th)*; FLEMING added 1899 tt but had been agreed June 1898 *(Cl)*; became HALT 16 June 1931 *(JS)*; clo 30 September 1935**.

BRAUGHING [GE] op 3 July 1863 *(Hertford 4th)*; clo 16 November 1964 *(T 14 October)*.

BRAUNSTON near Leicester [Mid] op 1 June 1850 co tt *(Mid)*; replaced by Kirby Muxloe 20 June 1859 *(co n Leicester Guardian 18th)*; {map 62}.

BRAUNSTON near Rugby.

B & WILLOUGHBY [GC] op 15 March 1899 *(Banbury Advertiser 16th)*; op as W; became W for DAVENTRY 1 October 1899 *(hbl 26th)*, B & W for D 1 January 1904 *(RCG)*, B & W 1922/3 *(hbl ref 25 January 1923)*; clo 1 April 1957 *(BR notice Rugby Advertiser 15 March)*.

B LONDON ROAD [LNW] op 1 August 1895 *(LNW Officers 36165, 36425; Northampton Mercury 2nd)*; L R added 1 July 1950 *(Cl)*; clo 15 September 1958 *(Coventry Evening Telegraph 25 August)*.

BRAUNTON [LSW] op 20 July 1874 *(N Devon J 23rd)*; clo 5 October 1970 *(N Devon J 8th)*. LSW co tt 1914, *Brad* to 1955/6: B for SAUNTON SANDS.

BRAYSTONES [Fur] op 19 July 1849**; aot request; still open.

BRAYTON [MC]

BRAYTON: originally private station, op 10 February 1845 for Wybergh-Lawsons of Brayton Hall *(JNMC)**; op to public 1 March 1848 *(D&C 14)*; clo 5 June 1950 *(RM July)*. See 1840**; 9 September 1963 wtt shows Fridays only stop from Carlisle[w?]; had not been shown in 1960/1 wtt; {map 134}.

* = *Carlisle Patriot 10 February 1845* confirms existence of station here but does not specify private; there was certainly some extra use – Maryport Sunday School children of all denominations had special train here 16 September 1846 to enjoy selves in gardens and park *(ibid 20th)* – in 1847 they were deprived of trip owing to extravagant charges demanded by company.

BRAYTON DOMAIN NO 3 COLLIERY (non-tt): miners' HALT; colliery operated 1870 to 1902; {at Hawiston, about 1¾ miles east of Aspatria station} *(JNMC)*.

BRAYTON DOMAIN NO 4 PIT: miners' HALT; 1888 to March 1933; {west of Brayton station} *(JNMC)*.

Also see HEATHFIELD near Carlisle.

BRAYTON GATES – see SELBY.

BREADSALL [GN] op 1 April 1878 *(Burton Chronicle 4th)*; clo 6 April 1953 *(RM May)*.

BREAMORE [LSW] op 20 December 1866 *(Salisbury & Winchester Journal 22nd)*; clo 4 May 1964 *(Hants Chron 9th)*. BRAEMORE *Brad* until 1875 and intermittently thus *hb* until 1904.

BREAN ROAD [GW] op 17 June 1929 *(Bridgwater Merc 19th)*; HALT; clo 2 May 1955 *(Cl)*; {Bleadon – Brent Knoll}. GW co tt 1932 and *Brad* to closure: B for B SANDS and LYMPSHAM. GW ticket as PLATFORM *(JB)* – originally to have been thus *(RAIL 253/643)*.

BREASTON – see SAWLEY.

BRECHIN [Cal] op 1 February 1848 *(co n Stonehaven Journal 1st)*; clo 4 August 1952 *(Dundee Courier 4th* – last train Saturday).

BRECK ROAD [LNW] op 1 July 1870 *(LNW Officers 5542)*; clo 31 May 1948 *(LNW Record)*.

BRECON

See 1826** for early 'services'.

B WATTON [BM] first used 13 or 20 (more likely?) January 1863 by three passenger carriages which went from here to Pant, where 17 coal wagons were added and then came back *(Cardiff Times Friday 23 January* – 'Tuesday last'); also used 19 March 1863 by special train bringing Mr Justice Mellor to open the Assizes (he had reached Talybont, then terminus for the public, by an ordinary train, *Welshman 27th)*; op 23 April 1863 *(Cardiff Times 24th)* – 1 May, given by *Brad Sh* was delayed formal opening *(BM page 19, Cardiff Times Friday 8 May* had item which referred to opening on 1st and special for committee and friends then but did not explicitly call it 'formal' – same paper referred to many excursions on previous Monday, Brecon Fair Day so clearly available to public then); replaced by >

B (FREE STREET) [BM] op 1 March 1871 *(Brecon County Times 18 February* – to be opened then, we understand); Midland use from 1 May 1871 *(B&M Board Minute 17th)*, also Mid Wales from 1 May 1871; N&B from 1872 (see next entry); *Brecon County Times 9 March 1872* called it station in Camden Road; clo 31 December 1962 *(T 31st)*. *Brad* occasionally said B F S early but usually B JOINT/B NEW JOINT; from 1917/18 plain B.

B MOUNT STREET [N&B] op 3 June 1867; near Brecon Barracks, intended only to be temporary *(T 5th)*; clo 6 March 1872 – trains to Free Street *(BM page 30, N&B Gomer*, supported by *Brad* May 1872, which has B Joint; *Mid-Wales notice, Brecon County Times 2nd* says N&B having arranged to use same station as this company no need for Swansea etc. passengers to change stations, but no exact date given).

Temporary platform in fields beneath the castle, beside the Usk, when line was 'casually opened' 13 September 1866 from Hereford Barton for Literary Institute fete (sports, band contests) *(Hereford Journal 15th)*; free travel? – no BoT inspection yet. Intermediate stops?

All additions to name used by Clearing House on Junction Diagrams and in Handbooks but not consistently.

BREDBURY [GC/Mid] op 1 September 1875 *(Mid co n Derby Mercury 1st)*; still open.

BREDICOT [Mid] op November 1845 *(Mid)*; clo ? (line lost stopping passenger service 1 October 1855, but lack of mention of this station in tt suggests it might have closed well before then); {Spetchley – Dunhampstead – both *IA* goods}.

BREDON [Mid] op 24 June 1840 *(Chelt Chron 27th)*; clo 4 January 1965 *(Tewkesbury Register 1st)*.

BREICH [Cal] op 9 July 1869 *(co n Edinburgh Evening Courant 9th)*; *Network Rail items on internet* said no trains would call Saturday 23 June to Monday 17 September 2018 (inclusive); one dated 19 September said had reopened; still open.

BREIDDEN [Shrewsbury & Welshpool] op 27 January 1862 *(co n Shrewsbury 31st)* as MIDDLETOWN; renamed M HILLS 1 June 1919 *(RCG)*, B 1 February 1928 *(hbl January)*; clo 12 September 1960 *(Cl)*.

Also see CRIGGION.

BRENDON HILL – see 4 September 1865**.

BRENT near Totnes [GW] probably op 15 June 1848**; clo 5 October 1964 *(Cl)*. Two South Devon Board meetings sanctioned stopping of certain trains from Plymouth for hunting parties when notice given by Master of Hounds; GW continued out of courtesy; ended? *(Out of Course)*.

BRENT CROSS London [Nor] op 19 November 1923 *(T 17th)*; CROSS added 20 July 1976 *(RM September)*; still open.

BRENT KNOLL [GW] op 1 November 1875 *(Weston 30 October)*; clo 4 January 1971 *(BR LMR Traffic Circ 437)*, by when only one, up, train Mondays to Fridays only.

BRENTFORD

BRENTFORD [LSW] op 22 August 1849 *(co n T 22th)*; B CENTRAL 5 June 1950 *(hba May)* to 12 May 1980 tt *(C/W)*; still open.

BRENTFORD [GW] op 1 May 1860 *(co n T 27 April)*; clo 22 March 1915 except for workmen *(GM's report 12 January 1917)*; reop 12 April 1920 *(wtt supp)*; see April/May 1921**; clo 4 May 1942 *(hbl 17)*.

Both inspection report and *T, 10 July 1859*, description of line, refer to Excursion Platform, beyond main GW station; intention was to provide ferry connection to Kew. No evidence ever actually used – perhaps swept away in Dock changes before line op to passengers.

BRENTFORD ROAD – see GUNNERSBURY.

BRENTHAM [GW] op 1 May 1911 *(RCH; Middlesex County Times 29 April)* – replacement for Twyford Abbey; clo 1 February 1915**; reop 29 March 1920 *(ibid 3 April)*; see April/May 1921**; for clo see 15 June 1947**. Opening reference, GW ticket *(JB)* and clo notice have B PLATFORM. In *RCH* op reference and GW co tt 1932 was B for NORTH EALING; from 1932 to closure B for N E and GREYSTOKE PARK in *Brad and thus co tt July 1939*.

BRENTOR [LSW] op 1 June 1890 *(W D Merc 2nd)*; clo 6 May 1968 *(Cornish & D P 11th)*.

BRENTWOOD [GE] op 1 July 1840 *(co n T 29 June)*; was B & WARLEY 1 November 1882 *(Cl; RCG ref October)* to 20 February 1969 *(Cl)*; still open.

BRETFORTON – see WESTON-SUB-EDGE.

BRETTELL LANE [GW] op 20 December 1852 *(W Mid; T 20th- line)*; clo 30 July 1962 *(RM September)*. Originally BRETTEL L; later, early 1880s, both GW and LNW co tts sometimes BRETTLE L; *RCH dist ref 12 February 1896* said BRETELL L form had been adopted.

BRICKET WOOD [LNW]: this op 5 May 1858; see PARK STREET for details of that year, which involved closure of this. Pressure led to reop, first in *Brad* July 1861*. Still open. BRICKETT W in op notice and *Brad* on and off until 1878.

* = special train 8 May 1861 for officers and men of the First Middlesex Artillery Volunteers attending a presentation to one of their officers – one off or station already open?

BRICKLAYERS ARMS – see LONDON.

BRICKYARD [LNW] (non-tt): HALT; according to *Ox & Camb* company records show existence of this ¼ mile from Bow Brickhill; mentioned in connection with halts opened op 4 November 1905 (see October 1905**); no other details given.

BRIDESTOWE [LSW] op 12 October 1874 *(co n Ex & Plym 13th)*; HALT at clo 6 May 1968 *(Cornish & D P 11th)*.

BRIDGE near Canterbury [SE] op 1 July 1889 *(Whitstable Times 6th- line; in description ibid 29 June)*; clo 1 December 1940 (Sunday) *(Cl)*.

BRIDGE NO 16 (non-tt): see end of 1835 B**; note that this is in *U* as BRIDGE NO 60.

BRIDGE 110, 111, 130 – see under KILLIN (GLENOGLEHEAD).

BRIDGE 774 [LNE] (non-tt): used by workmen at least 1923-5; {Wickford – Rayleigh} *(U)*.

BRIDGE END – see CAERGWRLE.

BRIDGE OF ALLAN

BRIDGE OF ALLAN (a) [Cal] op 1 June 1848 *(Scot Cent)*; north of overbridge; clo 1 November 1965 *(Cl)*.

BRIDGE OF ALLAN (b) op 13 May 1985 *(Rly Obs July)*; south of overbridge; still open.

BRIDGE OF DEE [GSW] op 18 April 1864 *(GSW)*; clo 26 September 1949 *(Scotsman 20th)*.

BRIDGE OF DUN [Cal] op 1 February 1848 *(co n Dundee Advertiser 28 January, included in description of formal opening 27 January; ibid 1 February)*; clo 4 September 1967 *(BR notice Aberdeen Press 27 July)*. B O D JUNCTION 1849 to 1882 *(Brad)*. The Dun station or Dun Bridge station in local press.

BRIDGE OF EARN [NB] op 18 July 1848 *(co n, item Perthshire Courier 20th)*. Re-sited ¼ mile north in 1892 *(Edinburgh Evening News* and *Scotsman (both Monday 1 February)* said had op on Saturday (30 January). Clo 15 June 1964 *(RM July)*.

BRIDGE OF ORCHY [NB] op 7 August 1894 *(T 7th)*; still open.

Also see MILEPOST items.

BRIDGE OF WEIR [GSW]

BRIDGE OF WEIR (a) op 20 June 1864 *(co n Glasgow Herald 18th)*; clo 18 May 1868 *(Cl)*.

BRIDGE OF WEIR (b) op 23 December 1869, new site, when line reop, extended to Greenock *(Glasgow Herald 18th, 20th)*; clo 10 January 1983 *(Rly Obs March)*.

BRIDGE STREET Glasgow

BRIDGE STREET [GU] op 14 December 1896**; still open.

Also see under GLASGOW.

BRIDGEFOOT near Banff [GNS] op 1 October 1913 *(co n Aberdeen Press 27 September)*; HALT; aot request; clo 6 July 1964 *(Aberdeen Press 5 June)*; {Ladysbridge – Banff}.

BRIDGEFOOT near Workington [WCE Jt] op 2 April 1866 *(co n for line Cumberland Pacquet 27 March, in Brad April)*; clo 13 April 1931 *(LNW Record)*.

BRIDGEFORD [GJ] op 4 July 1837 *(co n Gore's Liverpool General Advertiser 29 June)*; clo 10 September 1840**. Great Bridgeford here/near later.

BRIDGEND South Wales

See 1828 A** for possible early service.

BRIDGEND [GW] op 19 June 1850**; still open.
BRIDGEND [Llynvi & Ogmore], terminus adjoining GW, op 25 February 1864 *(Cardiff T 26th)*; trains diverted to GW 1873 *(Cl)* – GW took over running of line on 1 July *(co ½ London Evening Standard 29 August)* but not certain that they immediately closed this.
BRIDGEND near Kirkintilloch [MK]: Chryston here earlier; for line dates see 26 December 1844**; advert in *Glasgow Herald* 10 January 1845 refers to station here and adds that locomotives now ply on the line to Airdrie with passengers, station at Brige End mention in advert for letting of farm *(ibid 25 July 1845)*, also listed by *MK* as stop on 10 December 1849 service and included in tt for 1 February 1851 *(All Aboard)*; clo 10 December 1851**; {map 16}.
BRIDGENESS [NB] (non-tt): workmen; dates ?; {beyond Bo'ness} *(U)*.
BRIDGES near St Austell – see LUXULYAN.
BRIDGETON {map 15}
BRIDGETON [Cal] op 1 April 1879 *(co n Glasgow Herald 1st* – in detail calls it station in Dalmarnock Road); clo 1 November 1895 (Friday) *(RCG)*.
BRIDGETON [NB] op 1 June 1892 *(Edinburgh Evening News 2nd)*; originally B CROSS, renamed B CENTRAL 1954, B 14 June 1965 *(Cl)*; clo 5 November 1979 *(Cl supp 2)*, when replaced by >
BRIDGETON op 5 November 1979 *(Wishaw Press 2nd)*, on the Argyle line; site of old B CROSS Cal; see 10 December 1994**; still open.
B CROSS [Cal] op 1 November 1895 *(Glasgow Herald 30 October)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*; see entry immediately above.
BRIDGNORTH [GW] op 1 February 1862**; clo 9 September 1963 *(T 9th)*. Erratically BRIDGENORTH in GW co tt, *Brad*, *hb*.
Prior to public use special train on 28 June 1861 by permission of contractors to take some of Shropshire Rifle Volunteers and friends to Shrewsbury *(Birmingham Daily Post 2 July)*.
BRIDGWATER
BRIDGWATER [GW] op 14 June 1841 *(Taunton 16th)*; still open. B GENERAL 1949/50 to 1952/3 *(Brad)*. GW co tt and *Brad* kept to BRIDGEWATER until about 1870, long after local paper had become *Bridgwater Mercury*; *hb* altered 1904.
B NORTH [SD Jt] op 21 July 1890 *(Bridgwater Merc 23rd)*; NORTH added 26 September 1949 *(Cl)*; clo 1 December 1952 *(Bridgwater Merc 2nd)*. Always 'Bridgwater' in tts seen although company was the 'Bridgewater'.
Both at times B for SPAXTON in *Brad*.
BRIDLINGTON [NE]
BRIDLINGTON op 7 October 1846**; still open.
Excursion platform here. *Driffield Times 27 May & 3 June 1893* reported first use for departure of Volunteers. Said to be in Hilderthorpe (article about licence application by nearby hotel *ibid 2 September 1893)*. Prospectus for new Spa & Gardens Ltd said they were 500 yards from excursion platform and about 750 yards from ordinary platforms *(Sheffield Daily Telegraph 6 December 1896)*; *co n for excursion* 10 September 1898 *(Leeds Times 10th)*. Still in use 9 August 1934: fatal collapse of man here reported by *Hull Daily Mail 10th*. Last use?
Ticket platform here: dates? Was on Bridlington Quay – accident to Scarborough to Hull train *(Hull ... Herald 11 June 1868)*. Still in use February 1900 *(U)*. Closed by 31 January 1908 when 'old' ticket platform mentioned in *Sheffield Independent* of that date.
B QUAY (non-tt): two cheap trips running daily to here *(Sheffield & Rotherham Independent* 27 August 1859) – presumably summer only; start / end dates unknown – Quay line's dates 1851 to 1866 *(Cobb)*; {branch from main station}.
BRIDPORT [GW]
BRIDPORT op 12 November 1857 *(W Fly P 10th)*; clo 5 May 1975 *(Cl)*. B RADPOLE ROAD 1886/7 to 1901/2 *(Brad)*.
B EAST STREET op 31 March 1884 *(W Gaz 4 April)*; clo 1 January 1916 (Saturday) *(RAIL 271/4)*; reop 7 July 1919 *(GW circ 2672)*; clo 11 April 1921; reop 11 July 1921 *(Cl)*; clo 22 September 1924, intended for winter *(GW Mag November)*; but reop 6 October 1924 *(wtt supp)*; clo 22 September 1930 *(Cl)*.
B WEST BAY: dates as EAST STREET; aot B HARBOUR *(hb)*.
BRIERDENE [NE]: built 1914 on Seaton Sluice line but idea of passenger service abandoned *(U)*.
BRIERFIELD [LY] op 1 February 1849 *(LY; co ½ T 3 February- line)* as MARSDEN; renamed 1857; still open. Aot B for MARSTON *(RCG)*.
BRIERLEY HILL [GW] op 1 December 1858 *(Brierley)*; clo 30 July 1962 *(RM September)*.
BRIERY SIDING [LMS] (non-tt): HALT used by workers at B Bobbin Mill; op soon after 1922; clo 17 November 1958 – mill had ceased production a week earlier; name as in 24 September 1928 LMS wtt and BR (LM) Special Traffic Notice for week starting Saturday 31 July 1954; {Threlkeld – Keswick} *(also see Lakeland)*.
BRIGG [GC] op 1 November 1848 *(Stamford 7th)*; clo 4 January 1992 for work on bridge over Trent at Gainsborough, was due to reop 10 May 1992 but this not confirmed *(BR booklet, with amendment pasted in)*; still open. Became Saturdays only, three trains each way, 4 October 1993 (A. Brackenbury, *Chron January 2004)*.
BRIGHAM [LNW] op 28 April 1847 *(Whitehaven Herald 1 May)*; clo 18 April 1966 *(Cl)*.
BRIGHOUSE
BRIGHOUSE (a) [LY] op 5 October 1840 *(co n Leeds 3rd)*; new station sanctioned by BoT 14 August 1872 *(Whittle)* – site or buildings?; re-sited 15 chains west 1 May 1893 *(Cl)*; clo 5 January 1970 *(RM January)*. LY co tt 1899, LNE tt 1933 B for RASTRICK and thus at least to 1967 tt.
BRIGHOUSE (b) op 28 May 2000 *(RM July 2000)*; still open.
BRIGHTLINGSEA [GE] op 18 April 1866 *(Essex Standard 18th)*; clo 15 Jan 1951 – see 1951**; reop ?; closed again (flooding) 1 February 1953, reop 7 December 1953 *(J. F. Ling, Cl)*; clo 15 June 1964 *(RM July)*.
BRIGHTON [LBSC]
BRIGHTON op for Shoreham branch 12 May 1840**; op for London trains 21 September 1841 *(T 22nd)*; was B CENTRAL 1887/8 *(Brad)*, to B 30 September 1935 *(SR)*; still open. Pre-1887 *Brad* had B GENERAL, in Kemp Town table only.
Temporary platform (non-tt) a few hundred yards from station for Volunteers taking part in sham fight 1 April 1861 *(London Evening News 1st)*. Another (same site ?) 17 April 1905 for Volunteer Review *(Brighton Gazette 22nd)*.

Ticket platform here 10 August 1850: *Brighton Gazette 5 September* mention in fare case. *Brighton Guardian 12 March 1862*: description of changes that had been made over previous 12 or 15 months said ticket platform formerly abutted onto locomotive and store building, now considerably moved to eastward and better lighted. *Horsham ... Express 23 November 1875*: London Road station will be used as ticket platform for up trains to Brighton, saving stoppage at ticket platform there. Preston Park being used as ticket station *(Carlisle Express 2 July 1881)*.

B LOVERS WALK YARD (non-tt): dates? *(@JF)*.

B NEW ENGLAND CATTLE DOCK (non-tt): troop trains February 1901 *(@JF)*.

B TRACTION DEPOT (non-tt): open day; 16, 17 July 1983 *(@JF)*.

BRIGHTON ROAD [Mid] op 1 November 1875 *(Mid)*; clo 27 January 1941 *(Birmingham Mail 21st)*.

BRIGHTSIDE [Mid] op on or by 24 November 1838**; new station 29 May 1898 *(Mid)*; clo 30 January 1995 *(BLN 745)*.

BRILL

BRILL [Met/GC] op March 1872 (see 1871**); Met use from 1 December 1899; clo 1 December 1935 (Sunday) *(RCH; Bucks Herald 29 November)*.

B & LUDGERSHALL [GW] op 1 July 1910 *(RCG; South Bucks Standard 17 June)*; clo 7 January 1963 *(Birmingham Daily Post 2nd)*.

BRIMINGTON [GC] op 4 June 1892 *(RCG)* as SHEEPBRIDGE & B; renamed 18 June 1951 *(LMR operating circ 55, 31 May)*; clo 2 January 1956 *(Cl)*. *Hb* 1894a: S & BRIMMINGTON; corrected 1904.

BRIMLEY [GW] op 21 May 1928 *(GW letter 28 May 1945 Cl pap)*; HALT; clo 2 March 1959 *(Express & E 2nd)*; {Bovey – Heathfield}.

BRIMSCOMBE [GW]

BRIMSCOMBE op 1 June 1845 *(co n Bristol T 10 May)*; clo 2 November 1964 *(W D Press 2nd)*. At first BRIMSCOMB; became B near CHALFORD 1850/1, BRIMSCOMBE for C 1890/1 *(Brad)*. GW co tts followed same general pattern but had added final 'E' by 1874. *Hb* added 'E' 1904, no additions to name.

B BRIDGE op 1 February 1904 *(Stroud N 5th)*; HALT; clo 2 November 1964 *(W D Press 2nd)*; {Brimscombe – Ham Mill Crossing; i.e. north of Brimscombe}.

BRIMSDOWN [GE] op 1 October 1884 *(L; Globe 7th* – GE have just opened); still open. Became B for ENFIELD HIGHWAY 1 November 1910 *(hbl 26 January 1911)*; thus GE co tt 1914, LNE tt 1933 and *Brad* to 1955.

BRIMSTONE BOTTOM [MSWJ] (non-tt): workmen; dates ?; {Ludgershall – Tidworth} *(U)*.

BRINDLE HEATH [LY] (non-tt): races, certainly 1913 and 1934 *(U)* (but only horses and attendants – *AB*); *hbl ref 12 July 1917* said had been renamed PENDLETON B H: {Pendleton – Clifton Junction}.

BRINDLE LODGE [LY] (non-tt): private for Thomas Whitehead; dates?; {near Houghton} *(@JF)*.

BRINDLEY HEATH [LMS] op 3 August 1939 for Bank Holiday specials from Air Force Base, returning 17 August; op to public 26 August 1939 *(LNW Record)*. Clo 6 April 1959 *(BR LM notice Rugeley Times)*; same paper *4 April* gave brief history which confirmed public opening date and said that previously men had been dropped at trackside where station was being built (for Bank Holiday specials?); gave various other uses of camp – e.g. training; camp had been closed in 1956, then reopened for refugees from the Hungarian Rising but now only averaged four passengers per day; popularly 'Kitbag Hill' {Hednesford – Rugeley}.

BRINKBURN [NB] op 19 October 1870**; HALT at clo 15 September 1952**.

BRINKLOW [LNW] op 1 December 1847 *(Morning Post 2nd)* as STRETTON; renamed 1 January 1870 *(Cl)* but 1 February 1870 *(LNW dates)* – had been recommended by *LNW Officers 15 December 1869*; clo 16 September 1957 *(LNW Record)*; 12 September 1960 wtt shows Friday only stop ('W.T.T. only') for early morning train to Rugby w?; not in 9 September 1963 wtt.

BRINKWORTH [GW] op 1 July 1903 *(Bristol T 2nd)*; clo 3 April 1961 *(RM May)*.

BRINNINGTON op 12 December 1977 *(RM February 1978)*; still open.

BRINSCALL [LU/LY] op 1 December 1869**; clo 4 January 1960 *(RM February)*.

BRISCO [Lancaster & Carlisle] op 17 December 1846**; last in tts *Lacaster Gazette* for November 1852, replaced by Wreay, to south in December tts*.

* = *Kendal Mercury*, presumably 2 different editions, had one set of tts that corresponded with the Lancaster paper and another that only made this change with the May 1853 version.

BRISLINGTON [GW] op 3 September 1873 *(Bristol Merc 6th)*; clo 2 November 1959 *(Shepton 6th)*.

BRISTOL {map 121}.

B PARKWAY 1 May 1972 *(T 26th)*; still open.

B ST PHILIPS [Mid] op 2 May 1870 *(Bristol T 3rd)*; clo 21 September 1953 *(W D Press 21st)*. At opening local press referred to station at Whipping-cat-hill.

B TEMPLE MEADS [GW/Mid]:

[GW] op 31 August 1840 *(Bristol Stand 3 September)*; also used by BE, with reversal, when it opened its line to Bridgwater 14 June 1841.

[BE] op own station, adjoining, but at right angles in 1845 (reported nearly complete about August 1845, *GW*); through platform also added then.

Main part became Joint GW/Mid 19 June 1865 (BE also partner later). Rebuilt as one, completed 1 January 1878. T STREET/MEAD/MEADS added in different sources at different times; see *Section 3, The Information, Names* for fuller treatment. Original terminal portion clo 6 September 1965 *(Cl)*. Through part still open.

Bristol Mercury (21 February 1890) said **excursion platform** opposite the Midland departure platform (i.e. at Temple Meads) was in future also to be used for Clifton Down trains; in this case it would seem that it was in the main station.

Separate **Ticket Platforms:**

Mid existed by 4 December 1858 *(Gloucestershire Chronicle* item on ticket fraud). *Western Daily Press 9 March 1872*: describing plans for new joint station: Midland line will join GW near ticket platform of former. Closed by 15 October 1888 when *Western Daily Press* said that apparently collecting tickets at Mangotsfield and Fishponds now.

Bristol & Exeter existed by 24 September 1853 *(Bristol Mercury* item on assault on policeman by man woken up at ticket platform).

Letter from 'H' in *Bristol Mercury (1 March 1856)* complained about being made late by stoppage in 'dismal trench' for ticket collection , none on GW here – tickets on slow trains collected at Keynsham, on expresses at Bath.
Item, *Western Morning News 22 May 1860*, said passengers by express trains were usually landed at what is called the ticket platform, only partially roofed, and left to make their own way to main station for onward travel. Site was on Exeter side of arch spanning Bath Road: report of collision in *Bristol Daily Post* and *Bristol Daily Mirror, both 12 April 1867*. Replaced by April 1870 by one at Bedminster, which see.
Excursion Platform (originally Bristol & Exeter) existed at Pylle Hill (Pyle-hill or Pile-hill in notices of the time); just the Bristol or Bristol & Exeter excursion platform in company's adverts, though it was actually at Bedminster. Will be ready in September, entrance a few yards from the iron bridge on the Totterdown Road *(Weston-s-M Gazette 1 July 1854).* Tenders requested 21 January 1854, plans for letting prepared (co ½ 25 February), 'soon be ready for use' (co ½ 26 August 1854) - all *Bristol Mercury*; earliest specific use seen was for excursion, last of the season, to Torquay and Teignmouth 27 September 1854 *(co n ibid 16th)*. Note that it was opened in same year as that at Weston-super-Mare, which, with Clevedon, would be the most common destination from here, though a great variety of other destinations were involved – Wells and Glastonbury on the Somerset & Dorset were also favourites. 'On and after Whit Monday' (29 May 1871) it would be closed and Bedminster (adjacent) used instead *(co n Western Daily Press 25th)* though still some later use – see BEDMINSTER.
Non-tt: winter 1949 and summer 1957 wtts include stops for staff at DOCTOR DAYS BRIDGE JUNCTION (for signalman?); MARSH POND {Carriage sidings on line to Brislington, near St Philips Marsh}; ST PHILIPS MARSH {goods *IA*}; STOKE GIFFORD {marshalling yard, site later used for Bristol Parkway}. Trains concerned were mixture of specials and ones publicly advertised between Lawrence Hill and Filton Junction stations. Start and end not known but public tt shows trains fitting this pattern by July 1939 (not October 1937) and contains them still in tt beginning 10 September 1962. According to an old Bath Road driver (via B Wilson) there were no platforms and service had begun before public admitted to Lawrence Hill – Filton Junction section.
Stoke Gifford in use by 2 December 1918 when in *notice from Divisional Superintendent's office.*
PYLLE HILL GOODS SIDING used for troops acting as escorts for Royal Visit to city 9 July 1908 *(Bristol Times 9th).*
BRISTOL HARBOUR: special services for visitors 8 June to 28 September 1985 *(@JF)*; {see *RAC Atlas*}.
BRISTOL ROAD Weston-super-Mare [WCP] first in *Brad* July 1912; clo 20 May 1940 *(Bridgwater Merc 22nd)*. Ticket for B R (Worle) *(JB)*.
BRITANNIA near Bacup [LY] op 1 December 1881 *(item and co tt Rochdale Observer 3rd)*; clo 2 April 1917 *(Leeds Mercury 22 March)*; later workmen's use *(U)*.
BRITANNIA [GW] (non-tt): HALT; Naval College and workmen at least 1902 to 1917 *(U)* as STEAM FERRY CROSSING; forces use by 31 March 1944 (ticket evidence, A Porter); summer 1949, 1953, summer 1955 and 1957 wtts show several trains calling for Royal Navy personnel at KINGSWEAR CROSSING; by summer 1959 had become B CROSSING and calls shown at least until omitted 15 June to 10 September 1962 wtt; see 1 November 1972**. {Churston – Kingswear}.
Also: (non-tt) temporary platform 18 October 1877 for reception of Prince of Wales and two eldest sons when latter joined *Britannia* training ship; at / near later stop – at level crossing about ½ mile from Kingswear terminus *(Exeter & Plymouth Gazette 19th)*. Used again 23 January 1878 for Prince and Princess of Wales at training ship *(Express & Echo 24th)* and 23, 24 August 1878 *(Express & Echo, Exeter Flying Post 24th)*.
BRITANNIA BRIDGE [LNW] first in *Brad* July 1851; replaced by Menai Bridge 1 October 1858 *(co n Carnarvon 25 September)*.
BRITHDIR [Rhy] op 1 April 1871 *(Cardiff T 8th)* as GEORGE INN; renamed 1 October 1891 *(hbl 29th)*; still open.
BRITISH MUSEUM [Cen] op 30 July 1900 *(London Evening Post 25th)*; replaced by Holborn Kingsway 25 September 1933 *(Cl)*.
BRITISH RHONDDA [GW] op 27 August 1906 *(wtt supp)*; HALT; platform on down side only – terminus, loaded new passengers there and switched to other line for return; replaced 1 May 1911 by Pontwalby, 18 chains to the north *(Cl)*
BRITISH STEEL – see REDCAR.
BRITON FERRY {map 85}.
BRITON FERRY op 1 June 1994 *(Rly Obs August)*; 2 chains nearer Neath than old B F West, below; still open.
B F EAST [RSB]* op 14 March 1895 *(co n S Wales Daily Post 12th)*; EAST added 1 July 1924 *(GW circular 18 June)*; closed 16 September 1935 >
B F WEST [GW]* op 2 September 1850 *(Cambrian 30 August)*; WEST added 1 July 1924 *(GW circular18 June)*; clo 8 July 1935 > Services for EAST and WEST diverted to new
BRITON FERRY [GW], 616 yds nearer Neath than old West; op 8 July 1935 (for GW services) *(Western Mail 8th*, explaining that old WEST had to be demolished before new station for both services could be completed), 16 September 1935 for 'RSB' services *(co n Western Mail 13th)*; this clo 2 November 1964 *(Cl)*
* = on four Sundays in 1914 RSB trains used GW stations instead of own owing to work on Neath River Bridge; 15 February and 19 April (all day), 28 June and 20 December (first of day each way) *(co n Western Mail 13 February, 17 April, 26 June, 19 December).*
BRITON FERRY ROAD [GW] op 1 August 1863 *(co n Cardiff & M G 7th)*; clo 1 March 1873 (Saturday) *(notice in co tt)*, reop 1 October 1880 *(RAIL 1005/282)*; clo 28 September 1936 *(T 14th)*.
On four Sundays in 1914 RSB trains used GW station instead of own Jersey Marine owing to work on Neath River Bridge; 15 February and 19 April (all day), 28 June and 20 December (first of day each way) (co n Western Mail 13 February, 17 April, 26 June, 19 December).
BRIXHAM [GW] op 27 February 1868 *(S Devon Minutes 28th, RAIL 631/8)**; clo 12 February 1951, reop 9 April 1951 (see 1951**) *(Rly Obs* May via A. Brackenbury, *Chron July 2003)*; clo 13 May 1963 *(Torbay Express Monday 13th* – last train Saturday). Pre op B TOWN *(GW ac)*.
* = free trips formal opening day, 1 January 1868 – inspection problems delayed public op *(Brixham)*.
BRIXHAM ROAD – see CHURSTON.
BRIXTON
BRIXTON [LCD] op 6 October 1862 *(T 7th)*; see 1866**; B & SOUTH STOCKWELL 1 May 1863 to 9 July 1934 *(L)*; still open.

BRIXTON [Vic] op 23 July 1971 *(T 24th)*; still open.
Also see EAST BRIXTON.
BRIXTON ROAD Plymouth [GW] op 17 January 1898**; finally clo 6 October 1947.
BRIXWORTH [LNW] op 16 February 1859 *(Northampton Mercury 19th)*; clo 4 January 1960 *(RM February)*.
BRIZE NORTON & BAMPTON [GW] op 15 January 1873 *(Chelt Exp 18th)* as BAMPTON; became BAMPTON OXON 1884 *(RCG ref October)* but *Brad* 1906/7, B N & B 1 May 1940 *(Cl)*; clo 18 June 1962 *(T 18 May)*. B N for BAMPTON in *Chelt Exp*.
BROAD CLYST [LSW] op 19 July 1860**; clo 7 March 1966 *(Chard 3rd)*. At first BROADCLYST in *hb – hbl ref 26 April 1923* said name now two words but always thus in *Brad*.
BROAD GREEN [LNW]: line op 17 September 1830**, nd, 1 January 1831; still open.
BROAD LANE – see BLOXWICH NORTH.
BROAD MARSTON [GW] op 17 October 1904 *(GW H)**, but not in *Brad* until February 1905; HALT; clo 14 July 1916 (Friday) *(RCH)* – probably last day (same in GM's Report 12 January 1917); {Honeybourne – Long Marston}.
* = *London Evening Standard 3 November 1904* said had been opened.
BROAD STREET – see LONDON.
BROADBOTTOM [GC] op 11 December 1842** as B; became MOTTRAM 1845 tt *(Cl)*, M & B 1 July 1884 *(Cl; RCG ref July)*, B for CHARLESWORTH 1 January 1954 *(LMR Op Circ 186, 11 February)*, B 1955 *(Brad)*; still open.
BROADFIELD [LY] op 13 September 1869 *(LY corr; mention without exact date Heywood Advertiser Saturday 18th)*; clo 5 October 1970 *(BR LM notice ibid 4 September)*.
BROADHEATH ALTRINCHAM [LNW] op 1 November 1853** as A; variously B A, A B, B in different sources 1850s to 1880s , including LNW co tts; renamed (settled?) 25 February 1884 *(LNW dates)*; clo 10 September 1962 *(Cl)*.
BROADLEY [LY] op 1 November 1870 *(item, co tt Rochdale Observer 5th)*; clo 16 June 1947**. Clearly intended clo date – *Manchester Evening News 7 May* said would close then because no longer any demand from people living along line.
BROADSANDS [GW]: *Western Times 11 May 1928* – halt to be provided here; *Western Morning News 2 June 1928* – considerable progress has been made in building. However, no convincing* evidence found that it was ever completed or opened (e.g. not included in any of the press adverts for cheap trips that would have been expected to include what was obviously intended as a holiday-makers' station or of arrival by train of various organised camping parties). {Paignton – Brixham}.
* = item in *Western Morning News 6 September 1928* said possible for holidaymakers to step right onto beaches from halts at Goodrington and here but this probably depending on earlier items in same paper which said being provided. No mention of halt in item *ibid 4 May 1931* about destruction of part of sea wall here.
BROADSTAIRS [LCD] op 5 October 1863 *(London Daily News 6th)*; still open.
BROADSTONE near Poole [LSW] op 2 December 1872 *(Dorset Chron 5th)*; initially POOLE, then variations of P and B with/without JUNCTION/NEW, then B DORSET, settled as B 1956; clo 7 March 1966 *(Shepton 11th)*.
BROADSTONE near Clevedon [WCP]: *RCG ref* December 1917, but not in *Brad* until July or August 1918; aot request; clo 20 May 1940 *(Bridgwater Merc 22nd)*; {Kingston Road – Ham Lane}.
BROADWAY near Stratford-upon-Avon [GW] op 1 August 1904 *(Chelt Chron 30 July)*; clo 7 March 1960 *(Coventry Evening Telegraph 26 February)*.
BROADWAY/BROADWEY near Weymouth – see UPWEY.
BROCK [LNW] first in *Brad* August 1849 as replacement for Roebuck (see note there); clo 1 May 1939 *(T 27 April)*.
BROCKENHURST [LSW] op 1 June 1847 *(Dorset Cron 20 May, 3 June)*; still open. Became B & LYMINGTON 1847, B 1849, B JUNCTION 1856/9, B 1887/9 in *Brad*, which called it BROKENHURST until 1849 and from 1876/7 to 1887/9. *Topham*: BROKENHURST & LYMINGEN 1848, corrected by 1850.
BROCKETSBRAE [Cal] op 1 December 1866 *(Hamilton 1st)*; was LESMAHAGOW 1 June 1869 *(Cl)* to 1 June 1905 *(RCG; Airdrie & Coatbridge Advertiser 1st)*; clo 1 October 1951 *(RM November)*. At first BROCKETS BRAE *(hb)*.
BROCKFORD & WETHERINGSETT [Mid-Suffolk Light] op 29 September 1908 *(Evening Star (Suffolk) 29th)*; clo 28 July 1952 *(T 28th)*.
BROCKHOLES [LY]: op 1 July 1850 *(Huddersfield Chronicle 6th)*; still open. B JUNCTION in some tables at least 1851 to 1878 *(Brad)*. HOLMFIRTH JUNCTION in earliest tts in *Huddersfield Chronicle*.
BROCKHURST – see FORT BROCKHURST.
BROCKLEBANK DOCK [LO] op 6 March 1893**; clo 31 December 1956 *(T 29 September)*.
BROCKLESBY [GC] op 1 November 1848 *(Leeds 4th)*; clo 4 October 1993 *(BLN 715)*.
BROCKLEY [LBSC] op 6 March 1871 *(L)*; still open. East London service added 2010**. LBSC co tt 1912 and *Brad* ? to 1955/6: B for UPPER NEW CROSS and NUNHEAD.
BROCKLEY LANE [LCD] first in *Brad* June 1872: clo 1 January 1917 *(T 28 December 1916)*.
BROCKLEY WHINS {maps 24, 25}.
BROCKLEY WHINS (a) [Brandling Junction]: line through here opened 5 September 1839 *(Newcastle Courant 6th)* and this was the meeting point of lines from Gateshead, South Shields and Wearmouth; it was here that carriages from and to all three destinations were remarshalled but some seem to have used it as an interchange point (perhaps unintentionally); report of inquest on fatality here 25 December 1839 said witness had been at station here and seen the accident to a platelayer (presumably off duty) who had arrived somewhat intoxicated as a passenger from Sunderland and was going to Shields *(ibid 27th)*. According to *NE pp 415-6* from 9 March 1840 to 19 June 1844 there was a platform just west of the later station used solely for dividing and joining trains from/to South Shields, Gateshead and Wearmouth; a notice for this *(ibid 20 March 1840)* said in relation to trains from Wearmouth: 'To prevent disappointment in case the trains should not arrive at Brockley Whinns in time for the Brandling Junction trains, spare engines and carriages will be kept at that station, to convey passengers to their respective destinations'. However usage must have been more general: it appeared as a station / stop in fare table in Brandling Junction notice for service beginning 18 May 1840 *(Newcastle Journal 9th)* [amend map 25 accordingly]. It was replaced by a station a little east by >

BROCKLEY WHINS (b) [NE]: line through op 19 June 1844 *(co n Newcastle Journal 15th)*, and this was included as a station in the notice but account of formal opening of new line, 18 June, in *Leeds Intelligencer (22nd)* said that a station was to be built here – did the old one stay in use for a while or was there a temporary arrangement at the new site? Sometimes B W JUNCTION in *Brad* when it was part of East Coast Main Line; became BOLDON COLLIERY 1 March 1926 *(hbl April)*, reverted 8 July 1991 tt *(AB Chron)*; > New down platform March 2002 *(Rly Obs June)*; all transferred to [TWM] 31 March 2002**; still open.

BROCKMOOR [GW] op 11 May 1925 *(Dudley Chronicle 14th)*; HALT; clo 31 October 1932 *(RM January 1933)*; {map 96}. Pre-op: Moor Lane *(RAC)*.

BROCKWEIR [GW] op 19 August 1929 *(co n dated 'August')*; HALT; clo 5 January 1959 *(T 5th)*; {Tintern – St Briavels}.

BRODIE [High] op 22 December 1857 *(Banffshire Journal 29th)*; clo 3 May 1965 *(Aberdeen Evening Express 16 April)*.

BRODSWORTH COLLIERY [GC/GN] (non-tt): miners; dates ? 'Colliers' platform completed by 25 July 1910' *(Whittle* from GN Engineer's records); {branch from Carcroft}.

BROMBOROUGH

BROMBOROUGH [Birkenhead] op 30 May 1846 *(Birkenhead)*; moved about 130 yards north between 1877 and 1912 OS maps – with quadrupling of line completed to here 5 October 1902 (see Stewart Smith, *Chron January 2020 and Richard Maund Chron November 2021);* still open.

B RAKE op 30 September 1985 *(Liverpool Echo 27th, 30th)*; still open.

BROMFIELD near Carlisle [Cal] op 1 March 1873 *(RCG)* as BROOMFIELD; see 31 January 1881**; altered 1 November 1895 *(RCG)*; aot request; for clo see April/May 1921**.

BROMFIELD near Ludlow [SH Jt] op 21 April 1852 *(co n Hereford Times 24th)*; clo 9 June 1958 *(BR notice Kington Times 6th* – except for race days*)*; later race use, e.g. 22 September 1960 *(BR handbill)* and 29 April 1965 from Manchester *(AB)*.

BROMFLEET – see BROOMFLEET.

BROMFORD FORGE

BROMFORD FORGE [Birmingham & Derby Junction] op 16 May 1842 *(W Mid)*; last in *Brad* May 1843; {map 99}.

B BRIDGE RACECOURSE [Mid] (non-tt) same site as above, op 9 March 1896 *(RCG)*; in *hb* 1904-56, for race traffic only; racecourse clo 28 June 1965, final race 21st marked last use *(Rly Obs 21 July, pp. 223/4)*.

BROMHAM & ROWDE [GW] op 22 February 1909 *(RAIL 253/482)*; HALT (thus *Brad* and GW co tt 1932, but only unstaffed 5 November 1951, *Cl)*; clo 18 April 1966 *(Coventry Evening Telegraph 4th)*. Wraggs Wharf pre op *(RAC)*.

BROMLEY near Dudley [GW] op 11 May 1925 *(Dudley Chronicle 14th)*; HALT; clo 31 October 1932 *(RM January 1933)*; {map 99}.

BROMLEY South London

B NORTH [SE] op 1 January 1878 *(Pall Mall Gazette 1st)*; NORTH added 1 June 1899 *(hbl 13 July)*; still open.

B SOUTH [LCD]: op 5 July 1858 *(Bromley Record, monthly, 2 August*; both *Brad* and *Intelligible tt* showed this station with first entry for line and left it there); SOUTH added 1 June 1899 *(hbl 13 July)*; still open.

BROMLEY CROSS near Bolton [LY] op 12 June 1848 *(LY; RAIL 1005/265- line)*; still open.

BROMLEY-BY-BOW

BROMLEY-BY-BOW op [LTS] 31 March 1858 *(co n T 30th)*; re-sited about 6 chains west 1 March 1894 *(L)* – fire had badly damaged station 20 October 1892; new platforms were west of St. Leonards Road, buildings on old site, connected to new platforms by subway under road. [Dist] service began 2 June 1902, [Met] 30 March 1936; main line service clo 27 October 1940; -by-B added 18 May 1967 *(ER Commercial Circular 15 P 156/67, Cl pap)*; see 1 January 1969**: still open.

Also see SOUTH BROMLEY.

BROMPTON near Northallerton [NE] op 25 May 1852**; clo 6 September 1965 *(Cl)*.

BROMPTON ROAD London

BROMPTON ROAD [Picc] op 15 December 1906 *(co n T 14th)*; clo 4 May 1926 by General Strike; unlike others, did not reop until 4 October 1926 *(T 4th; Clay)*; clo 30 July 1934 *(West London Observer 27th* – new entrance to Knightsbridge station meant no longer needed to keep this least-used station open); {South Kensington – Knightsbridge}.

Also see GLOUCESTER ROAD.

BROMPTON ROAD – see CATTERICK.

BROMSGROVE [Mid] op 24 June 1840 *(Chelt Chron 27th)*; replaced by new station to south on Tuesday, 12 July 2016 *(Worcestershire County Council website)*; still open.

BROMSHALL [NS] line op 7 August 1848 but this not in description or tt *Staffordshire Advertiser 5th*; was present in tt for 1 November 1848, not that for 9 October *(ibid)*; clo 1 January 1866 *(co n Staffs Advertiser 30 December 1865)*.

BROMSHALL CROSSING [LMS] (non-tt): op 14 May 1942; clo September 1942; workmen building Ordnance Depot; {Leigh – Uttoxeter} *(WWII)*.

BROMYARD [GW] op 22 October 1877 *(Berrow's 27th)*; clo 7 September 1964 *(Birmingham Daily Post Saturday 5th* – last train tonight but locals have organised own special for trip to Blackpool tomorrow; not known if all stations served).

BRONDESBURY [LNW]

BRONDESBURY op 2 January 1860 *(T 2nd)* as EDGEWARE ROAD KILBURN; became EDGWARE ROAD 1 November 1865 *(JS, from company minutes)*, E R & B 1 January 1872 *(L; LNW Officers recommended 13 December 1871)*, B E R 1 January 1873 *(L)*, B 1 May 1883 *(L)*; clo (route modernisation) 29 October 1995 *(BR leaflet NLL/DAL/A100);* reop 30 September 1996; still open.

B PARK op 1 June 1908 *(LNW Officers 42316)*; clo as above 29 October 1995; reop 30 September 1996; still open.

BRONGWYN – see BRYNGWYN.

BRONWYDD ARMS [GW] first in *Brad* October 1861 and tts *Welshman November 1861* – however perhaps one of those stations that was initially omitted from tts – if so, dates would have been as Carmarthen, which see; clo 22 February 1965 *(BR public notice)*.

BROOK STREET [GW] op 1 May 1905 *(GW H)*; HALT; clo 29 March 1915**; {map 75}.

BROOKFIELD [MC] temp term op before / on 2 December 1844 (see 1840**); clo 10 February 1845 when line extended to Low Row *(Cl)*. {map 134}.

BROOKHAY [South Staffordshire] first trains shown in *Brad* June 1849 – in tts *Staffs Advertiser* from line opening 9 April, but trains first shown there June; last December 1849.

BROOKLAND [SE] op 7 December 1881 *(London Daily News 7th- line, in description of formal op, 6th, Whitstable Times 10th)*; HALT at clo 6 March 1967 *(RM April)* – shown as halt in *Brad* 1923/4 to 1934/5 and from 1954.

BROOKLANDS [MSJA] op 1 December 1859 *(co n Manch Cour 3rd)*; clo 27 December 1991 *(BLN 671)* for conversion to Manchester Tramlink (Section 6).

BROOKMANS PARK [LNE] op 19 July 1926 *(T 13th)*; still open.

BROOKSBY [Mid] op 1 September 1846 *(Mid)*; clo 3 July 1961 *(RM August)*.

BROOKWOOD

BROOKWOOD [LSW] op 1 June 1864 *(SR corr)*; still open. At first B WOKING NECROPOLIS, became B N 1868 (and thus LSW co tt 1914), B 1916 *(Brad)*, B for BISLEY CAMP March 1930 *(hbl 29 April)* to 1955 *(Brad)*.

B CEMETERY [Brookwood Necropolis]: (non-tt) special train for consecration 7 November 1854; op for use 13 November 1854; clo 15 May 1941; served by trains carrying funeral parties from special station near Waterloo; separate **NORTHERN** (Nonconformist and Roman Catholic) and **SOUTHERN** (Church of England) stations. (See J. M. Clarke, *The Brookwood Necropolis Railway*, Oakwood, 1995).

BROOM CRAIG: see under LARGS.

BROOM JUNCTION [Mid/SMJ] op 2 June 1879 as unadvertised exchange – *Stratford 6th* says there was a building for use of those changing there but 'the natives have to go to Wixford or Salford Priors to get their tickets before they can get into the train on their own platform'; made public 1 November 1880 *(Mid)*; clo 1 October 1962, but buses to 17 June 1963 *(Birmingham Daily Post 11 May)*. At first B in *hb*, corrected 1908a.

BROOME [LNW] op 6 March 1861 *(D&C 11; Hereford J 13th- line)*; aot request; still open. At first BROOM; then BROOME & ASTON 1863/4 to 1867 *(Brad)*.

BROOMFIELD JUNCTION near Montrose [Cal] op 1 November 1865 *(co n Dundee Courier 30 October)*; initially both ways; reduced to trains towards Montrose only 1 February 1869 *(co n Montrose ... Review 22 January 1869)* – notice said no passengers booked to/from here but those with Montrose tickets would be allowed to alight here. Clo near/at end of 1878: last seen in tt *Montrose Standard 20 December 1878*, not present *ibid 27th*; although latter was still headed 'arrangements for December' it may have been intended to show January 1879 times; or did it survive non-tt?; {physical junction *IA*}. Erratically also B, B ROAD JUNCTION all sources.

BROOMFLEET [NE]: see 2 July 1840**; first specific mention alterations for 14 March 1843 *(co n Hull Advertiser 10th)* – perhaps start of service? Originally market days (Tuesday) only; at first BROMFLUT, then BROMFLEET in *Brad*, altered 1851 tt *(Cl)*; see note for possible short closures; full use October 1907 *(Brad)*; aot request; still open.

BROOMHILL near Aviemore [High] op 3 August 1863 *(Banffshire Journal 4th)*; clo 18 October 1965**. LMS tt 1930, *Murray* 1948 and *Brad* to 1955: B for NETHY BRIDGE. At first CURR in press.

BROOMHILL near Alnmouth

BROOMHILL [NE] op 2 June 1879 (see Amble); clo 7 July 1930 *(Yorkshire Post 12th* – last train 5th).

Also see Section 7 for Colliery line to Amble.

BROOMHOPE [NB] see VICKERS PLATFORM.

BROOMHOUSE [NB] op 1 November 1878 *(co n Glasgow Herald 2nd)*; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCH)*. Clo 26 September 1927 *(Scotsman 19th)*.

BROOMIEKNOWE [NB] op 15 April 1867 *(Morning Post 18th)* as BONNYRIGG; renamed 1 August 1868 *(Cl)*; clo 1 January 1917 *(RM February)*; reop 1 April 1919 *(RCH)*; see 13 August 1948**; clo 10 September 1951 *(Dalkeith Advertiser 23 August 1951* – to be closed on 8th – last day).

BROOMIELAW [NE; LNE]: private use from 8 July 1856 *(U)*; op to public 9 June 1942 *(LNE letter 13 April 1945 Cl pap*, where BROOMILAW, from original NE document?)*;* first shown 'P' *hb* 1944a); clo 30 November 1964 *(Newcastle Evening Chronicle 4th)*.

BROOMIELAW HARBOUR: terminus of the [Polloc & Govan], from Rutherglen. According to *Cal* it opened 1842 to goods and 'unknown' to passengers. According to *D&C 6* formal opening was 22 August 1840 and it remained 'little more than a colliery tramway'. The *Returns* always show it as not used for passemgers. In 1846 it became part of the Caledonian; part of its track was lifted as a result of an Act of 1867. If any passenger service was operated (some sort of workmen's?), it would have been very short-lived; {on south bank of Clyde, between the General Terminus and line to Glasgow Central HL}.

BROOMLEE [NB] op 4 July 1864 *(Selkirk 7th)* as WEST LINTON (but just L in paper); renamed October 1864 *(Brad; RCG ref October)* – agreed Board Meeting 23 August *(co minutes)*; clo 1 April 1933 (Saturday) *(co n Scotsman 23 March)*. NB co tt, LNE tt 1933: B for W L.

BRORA [High] op 1 November 1870**; still open.

BROTHERTON [NB] (non-tt): suggested that op about 20 May 1868 when Hercules Scott, then Chairman of Montrose & Bervie moved into Brotherton House (M. Mitchell, *Montrose & Bervie* Railway, Lightmoor Press, 2015); March 1898 and 2 October 1922 NB wtt Appendices show widow then had right to stop trains; they could only be stopped on written request of Mrs Scott; order could only be given by stationmasters at Johnshaven and (Inver)Bervie, either side; *(NBR Study Group Journal 73)*.

BROTTON [NE] op 1 April 1875 *(York Herald 2nd)*; clo 2 May 1960 *(RM June)*.

BROUGH [NE] op 2 July 1840 *(co n Hull Advertiser 25 June)*; re-sited east of footbridge 1904; still open.

BROUGHTON near Peebles [Cal] op 6 November 1860**; clo 5 June 1950 *(Carluke & Lanark Gazette 26 May)*.

BROUGHTON near Preston [LPJ] op 26 June 1840 *(LPJ; co n Carlisle Patriot 27th- line)*; clo about November 1840 *(LPJ)*; replaced by station later renamed Barton & Broughton.

BROUGHTON & BRETTON [LNW] op 14 August 1849 *(D&C 11; co ½ T 16 August- line)*; op as BROUGHTON; became BROUGHTON HALL 1861 *(Cl)*, B & B 1 July 1908 *(hbl 23 April)*; clo 30 April 1962 *(Cheshire Observer Saturday 5 May – line* – last previous Saturday); workmen's use ceased 9 September 1963 *(wtt*, B. Pask, *TTS February 1966, p. 47)*.

BROUGHTON ASTLEY [Mid] op 30 June 1840 *(Mid; co n T 27th- line)*; closed 1 January 1962 *(Coventry Evening Telegraph 29 November 1961)*. ASTLEY was only intermittently included in name in the 1840s; comparison of tables suggests that limitation of space was responsible; it was dropped again 1 October 1870 co tt *(Mid)* – but already 1868/9 in *Brad*, where the change coincided with transfer to a separate local table; it was restored 15 September 1879 *(Mid)*; sometimes hyphenated.

BROUGHTON CROSS [LNW]: op 28 April 1847 *(Whitehaven Herald 1 May)*; clo 2 March 1942 *(LNW Record)*. B C for GREYSOUTHERN in op notice, paper cited, and thus *Brad* to closure.

BROUGHTON GIFFORD [GW] op 30 October 1905 *(Wiltshire Times Saturday 28 October* – will be opened on Monday); HALT; clo 7 February 1955 *(Cl)*.

BROUGHTON LANE [GC] op 1 September 1864 *(co n Sheffield and Rotherham Independent 31 August)*; clo 3 April 1956 (Tuesday) *(supplement to Brad)* – trainless Bank Holiday intervened.

BROUGHTON SKEOG [PPW Jt]: orders to provide station given in co minutes 21 December 1877; first in *Brad* May 1878 – a little late? Last in *Brad* November 1885; aot request; {map 17}. In *hb* 1883 as B S SIDINGS (but 'P' only facilities); 1890 no facilities shown; 1895 no entry.

BROUGHTON-IN-FURNESS [Fur] op by Tuesday 15 February 1848 when *Cumberland Pacquet* of that date said Furness Co had started running a daily train from Barrow to here*; also see 24 August 1846**; when Coniston branch opened 18 June 1859 the original single platform terminus was replaced by a platform on through line at higher level (R. Maund, *Chron January 2016)*; -in-F added 1928 tt *(Cl; hbl ref April)*; clo 6 October 1958 *(Cl)*.

* = *Carlisle Patriot 19th* said would soon be opened, having passed BoT inspection, but citing *Preston Pilot* (not available BNA) so delay involved.

BROUGHTY FERRY {map 4} [DA]

BROUGHTY FERRY (on main line): op 8 October 1838**; still open.

BROUGHTY PIER (on branch): op 17 May 1848 *(Dundee)*; its branch originally faced Dundee; diverted 1 May 1851 to face Forfar; clo 1 June 1878 (Saturday), replaced by Tay Bridge; reop 1 Feb 1880, following collapse of first bridge; clo 20 June 1887 when replacement bridge opened.

At first all national tts seen called both just B F; aot *hb* had third station, B F JUNCTION, presumably branch platforms at main line station. Local tts and *hb* just B at first and NB ticket thus *(JB)*.

BROWNDOWN [LSW] op 12 May 1894 *(Hants Teleg 19th)*; clo 31 August 1914, reop 1 October 1914 *(Cl)*; aot request; became HALT 1910 *(Brad)* and in *hb* 1910a 'cancelled' (at that time halts not included there); clo 1 May 1930 (Thursday) *(Cl)*.

BROWNHILLS

BROWNHILLS [LNW]: first trains shown in *Brad* June 1849 – in tts *Staffs Advertiser* from line opening 9 April, but trains first shown there June; B HIGH STREET 2 June 1924 *(Rly Gaz 23 May)* to 1 August 1930 *(hbl 22 October)*; clo 18 January 1965 *(BR LM notice Walsall Observer 11 December 1964)*.

B WATLING STREET [Mid] op 1 July 1884 *(Walsall Advertiser 28 June)*; W S added 2 June 1924 *(Rly Gaz 23 May)*; clo 31 March 1930 *(Derby Daily Telegraph 27th)*.

BROXBOURNE [GE] op 15 September 1840 *(T 16th)*; became B & HODDESDON 1 March 1900 *(hbl 26 April)*, B 4 May 1970 tt; re-sited 100 yards north 3 November 1960 (A. Brackenbury, *Chron October 2008)*; still open. Aot B JUNCTION (1850/2 to ?), B for H *(Brad)*; B for H and HAILEYBURY (e.g. GE co tt 1882).

BROXBURN

BROXBURN [EG] first in *Brad* August 1843; last October 1844; back June 1848; clo 12 November 1849 *(Cl)*; {Ratho – Linlithgow}. Possibly also passenger services by goods trains – see 21 February 1842**.

Also see DRUMSHORELAND.

BROXTON [LNW] op 1 October 1872 *(Whitchurch 5th)*; clo 16 September 1957 *(RM October)*.

BRUCE GROVE [GE] op 22 July 1872 *(Pall Mall Gazette 23rd)*; still open. Aot B G for TOTTENHAM *(hb* 1877 to 1904).

BRUCKLAY [GNS]

BRUCKLAY op 24 April 1865 *(co n Peterhead Sentinel 28th)*; clo 4 October 1965 *(Aberdeen Press 10 September* – last train will be Saturday 2nd).

Also see MAUD.

BRUNDALL

BRUNDALL [GE] op 1 May 1844 *(Essex Standard 10th)*; still open.

B GARDENS [LNE] op 1 August 1924 (notice *Eastern Daily Press*, 1 August – 'is now open'); at first HALT in *hb*, and tt, HALT dropped 6 May 1968; still open.

SURLINGHAM FERRY, 5 miles from Norwich, on this site, was included in inspection report dated 12 April 1844 but *co n Norfolk Chronicle 4 May* 'will not be used for present'; unlikely it ever opened.

BRUNSTANE op 3 June 2002, formal next day *(RM August)*; still open.

BRUNSWICK

For terminus see LIVERPOOL.

BRUNSWICK op 9 March 1998 *(RM May)*; still open.

B DOCK [LO] op 6 March 1893**; clo 31 December 1956 *(T 29 September)*.

BRUTON [GW] op 1 September 1856 *(Wells 6th)*; still open.

BRYMBO {map 75}

BRYMBO [WMCQ] op 1 August 1889 *(RCG; Oswestry Advertiser 7th)*; clo 1 March 1917 (Thursday) *(RCG)*.

BRYMBO [GW] op 24 April 1882 *(Wrexham Advertiser 29th, Liverpool Mercury 26th)*; clo 27 March 1950 *(RM May)*.

GW had promised a service earlier; Wrexham paper 5 May 1866 said station complete but no trains; items and letter *ibid* 16 June and 9 November 1866 and 8 June 1867 told same story; nothing further seen so assumed no service ever provided. Also see A. Brackenbury, *Chron January 2010*.

B WEST CROSSING [GW] op 20 March 1905 *(GW H)*; HALT; clo 1 January 1931 (Thursday) *(T 20 December 1930)*.

BRYN near Maesteg [PT] op 14 February 1898 *(Evening Express 10th)*; clo 11 September 1933 *(Cl)*.

BRYN near Wigan [LNW] op 1 December 1869**, still open. Op as BRYNN; became BRYNN for ASHTON-IN-MAKERFIELD 20 November 1899* *(LNW dates)*, BRYN for A-in-M 18 December 1906* *(LNW dates)*, B 5 May 1975 *(RM July)*.

* = perhaps date change was recommended by LNW Officers.

BRYN TEIFY [GW] first in *Brad* August 1869 as CROSS INN LLANFIHANGEL; renamed NEW QUAY ROAD 1874 *(Cl; RCG ref July)*, B T 20 October 1916 *(hbl 12 July 1917)*; clo 22 February 1965 *(BR public notice)*.

BRYN-Y-GWYNON [GW] (non-tt), alias BRYNNA: PLATFORM; miners; op 17 June 1918 *(GW ir)*; clo ? – was in use 4 December 1929 as Brynna *(Pask GW Fares)*; {Llanharan – Pencoed}.

BRYNAMMAN

B EAST [Mid] op 2 March 1868 *(Mid)*; EAST added 1950 *(Mid)*; clo 25 September 1950 *(Mid)*.

B WEST [GW] op 20 March 1865 *(co n Carmarthen 17th)*; WEST added 1950 *(Cl)*; clo 18 August 1958 *(T 11th)*. RCH evidence suggests no GW station until 1890s but press, 1865, refers to a station and one is shown on LNW plan for 1872 (printed 1873) at Carmarthen Record Office*; J. H. Davies, *History of Pontardawe and District*, V Davies, Llandybie, 1967, refers to new GW station 25 June 1886 – perhaps slight extension of line?

* = on 9 October 1868 ordered that a platform and station be provided here for Llanelly company's use, following a demand for rent from the Swansea Vale Company *(Llan)*. It would thus seem that initially they dropped passengers further east on something belonging to another company; this would explain why the Clearing House at one time denied knowledge of this station, though not the length of time it took them to catch up.

BRYNCELYNOG [GW] op 13 March 1939 *(co n dated 'March' RAIL 1014/33)*; HALT; clo 4 January 1960 *(RM March)*; {Cwm Prysor – Trawsfynnydd}.

BRYNDERWEN – see TALYLLYN.

BRYNGLAS [Tallyllyn] (ng) first in *Brad* July 1872; see December 1866** for rest of its history.

BRYNGWYN [NWNG] (ng) op 15 August 1877 *(Cambrian 17th)*; clo 1 January 1914 *(Cl)*.

BRYNGWYN near Llanfyllin [Cam] first in *Brad* May 1865, Wednesdays and Thursdays only; full use June 1867; originally BRONGWYN; became BRYNGWYN FLAG STATION 1869/70, B 1877/8 *(Brad)*, when moved from notes to table; aot request; shown as HALT in *hb* 1938 and 1956, but not in tt; clo 18 January 1965 *(RM March)*.

BRYNKIR [LNW] op 2 September 1867** *(co ½ T 10 October- line)*; clo 7 December 1964 *(N Wales Weekly News 19 November)*.

BRYNMAWR [LNW] op 1 October 1862**; clo 30 April 1962 *(T 6 April)*. LNW co tt: 1864 to 1882 at least B for NANTYGLO/B for N and BLAINA.

Ticket platform here: dates? Mentions: *Abergavenny Chronicle 14 October 1872* – charge of embezzlement (not guilty); *Pontypool Free Press 23 November 1900*; i*bid 26 May 1905* – stolen watch.

BRYNMENYN [GW] op 12 May 1873 *(co ½ T 7 August- line)*; originally BRYNMENIN (thus *Brad*, *hb* until 1890 and GW co tt 1874), altered 1886 *(Cl; RCH dist ref 26 May 1886)*; clo 5 May 1958 *(BR WR notice Western Mail 2nd)*.

BRYNMILL [SIT]: line op 25 July 1860**, nd, May 1866; op as WATER WORKS/ WATERWORKS ROAD; renamed BRYN MILL ROAD 1878 (Dickson), 1885 (SIT) in tts in *Cambrian*, BRYNMILL ROAD 1885/6, B 1893/4 *(Brad)*; clo 6 January 1960**; {map 88}.

BRYNTEG COLLIERY [N&B] (non-tt) alias B & NANTYCEFN: HALT; miners; not in use July 1923 wtt; in use 1930; {Dillwyn – Seven Sisters} *(U)*.

BUBWITH [NE]

BUBWITH op 1 August 1848**; clo 20 September 1954 *(RM October)*; later excur *(U)*.

B HIGH FIELD – see HIGH FIELD.

BUCHANAN STREET

B S [GU] op 14 December 1896**; still open.

For terminus see GLASGOW.

BUCHANSTONE [GNS] op 1 December 1854 *(Aberdeen Press 3rd)*; clo 1 October 1866 *(co n Elgin Courier 21st)*; {Oyne – Insch}.

BUCHLYVIE [NB] op 26 May 1856**; clo 1 October 1951 *(RM November)*.

BUCKDEN [Mid] op 1 March 1866 *(Mid; co n T 27 February- line)* as BRAMPTON; renamed 1 February 1868 *(Mid)*; clo 15 June 1959 *(RM July)*.

BUCKENHAM [GE] op 1 May 1844 *(Essex Standard 10th)*; aot request; from 20 May 2007 tt reduced to Saturday and Sunday only; still open.

BUCKFASTLEIGH [GW] op 1 May 1872 *(Trewman 8th)*; clo 3 November 1958 *(Torbay Express 3rd* – last train Saturday).

BUCKHAVEN [NB] op 8 August 1881 *(Fifeshire Journal 11th)*; see April/May 1921**; clo 10 January 1955 *(T 28 December 1954)*. References occasionally found as B NEW; this was to distinguish it from earlier goods-only station closed 1882, on branch from Cameron Bridge.

BUCKHILL COLLIERY [CW Jc] (non-tt): HALT; miners; early 1920s? *(U)*. See photograph in *Cumbrian Railways* by J Marsh & J Garrett, Sutton, 1999, which shows passenger train at platform; {Camerton – Great Broughton}.

BUCKHURST HILL op [GE] 22 August 1856 *(L; co n T 22nd- line)*; transferred to [Cen] 21 November 1948 *(T 20th)*; still open.

BUCKIE

BUCKIE [High] first used for special to Keith cattle show 31 July 1884 *(Edinburgh Evening News 31st* under heading 'Banffshire Cattle Show' said many had travelled over line to Keith 'to-day' for Central Banffshire Agricultural Show); full op 1 August 1884 *(co n Aberdeen Press 1st)**; clo 9 August 1915 *(ibid Friday 30 July* – from 7 prox.).

* = *Aberdeen Press 30 July 5d* had said special would run 'to-day'; presumed error since other press references (e.g. *Elgin Courant 1 August)* tell same story as Edinburgh one. *Banffshire Journal 29 July* described 'informal opening' on 22nd when Mr. Ross, contractor, gave men of Strathisla (Keith) a free return trip in open wagons; said had been similar arrangement in reverse direction some weeks previously (exact date not traced).

BUCKIE [GNS] op 3 May 1886**; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

BUCKINGHAM [LNW] op 1 May 1850 *(Oxford Journal / Standard 4th)*; clo 7 September 1964 *(RM October)*.

Non-tt: **Goods Yard** used for troops attending Volunteer Review at Stowe 22 June 1864; men from London, East and Midlands; spectators used ordinary station *(Oxford Times 18th, 25th)*.

BUCKLEY [WMCQ]

BUCKLEY (a) op 1 May 1866 *(T 7th)*; clo 31 March 1890 *(co n Wrexham Advertiser 29th)*, reop 1 June 1893 *(item ibid 20 May)*; last in *Brad* February 1895.

BUCKLEY (b) op 31 March 1890 *(co n Chester Chronicle 29th, item 5 April)*; as B JUNCTION; renamed 6 May 1974 *(BR notice)*; still open.

BUCKLEY'S SIDING – see May 1833**.

BUCKNALL & NORTHWOOD [NS] probably op 1 November 1864 *(Staffs Advertiser 6th* said had been opened; not in *co op n ibid 28 May*, description *ibid 4 June* said were building a station at Ivy House for people of Bucknall and Hanley, not in July tt *ibid)*; clo 7 May 1956 *(RM June)*. Non-tt, as B: last use for football trains (Stoke City) 23 April 1960 *(BR doc)*; still wakes week use at 19 August 1961 *(BR handbill)*; last use probably 11 August 1962 – not mentioned in 1963 leaflet *(AB)*. LMS tt 1947: B & N for HANLEY.

Diagram in *NS, p 78*, shows 'old station' north of B & N, suggesting that at some stage it was re-sited nearer Stoke-on-Trent. No answer found. On Airey's Lancashire District Maps of 1873, 1895 and 1905 it is 1 mile 43 chains south of Milton Junction; *Brad* April 1885 has it 2½ miles from Stoke, January 1894 2¾ miles, suggesting move away from Stoke (often *Brad* only gave fares not mileages and latter only roughest of guides even when given).

BUCKNELL [LNW] op 6 March 1861 *(Hereford Times 2nd)*; HALT 6 September 1965 to 5 May 1969 *(Cl)*; still open. *Hb* 1862 BUCKNALL; 1865a corrected.

BUCKPOOL [GNS] op 3 May 1886** as NETHER BUCKIE; renamed 1 January 1887 *(Cl)* – decision made 25 November 1886 *(GNS)*; clo 7 March 1960 *(Cl)*.

BUCKSBURN [GNS] op 20 September 1854 *(co n Aberdeen Herald 23rd)* as BUXBURN; altered 1 January 1897 *(hbl 28th)*, but April 1897 tt *(JS)*; clo 5 March 1956 *(BR notice Aberdeen Express 15 February)*.

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

BUDDON [DA] op as BARRY REVIEW PLATFORM for military (in *hb* 1890, no facilities shown); became BUDDON 1 June 1893 *(RCG)*; but *hb* 1895 BARRY R SIDING; *hb* 1904 BARRY LINKS BUDDON SIDING; first in *Brad* July 1910; only intermittently present – not March 1911, July 1912, November 1913 but present July and August 1914; clo 1 September 1914, but in tt to June 1915 *(Cl)*; later military use e.g. trains to here shown in special notice for 1-8 July 1939 *(IU)*. *Hb*: 1944a and 1956 WAR DEPT B SIDING (for military camp only).

BUDE [LSW] op 11 August 1898 *(co n Exeter Flying Post 6th* – 10th was formal); clo 3 October 1966 *(Cornish & D P 8th)*.

BUDLEIGH SALTERTON [LSW]

BUDLEIGH SALTERTON op 15 May 1897 *(Sidmouth 19th)* as S; renamed 27 April 1898 *(hbl 7 July)*; clo 6 March 1967 *(Express & E 6th)*.

Also see EAST BUDLEIGH.

BUENOS AYRES – see MARGATE.

BUGLE [GW] op 20 June 1876 *(R Cornwall Gaz 24th)*; aot request; still open.

BUGSWORTH – see BUXWORTH.

BUILDWAS [GW] op 1 February 1862**; clo 9 September 1963 *(T 9th)*. B JUNCTION until 1865/7 *(Brad)*.

BUILTH ROAD

BUILTH ROAD [LNW] op 1 November 1866 *(co ½ T 13 February 1867)*; became B R HL 1950 *(Cl pap suggest 21 January)*, HALT added 6 September 1965, HL dropped 6 May 1968 BR 5 May 1969 (S. Berry); still open.

B R LL [Cam] op 1 November 1866 *(LNW co n Shrewsbury 2nd* said accommodation for exchange of passengers had been provided); clo 31 December 1962 *(T 31st)*. Initially, and erratically, B R JUNCTION, then CENTRAL WALES J, LLECHRYD C W J/L J *(Brad)*; B R (L) in LNW co tt 1885; became B R 1 May 1889 *(hbl 25 April – approved 27 March, RAIL 92/11)* but already thus in *hb* 1867; LL added 1950 *(Cl pap suggest 21 January)*.

BUILTH WELLS [Cam]: see 20 May 1864** for earliest use so far found; excursions 19 and 20 September 1864 to Talyllyn for Brecon races; public op 21 September 1864 *(co n Hereford J 24th)*; WELLS added 1865 *(Brad)*; clo 31 December 1962 *(T 31st)*.

BUITTLE [GSW] first in *Brad* July 1862; Wednesdays only, to and from Maxwelltown and Dumfries only; clo 1 August 1894 – last train 25 July ('will be closed after the 31st of this month', result of doubling of line through here – *Dumfries 25 July)*; B MILL in local press; B at MILL of B in 1877 *hb*; {Dalbeattie – Castle Douglas}.

BULFORD near Salisbury [LSW]

BULFORD op 1 June 1906 *(RCG)*; see 1951**; aot request; clo 30 June 1952 *(RM August)*.

B CAMP (non-tt): on Bulford branch, beyond public station; used intermittently from 1906 *(U)*; complete clo 4 March 1963 *(SLS Jour April 1966)* – but did occasional use last this long?

BULFORD – see CRESSING.

BULKINGTON [LNW] op 15 September 1847 *(co n T 13th)*; clo 18 May 1931 *(LNW Record)*.

BULL & BUSH [London Electric (Northern Line)]: built 1907 between Hampstead and Golders Green but service never provided; alias NORTH END; *(U)*.

BULLCROFT COLLIERY – see SKELLOW.

BULLERS O' BUCHAN [GNS] op 1899 *(GNS)*; in *hb* 1904; first in *Brad* June 1905*; originally PLATFORM; became HALT 1914 *(Brad)*; clo 31 October 1932 *(LNE notice Aberdeen Press 12th* – said clo for winter months but in fact never reopened).

* = GNS wtt 1 July 1905 shows as request stop for which passengers had to buy ticket to station beyond (Longhaven or Cruden Bay).

BULLGILL [MC] op 1840**; clo 7 March 1960 *(RM April)*. At first BULL GILL; thus in co tt for 25 May 1841 *(RM February 1928)* and *Brad* until 1895/6. *Brad* ? to 1955: B for ALLONBY; 9 September 1963 wtt shows Fridays only stop from Carlisle[w?]; {map 134}.

BULLO CROSS [GW] op 3 August 1907 *(Gloucestershire Echo 2nd)*; HALT; clo 3 November 1958 *(T 21 October)*; {map 94}.

BULMERS SIDINGS (non-tt): used 24 April 1971 for Open Day *(U; JB)*; {Credenhill – Hereford}.

BULVERHYTHE – see ST LEONARDS.

BULWELL

BULWELL op 23 May 1994 *(BLN 733)*; near site of old B Market, south side of Highbury Road Bridge; still open.

B COMMON [GC] op 15 March 1899 *(Nottingham Post 15th* – 'B Forest-side'); clo 4 March 1963 *(RM March)*.

B FOREST [GN] op 1 October 1887 *(GN)*; clo 23 September 1929 *(RAIL 393/151)*.

B HALL [GC] op 1 October 1910 *(co n RAIL 913/12*, where described as 'station') – not in *Brad* until July 1911; HALT; clo 5 May 1930 *(RAIL 393/151)*.

B MARKET [Mid] op 2 October 1848 *(Nottingham Review Friday 6th* – line op Monday last + full tt); MARKET added 11 August 1952 *(LMR Operating Circ 21 August)*; clo 12 October 1964 *(RM November)*.

Also see Nottingham Express Transit (Section 6).

BUNCHREW [High] op 11 June 1862 *(co n Inverness Courier 12th)*; clo 13 June 1960 *(RM July)*.

BUNGALOW TOWN [LBSC] op 1 October 1910 *(SR)*; HALT; clo 1 January 1933 (Sunday) *(Cl)*. Later use for air displays: one, described as second use of year, was 19 August 1934 *(e.g. W Daily Press 20th*, describing accident when railway policeman was killed by non-stopping train as he tried to get people back from edge of platform – they were too busy watching aircraft, which drowned noise of train); soon back in use as SHOREHAM AIRPORT, which see.

BUNGAY [GE] op 2 November 1860**; clo 5 January 1953 *(T 5th)*.

BUNSALL – see May 1833**.

BUNTINGFORD [GE] op 3 July 1863 *(Hertford 4th)*; clo 16 November 1964 *(T 14 October)*.

BURDALE [NE] op 1 June 1853**; clo 5 June 1950 *(Cl)*.

BURDETT ROAD [GE] op 11 September 1871 *(L)*; clo by bomb damage 29 December 1940, reop 5 January 1941, actually clo again by air raid 10 April 1941 (21st 'official') (J. E. Connor, *Stepney's Own Railway*, Connor & Butler, 1984).

BURES [GE] op 2 July 1849 *(Chelmsford Chronicle 6th)*; *Brad* included it in July 1849 but soon changed to nd tables for line so cannot be certain of early continuity; still open.

BURGESS HILL [LBSC] line op 21 September 1841 and mentioned in line inspection report *(Rtn)* but not in tt *co n for opening Sussex Advertiser 20th* and not in *Brad* until March 1842 but was mentioned in two adverts *Brighton Gazette* 27 January – delay in opening? Or intended station? Clo 2 October 1843 *(co n T 2nd)*; reop 1 May 1844 *(Sussex Advertiser 7th)*; moved about 130 yards north between 1875 and 1897 OS maps – buildings date from 1877 (see Stewart Smith, *Chron January 2020)*; still open.

BURGH-BY-SANDS [NB] op 22 June 1854 *(Newcastle Journal 24th)*; -by-S added 1 July 1923 *(hbl 12th)*; clo 7 September 1964 *(RM October)*.

BURGH-LE-MARSH [GN]: op 4 September 1848** *(Boston 4th- line)*; -le-M added 1 July 1923 *(hbl 12th)*; clo 5 October 1970 *(T 16 July)*.

BURGHCLERE [GW] op 4 May 1885 *(Hants Chron 2nd)*; clo 4 August 1942**; reop 8 March 1943; clo 7 March 1960 *(Hants Chron 5th)*.

BURGHFIELD DEPOT [GW] (non-tt): for Royal Ordnance Factory; op 28 November 1941 *(GW wtt appendix 5 January 1942)*; still in use 18 June 1951 wtt; shown 'suspended' 8 June 1953 wtt so probably then recently closed (R. Maund); {branch from junction between Reading and Mortimer}.

Ticket *(JB)* for **B FACTORY JUNCTION** (from Reading West, 9 November 1941) – but no station there.

BURGHEAD [High] op 22 December 1862 *(co n Banffshire Journal 23rd)*; new station 10 October 1892 when line extended to Hopeman *(High; Dundee Advertiser 7th)*; clo 14 September 1931 *(Scotsman 16th*, closure of branch last week-end). See 1939**, e.g. evening excursion from Inverness 1 July 1939 *(IU)*. *Hb*: BURGH HEAD before 1877.

BURITON SIDING STAFF HALT [LSW or later] (non-tt): op ?; clo by April 1983; {Petersfield – Rowlands Castle} *(@JF)*.

BURLESCOMBE [GW] op 1 May 1867 *(Wellington 2nd)*; clo 5 October 1964 *(Som Gaz 5 September)*. 1895 (only) BURLESCOMB in *hb*.

BURLEY PARK op 28 November 1988 *(Harrogate)*; at/near site of earlier Royal Gardens; still open.

BURLEY-IN-WHARFEDALE [Otley & Ilkley] op 1 August 1865 *(Leeds Mercury 2nd)*; -in-W added 1922/3; clo 25 July 1992 for electrification, reop 8 September 1992 *(Mid)*; still open.

Also: (non-tt) temporary platform for Royal Agricultural Society's Show at Leeds; trains to stop 15 to 19 July 1861 (inclusive), though Show did not open until 16th *(NE notice Leeds Times 18th)*.

BURLINGTON ROAD – see BLACKPOOL.

BURLISH [GW] op 31 March 1930 *(GW source Cl pap)*; at first HALT, renamed 6 May 1968 *(Cl)*; clo 5 January 1970 *(RM February)*; {Bewdley – Stourport}.

BURMARSH ROAD [RHD] (ng) line op 16 July 1927**, which see for history until after Second War; clo 1948 *(Wolfe)*. Variously B for EAST DYMCHURCH, D BAY, B R HALT *(Wolfe)*.

BURN [GW] op 26 January 1929 *(Tiverton 29th)*; HALT; clo 7 October 1963 *(W Som F P 12th)*; {Cadeleigh – Up Exe}. B H for BUTTERLEY in GW internal *opening notice no 9* and tts to closure.

BURN HOUSE – see FOUNTAINHALL.

BURN NAZE

BURN NAZE [PW] op 1 February 1909 *(D&C 10)*; see 1905** (a/b); clo 1 June 1970 *(Cl)*.

B N LEVEL CROSSING SIDING (non-tt): dates?; use?; {Burn Naze – Thornton} *((@JF)*.

BURNAGE [LNW] op 1 July 1910 *(LNW Officers 42899)*; still open. Earlier special use Thursday 28 April when M. Paulham, French aviator who had won prize offered by *Daily Mail* for first person to fly from London to Manchester in 24 hours, landed here and left in special train; he had done it from Hampstead, official starting point in 4 hours 2 minutes, plus an overnight stop at Lichfield, *(Lloyd's Weekly Newspaper 1 May).*

BURNBANK [NB]: op 1 April 1878 *(line op co n Glasgow Herald 2nd; mentioned ibid, 1st, description of formal opening 30 March* – roadside stations of a temporary nature). Op as GREENFIELD, renamed 1 May 1902 *(NB list)*; clo 1 January 1917 except for workmen *(RM February)*; reop 2 June 1919 *(RCH)*; clo 15 September 1952 *(RM October)*.

BURNBY – see NUNBURNHOLME.

BURNESIDE [LNW] op 21 April 1847 *(description of line, Kendal Mercury 24th, said station being built here but in tt ibid for 1 May so trains presumably stopped anyway)*. Last full service shown in tt *ibid 25 November 1854*; Sundays only train included 2 December, presumed left in by error since nothing 9 December. Closed to public as economy measure but trains continued to stop for Mr. Cropper, owner of paper mill here and director of Lancaster & Carlisle, who paid £50 per year – Dick Smith, *The Kendal & Windermere Railway*, Cumbrian Railways Association, p 36); reop 1 March 1857 when a Mr. Steele leased station and made it available to public at his financial risk – whether it would be available for a year only or permanently would depend on response (presumably favourable). He even provided cheap returns (4d) to Kendal and back on Saturdays for working classes *(notice, item Westmorland 21 February)*. From 1 October 1915 name briefly altered to BURNESHEAD by LNW to avoid confusion with Burnside [Cal]; local protests caused rapid return to original (J. Mellentin, *Kendal & Windermere Railway*, Dalesman, 1980, p 56). Aot request. Still open.

BURNGULLOW [GW] op 1 March 1863 *(Royal Cornwall Gazette 27 February)*; re-sited 11 chains west 1 February 1896 *(GM's report 22 January)*; clo 14 September 1931 *(LMS PCC 217)*.

BURNHAM [GW] op 1 July 1899 *(RCG)* as B BEECHES; clo 2 April 1917 *(GM's report)*; reop 3 March 1919 *(RCH)*; became B BUCKS 1 September 1930 *(hbl 22 October)*, B 5 May 1975 *(Cl)*; still open.

BURNHAM MARKET [GE]: first used 8 January 1866 by private train taking Prince and Princess of Wales from Wolferton on part of their journey to visit Earl of Leicester at Holkham House; special arrangements had to be made to get line ready for this *(The Standard* – later *London Evening Standard 9th)*. Op to public 17 August 1866 *(T 18th)*; MARKET added 1 June 1883 *(GE notice of alterations for June* – G. Kenworthy); clo 2 June 1952 *(RM June)*.

BURNHAM-ON-CROUCH [GE] op 1 July 1889 *(Essex Standard 6th)*; on-C added August 1889 tt *(JS)*; still open.

BURNHAM-ON-SEA [SD Jt] op 3 May 1858 *(Bridgwater Merc)*; initially *Brad* showed it as terminus of separate branch from Highbridge [BE], not as extension of Somerset Central; usually just B until 1917 *(RCG ref October)*; clo 29 October 1951 *(Bridgwater Merc 30th)*; many advertised excursions later – 1961 handbills show summer Wednesdays and Saturdays; last 8 September 1962 *(SD Jt)*.

Article by Dr. Joseph Brennan in *Rail October 2020* dealing with piers and their use by railways says **pier** here was used from 1858 to 1888 by Somerset Central and its successor; Wikipedia item says was through platform at main S&D station; neither makes specific reference to passenger use and search of local press has not found direct references. Ceremonial opening of branch and pier 3 May 1858 *(Dorset County Chronicle 13th)*. Pier about 300 yards long. First steamboat after line opened arrived 24 May 1858 from Cardiff Bute Dock *(Taunton Courier 26th)*; would help excursionists and give people from South Wales faster service to Paddington than at present (see Cardiff Low Water Pier for similar vain hope). At 26 August 1858 Bristol & Exeter co ½ meeting *(Bristol Mercury 28th)*: although company had been listed in connection with pier, all costs were being met by Somerset Central, and warned that Great Western would not necessarily look favourably on it and shareholder said that he had visited pier a day or two earlier and found half of it had collapsed (this would not be the last time). Typical of mentions and adverts seen was one in *Bridgwater Mercury 6 June 1860* dealing with excursion by Mayor and Corporation of Bridgwater on 8th, saying that they would return in time to catch the express train leaving Burnham at about half-past eight. *Weston Mercury, 8 April 1882* said that there had been a regular steamboat service 1855 to 1870 with odd ones later and regular one had begun again on 3rd, after necessary repairs had been made. Last reference to excursion use found was for 26 June 1888 *(Somerset County Gazette 30th)*. Was use of pier by trains simply implied? Given short length of pier and its nearness to main station would have been it worthwhile to provide such a service? Inward excursionists unlikely to use – straight to pier or beach; would only have been of real benefit if through trains had had a return service between pier and distant places.

BURNHILL [NE] op 4 July 1859 *(RAIL 667 /395)*; BURN HILL JUNCTION until 1893/4, when became B H, to one word 1908 *(Brad)*; clo 1 May 1939 *(Cl)*. *Hb* made two words of it in 1904 (only).

BURNLEY [LY]

Names generally accepted as in use from the start were only added to *Brad* later. 'Thorneybank' never shown there; 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)* – previously B (East Lancs).

B THORNEYBANK op 12 November 1849 *(RAIL 1005/265)*; replaced short distance north by >

B MANCHESTER ROAD (a) op 1 January 1867 *(Burnley Gazette 5th)*; clo 6 November 1961 *(RM December)*.

B MANCHESTER ROAD (b): op 13 October 1986*; still open.

* = line through here had been closed by movement of the hillside around Holme tunnel in February 1986 and the reopening of the line plus opening of this station was expected to occur on 29 September *(RM October)* but delay in approval for safe use of line meant that on that date a railway-provided bus service came into operation and the rail service proper was put back to 13 October *(RM December).*

B BARRACKS op 18 September 1848 *(co n Blackburn Standard 20th)* as BURNLEY; clo 1 February 1849 (Thursday) *(Cl)*; though not back in *Brad* until February 1850, 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? Report in *Manch, 20th*, said this would be kept for its 'intended use ... suburban accommodation' once (CENTRAL) was open; such a station would not necessarily have deserved a mention in a national timetable then but evidence of timings does support brief closure.

B CENTRAL op 1 February 1849* as B; became B BANK TOP 1871 tt, B C 2 October 1944 *(Cl; Burnley Express 26 August* – will have new name 'in October'); still open.
***** = *LY* vol. 1, p 114 says op 1 December 1848, but this 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.

BURNMILL – see LEVEN.

BURNMOUTH [NB] first in *Brad* July 1848 (see 22 June 1842**); see 13 August 1948**; clo 5 February 1962 *(Birmingham Daily Post 10 January, citing BR announcement)*.

BURNSIDE [Cal] op 1 August 1904 *(RCG)*; still open.

BURNSTONES [NE] (non-tt): before line opened directors not sure whether to have a station here or at Slaggyford *(Newcastle Journal 13 September 1851)*; latter won but trains sometimes stopped here: e.g. Tyneside Naturalists' Field Club picked up from here (had arrived at Slaggyford) 8 September 1865 *(ibid 9th)*; probably used to end of line, 3 May 1976, by general public – served line-side hamlet distant from nearest station; no platform; {Lambley – Slaggyford} (A Young.)

BURNT FEN – see SHIPPEA HILL.

BURNT MILL – see HARLOW.

BURNT OAK [Nor] op 27 October 1924 *(RM December)*; still open. B O WATLING according to *L* but not seen thus *Brad* or *hb*.

BURNTISLAND [NB] op 20 September 1847**; originally a terminus; for through running on opening of Forth Bridge the line was replaced 2 June 1890, platforms to north, buildings same; still open. *Hb* 1892a added B NEW; 1895 both B and B NEW 'P'; 1904 one entry, B.

BURRATOR [GW] op 4 February 1924, non-tt, and to public 18 May 1925 *(GW Plymouth area records)**; HALT though PLATFORM in *Brad* until 1928/9, daylight only; clo 5 March 1956 *(T 5th)*; {Princetown branch}.
* = *Western Morning News 7 May 1925* said would open to public 18 May, but failed to include '1924' in stating that had opened to workmen, presumably those constructing reservoir, on 4 February.

BURRELTON [Cal] op 2 August 1848* as WOODSIDE; renamed W & B 1 October 1905 *(hbl 26th)*, B 1 September 1927 *(hbl October)*; clo 11 June 1956 *(Aberdeen Evening Express 2 March)*.
* = line date from *Dundee ... Advertiser 4th;* included in line description of formal opening on 1st *Arbroath Guide 5th*.

BURRINGTON [GW] op 4 December 1901 *(Wells 5th)*; clo 14 September 1931 *(Somerset Standard 28 August)*.

BURROW & TWYFORD – see JOHN O'GAUNT.

BURRY PORT [BPGV] op to public 2 August 1909**; clo 21 September 1953 *(T 16th)*.

BURSCOUGH [LY]

B BRIDGE op 9 April 1855 *(Southport Vis 5th)*; still open.

B JUNCTION op 2 April 1849 *(Southport Vis 7th)*; J added 1855/6 *Brad* but 1890 *hb*; still open.

BURSLEDON [LSW] op 2 September 1889 *(Portsmouth Evening News 31 August)*; still open.

BURSLEM [NS]

For **first station** see LONGPORT.

BURSLEM op 1 November 1873 *(Staffs Advertiser 1st* – terminus for time being since BoT refused permission for opening on to Tunstall); clo 2 March 1964 *(RM April)*.

BURSTON [GE] op 2 July 1849 *(T 5th)*; clo 7 November 1966 *(RM January 1967)*.

BURSTWICK – see RYEHILL.

BURTON & HOLME [LNW] op 22 September 1846 *(co n Lancaster 26th)*; clo 27 March 1950 *(RM May)*.

BURTON AGNES [NE] op 7 October 1846**; clo 5 January 1970 *(Cl)*.

BURTON CONSTABLE – see ELLERBY.

BURTON DASSETT [SMJ] (non-tt): HALT/ PLATFORM: army camp use 1 December 1909 to 1912, at latest, and mid 1930s to ? *(U)*; reop for "troops only" 5 October 1942 *(alteration notice RAIL 957/47)*; 1945 wtt notes stops for troop trains as HALT and in in wtt 10 September 1951 as stop when required for Engineer's Department workmen; use ended?{Fenny Compton – Kineton, at/near earlier Warwick Road} *(U)*.

BURTON JOYCE [Mid] op 4 August 1846 *(line Leicestershire Mercury 1st, station in description of formal opening on 3rd, Lincolnshire Chronicle 7th)*; still open.

BURTON LATIMER [Mid] op 8 May 1857** *(Mid; co ½ T 13th)*; op as ISHAM; became I & B L 1859 *(Brad)*, B L for I 1 October 1923 co tt *(Mid)*; clo 20 November 1950 *(RM January 1951)*.

BURTON POINT [GC] op 1 August 1899 *(GC dates)*; clo 5 December 1955 *(RM February 1956)*. Became B P for BURTON and PUDDINGTON 1 May 1900 *(hbl 26 April)* and thus LNE tt 1933 and *Brad* to closure.

BURTON SALMON [NE] op 11 May 1840 *(Yorks Gazette 16th)*; clo 14 September 1959 *(RM September)*.

BURTON-ON-TRENT

BURTON-ON-TRENT [Mid] op 12 August 1839 *(Mid; co n T 8th- line, mention notice of alteration of times, dated 17th, in Derby Mercury 21st)*; re-sited 7 chains south 29 April 1883 *(Mid)*; -on-T added 1877 in *hb* but only 1 July 1903 in co tt *(Mid)*; still open. B JUNCTION, some tables early *Brad*. B-on-T STATION STREET *(hb, Brad, LNW co tt 1900, GN co tt 1909, NS co tt 1910)* but this was strictly only the goods station *(Mid)*.
Also see HORNINGLOW.

BURWARTON [CMDP] op 21 November 1908**; clo 26 September 1938 *(T 9 August)*. According to *Cl* always treated as HALT and this added to name 1 October 1923, but always thus in body of table in *Brad*.

BURWELL [GE] op 2 June 1884 *(Cambridge Independent Press 7th)*; clo 18 June 1962 *(RM August)*.

BURY

BURY INTERCHANGE [LY] op 28 September 1846 *(co n Manch 3 October)*; re-sited on new line March 1980 – last train from old 14th, first from new 17th, bus service from Whitefield over week-end *(RM May)*. *Brad* first added BOLTON STREET to some tables by 1862 but not seen early 1880s in any tables; added again 1888/9; dropped 3 May 1971 *(Cl)*. In *hb* successively as B HIGH (1862), B HL (1872), B EAST LANCS HL, B BOLTON STREET (1925); INTERCHANGE 1980 station. Clo 17 August 1991 *(BLN 660)* for conversion to Manchester Tramlink (Section 6).

B KNOWSLEY STREET [LY] op 1 May 1848 *(co n Manch Cour 3rd)* as B; *Brad* added MARKET PLACE occasionally from 1866 but in early 1880s it was just B; K S regularly added 1888/9 (locally always this); clo 5 October 1970 *(BR LM notice Heywood Advertiser 4 September)*. In *hb* as B LOW (1862), B LL (1872), B K S (1925).

BURY LANE – see GLAZEBURY.

BURY ST EDMUNDS [GE]

BURY ST EDMUNDS op 24 December 1846 *(Essex Standard 25th *)*; original temporary station replaced by permanent to west mid-November 1847 after bridge built across main road *(GE Society Journal April 2001)*; still open. Variously also B, B JUNCTION early *Brad*.

* = co notices in various papers had said would open 21st but this paper explained that there had been a delay in receiving BoT certificate.

Ticket Platform: dates unknown, mentions**:** *Bury & Norwich Post 1 August 1855* – stone throwing by boys. *Bury Free Press 4 August 1868*: ticket platform on Newmarket line. *Bury & Norwich Post 14 September 1869*; ticket offence; passenger from Thurston on 12 August.

BURY EASTGATE op 9 August 1865 *(Essex Standard 11th- line, in tt Bury & Norwich Norwich Post 15th)*; clo 1 May 1909 (Saturday) *(Cl)*; used July 1914 for Suffolk Agricultural Show *(GE Journal October 1996)*; {Bury St Edmunds – Welnetham}.

BUSBY near Kilmarnock [GSW] first in *Brad* September 1848 but *co n Glasgow Herald 19 May 1848* refers to opening of 'Kilmarnock and Busbie' branch on 22 May; clo 15 April 1850 *(Cl)*. Crosshouse here later.

BUSBY near East Kilbride [Cal] op 1 January 1866 *(T 5th)*; still open. *Murray* 1948 and *Brad* ? to 1955: B for CARMUNNOCK.

BUSH HILL PARK [GE] op 1 November 1880 *(L)*; still open.

BUSHBURY [LNW] op 2 August 1852 *(W Mid)*, exchange only; full use recommended 16 June 1856 *(LNW Officers 378)*, *co n Wolv Chron 2 July* suggests full use from 1 July; clo 1 May 1912 (Wednesday) *(RCG)*; intermittently B JUNCTION in *Brad* until 1872/3 and LNW co tts, also hb 1867; {goods *IA*}.

BUSHEY [LNW] op 1 December 1841, probably, *(L)*; became B & OXHEY 1 December 1912 *(RCG)*, reverted 6 May 1974 *(BR notice)*; still open. Also [Bak] use 16 April 1917 to 27 September 1982.

BUSHEY PARK – see TEDDINGTON.

BUTLERS HILL [GN] op 2 October 1882 *(Mansfield Reporter 6th)*; clo 14 September 1931 *(LMS PCC 218)*.

BUTLERS LANE op 30 September 1957 as 'experimental station' *(LNW Record)* as HALT; HALT dropped April 1963a *hb*; clo 20 October 1991 for rebuilding; reop 23 March 1992 *(RM May)*; still open.

BUTLINS PENYCHAIN – see PENYCHAIN.

BUTTERLEY [Mid] op 1 May 1875 *(Mid)*; became B for RIPLEY and SWANWICK 29 July 1935 *(LNW Record)*; clo 16 June 1947**; *(Derby Daily Telegraph 28 May* made it clear that permanent); advertised Saturday and Sunday summer services 1951 *(18 June 1951 wtt)*; Sutton-in-Ashfield – Derby football excursions mentioned *RM January* 1953; Saturdays 14 June 1958 to 9 September 1961 (last use); ramblers' special to Matlock and Buxton called 14 April 1963 *(AB)*; other excursions to at least 17 May 1964 *(Mid)*.

BUTTERTON [NS] (ng) op 29 June 1904**; clo 12 March 1934 *(LNW Record; LMS notice Derby Daily Telegraph 5th)*.

BUTTINGTON [Cam/Shrewsbury & Welshpool] first in *Brad* November 1860, as CEFN; renamed December 1860 *Brad*; clo 12 September 1960 *(Cl)*.

BUTTS LANE [LY] op 18 December 1909 *(Southport Vis 4th)*; see 1905** (b); clo 26 September 1938 *(RM November)*.

BUXBURN – see BUCKSBURN.

BUXTED [LBSC] op 3 August 1868 *(T 4th)*; still open.

BUXTON

BUXTON [Mid] op 1 June 1863 *(co n T 29 May)*; clo 6 March 1967 *(Birmingham Daily Post 6 January)*. >

Ticket Platform here full dates unknown, mentions: *Buxton Herald 13 August 1874* – accident. *Buxton Advertiser 5 July 1884* - Improvements for July, August and September 1884: trains now run right into Buxton, tickets collected at Millers Dale. Reop ? According to *Mid* closed 1923.

Excursion platform in Spring Gardens; earliest evidence seen is for use 24 June 1864 *(Leeds Times)*. *Buxton Herald 12 April 1877 (2h)* – letter of complaint copied from *Manchester Examiner* – described as long wooden structure approached from road by narrow footpath and flight of steps with gates top & bottom. Use ceased?

BUXTON [LNW] op 15 June 1863 *(LNW Officers)*; still open. >

Often treated as one station, e.g. *hb* 1927a on.

Ticket Platform here, dates unknown, mentions: *Mercury Wednesday 7 November 1866*: greasy rails caused train from Manchester to go through ticket platform and station. *Buxton Advertiser 10 September 1884*: accident on 8th.

Excursion platform: earliest evidence seen: event 17 June 1869 *(Sheffield Daily Telegraph 15th)*. *Buxton Advertiser 18 June 1884* – lengthened. Use ceased?

Also see HIGHER BUXTON.

BUXTON LAMAS [GE] op 8 July 1879 *(GE)*; clo 15 September 1952 *(RM October)*.

BUXWORTH [Mid] op 1 February 1867 *(T 2nd- line*; in line description *Derbyshire Advertiser 8th)* as BUGSWORTH; altered 4 June 1930 *(hbl 9 July)*; clo 15 September 1958 *(LNW Record)*.

BWLLFA DARE [GW/TV] (non-tt): see 1 June 1904**.

BYERS GREEN [NE] {map 33}

BYERS GREEN (a): line through here op November 1845**; Saturdays only; first *Brad* reference August 1848, following omission of B G (b); last in *Brad* April 1867; {Spennymoor – B G (b)}.

BYERS GREEN (b) first in *Brad* November 1845**, (as TODDLES – local pronunciation? – also thus in some press mentions of goods use seen; and in description of formal opening of part of West Durham line for goods (e.g. *Durham County Advertiser 14 June 1840)*, altered 1846 *Brad* to TODHILLS/ TOD HILLS); Saturdays only; last July 1848; back August 1865 (still T H), apparently eastbound only; last April 1867. Reop, all days, 1 June 1878 *(Auckland Chronicle 7th)* as B G; replaced by >

BYERS GREEN (c) on through line to Bishop Auckland op 1 December 1885 *(co n Daily Gazette for Middlesbrough 1st)*; clo 4 December 1939 *(Newcastle Journal 28 November)*.

See SPENNYMOOR for possible later use.

Non-tt: Also see WHITWORTH COLLIERY.

BYFIELD [SMJ] op 1 July 1873 *(Leamington Spa Courier 5th)*; clo 23 July 1877; reop 2 March 1885**; clo 7 April 1952 *(Banbury Guardian 6 March)*.

BYFLEET

BYFLEET & NEW HAW [SR] op 10 July 1927 *(West Sussex Gazette 14th)* as WEST WEYBRIDGE; renamed 12 June 1961 *(hbl May)*; still open.

Also see WEST BYFLEET.

BYKER

BYKER (a) [NE]: workmen used from 1884 *(U)*; in NE wtt October 1898 as B PLATFORM; op to public 1 March 1901 *(RCG)*; clo 5 April 1954 *(Cl)*.

BYKER (b) [TWM] op 14 November 1982 *(Newcastle Journal 12th)*; still open.

BYNEA [GW] op 1 May 1850**; HALT added 1959/60 *(Brad)*; dropped 5 May 1969 *(Cl)*; aot request; still open.

CADBURY ROAD [WCP] op 7 August 1907 *(Bristol T 8th)*; clo 20 May 1940 *(Bridgwater Merc 22nd)*. Originally in *Brad* and *hb* as C LANE WESTON-IN-GORDANO, later C R W-in-G *(hbl ref 3 July 1912)*.

CADDER YARD [NB] (non-tt): railway staff; op 1899/1903; clo after summer 1959, when in wtt; {Lenzie – Bishopbriggs} *(U)*.

CADELEIGH [GW] op 1 May 1885 *(Wellington 7th)* as C & BICKLEIGH; renamed 1 May 1906 *(hbl* 26 April); clo 7 October 1963 *(W Som F P 12th)*.

CADISHEAD [CLC]

CADISHEAD (a) op 1 September 1873 *(CLC; MS&L co ½ T 21 January 1874- line)*; clo 1 August 1879 *(GC dates)*.

CADISHEAD (b) op, after gap, 29 May 1893 on deviation line *(Cl)*; clo 30 November 1964 *(RM March)*.

CADMORES LANE CHESHUNT [Northern & Eastern] probably op 22 November 1841 (see 1841**); last in *Brad* May 1842; {at 14 m 32 ch, north of present Cheshunt, which is at 13 m 72 ch}.

CADOXTON – see NEATH.

CADOXTON {map 87b}

CADOXTON [Barry] op 20 December 1888 *(S Wales 21st)*; still open.

CADOXTON [TV] op 8 July 1889 as BIGLIS JUNCTION *(co n Barry Dock News 12th)*; renamed February 1890 *Brad* but local press kept old name *(Welsh Railway Archive vol. VI, no. 5, May 2017);* terminus acting as interchange with Barry station (long walk) until TV line extended to Barry Railway, 22 May 1890 *(Barry Dock News 23rd)*; this station then closed *(Penarth)*.

CADOXTON TERRACE [GW] op 18 March 1929 *(wt supp)*; HALT; clo 15 October 1962 *(BR n Port Talbot Guardian 12th)*; {Neath – Cilfrew}.

CAE HARRIS – see DOWLAIS.

CAEDYAH – see CLOY.

CAERAU [GW] op 1 April 1901 *(RCG)*; aot request; clo to public 22 June 1970 but school use to 15 July 1970 *(RM September)*.

CAERGWRLE

CAERGWRLE [WMCQ] op 1 March 1873 *(Wrexham 1st)* as BRIDGE END; renamed C CASTLE 1 January 1899 *(hbl 26th)*, C C & WELLS 1 October 1908 *(RCG)*, C 6 May 1974 *(BR notice)*; still open.

Also see HOPE.

CAERLEON [GW] op 21 December 1874 *(County Obs 26th)*; clo 30 April 1962 *(T 6 April)*.

CAERNARVON {map 77}

CARNARVON QUAY – see 1829 B**.

CAERNARVON [LNW] op 1 July 1852 *(T 9th)* as CARNARVON; altered 27 March 1926 *(hbl April)*; clo 5 January 1970 *(Cl)*.

Ticket platform, only reference seen: notice of intended improvements to Nantlle Railway *(North Wales Chronicle 3 November 1861)* included line to make connection with Bangor & Carnarvon Railway at south-west end of latter's ticket platform at Carnarvon. [suggests ticket platform already existed.]

CARNARVON CASTLE [Nantlle] (ng) op 11 August 1856?; earliest tts *Carnarvon & Denbigh Herald* had trains starting from 'Caernarvon'* (original Quay?), October 1856 tts had two trains going on to C Castle after stopping at C, April 1857 nothing to/from Castle, May tts and June tt (paper of 20th) one extra Saturday train from Castle, June tt (paper of 27th) all to/from Castle, C now disappeared – really advance July tt? The Harbour Trustees had given permission to Mr Preston, lessee of line, to put up a turntable and erect small watch-box or wooden house for 'transfer' of tickets (i.e. ticket platform?) *(ibid 11 April 1857)* – preliminary to this change? Clo 12 June 1865 for line conversion to standard gauge (see 1829 B** for sources); line reop from C Pant, below.

* = paper used this spelling in tts but its own title still 'Carn..'.

CARNARVON MORFA [LNW] op 1 July 1869 from Llanberis *(Carnarvon 3rd)* >

CARNARVON PANT [LNW] op from south 2 September 1867** *(co ½ T 10 October)* >

MORFA and PANT clo when lines extended to main. *LNW Record* (loose at front) has notice of luncheon at Victoria Hotel, Llanberis, to celebrate opening of C Town Line 5 July 1870, special that day, ordinary trains starting 6th; minute 13 July 1870 *(LNW Officers)* says both closed on 5 July (last day?). This occurred despite inspection problems which meant full formal authority to open necessary connections was only received 3 January 1871.

Non-tt for investitures of Princes of Wales:

a) 13 July 1911, for future King Edward VIII, in goods yard at south end of station.

b) 1 July 1969, for Prince Charles, at the Ferodo Works about two miles from town centre.

(see Stewart Smith, *Chron January 2015* for full references).

CAERPHILLY [Rhy]

CAERPHILLY op 31 March 1858 *(item, tt Cardiff & Merthyr Guardian 3 April)*; re-sited 1 April 1871 *(co n Western Mail 3rd)*; still open; {map 92}.

C WORKS (non-tt), on branch from C used by railwaymen 1902 to June 1963 *(U)*.

CAERSWS

CAERSWS [Cam] op 5 January 1863**; still open. *Ref hbl 12 July 1917* said (perhaps at distant time) been renamed from C JUNCTION; not seen thus *Brad*.

CAERSWS [Van] op 1 December 1873**; last in *Brad* July 1879 (August 'service suspended').

CAERWENT FACTORY [GW] (non-tt): *GW Signal Department Plan* dated 14 June 1946 shows line from C F PLATFORM; {Caerwent branch, Portskewett – Severn Tunnel Junction – see *RAC Atlas map 52*}.

CAERWYS [LNW] op 6 September 1869** *(Mining 4th)*; clo 30 April 1962 *(RM June)*.

CAFFYNS [Lynton] (ng) probably originated as NEW MILL SIDING: special stop for sale 19 September 1909 at Caffins Heaton (north of Caffyns in *Cobb Atlas)* about 1 mile from Wooda Bay station and five minutes walk from N M S *(Exeter & Plymouth Gazette 11th)* – spellings as found; earliest mention seen as Caffyns is in advert *North Devon Journal* 6 September 1917; HALT, principally for golf club; clo 30 September 1935**; {Woody Bay – Lynton}.

CAIRNBULG [GNS] op 1 July 1903 *(GNS)*; op as INVERALLOCHY; renamed after one month *(GNS)** – was I in list of stations opened 1 July *(RCG)*, but C on opening day according to *hbl 29 October*; clo 3 May 1965 *(Sc Reg notice Aberdeen Press 23 March)*.

* = *Fraserburgh Herald 7 July* called it I at opening but described the fierce rivalry over the name between the fishwives of the two, which were in reality effectively one long village but divided by very long-standing hostility.

CAIRNEYHILL [NB]: first use 26 May 1906 to take a party of children attending Sabbath Schools at Crossford (walked to Cairneyhill?), Cairneyhill and Torryburn to Kincardine (for Tulliallan) in improvised wagons *(Dundee Courier 24th)* – paper called it 'informal' opening of line; public op 2 July 1906 *(Dundee Courier 2nd)* clo 7 July 1930 *(Scotsman 16 June)*.

CAIRNHILL BRIDGE see 1828 B**; {map 16}

CAIRNHILL BRIDGE (a) [MK] op summer 1832 *(MK)*; clo by mid-October 1832 *(MK)*.

CAIRNHILL BRIDGE (b) [Monklands] op by 10 December 1849 *(MK; in co n for service from this date Glasgow Herald 7th)*; clo 1 January 1850 (Tuesday) *(MK)*.

CAIRNIE [Ed & Dalk]: on map of March 1844; see note at end of 1831 A**; {map 18 as CAIRNEY, alternative spelling}.

CAIRNIE JUNCTION [GNS] op 1 June 1898 *(GNS)*; initially exchange only, in footnotes, not indexed *(Brad)*; aot C PLATFORM; advertised as public station 14 June 1965; shown P in *hb* 1904 but company had not replied to local request to discuss opening to public *(Banffshire Journal* 15 November 1910); clo 6 May 1968 *(co n Aberdeen Express 5 April)*. In *Brad* as NEW EXCHANGE PLATFORM C J, then E P C J, then C J.

CAIRNTABLE [LMS] first in *Brad* 24 September 1928; op as HALT; 'halt' dropped 1933/4, back 1937 *(Brad)* but not in *Murray* 1948; clo 3 April 1950 *(RM June)*.

CAISTER [MGN]

C CAMP: see 17 July 1933**; summers only; HALT; {Caister – Great Ormesby}.

C-ON-SEA op 7 August 1877 *(Norfolk Chronicle 11th)*; -on-S added 1 January 1893 *(hbl 27 October 1892)*; clo 2 March 1959 *(T 2nd)*.

CALBOURNE & SHALFLEET [FYN] op 20 July 1889**; clo 21 September 1953 *(T 21st)*. Op as C & S; became C for S 1907/8, C for S and BRIGHTSHAM 1912/13; back to C & S 1924/5 *(Brad)*.

CALCOTS [GNS] op 12 August 1884 *(co n Aberdeen Free Press 11th)*; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

CALDARVAN [NB] op 26 May 1856** as KILMARONOCK; has been renamed C – *circ of* 18 December 1876 *(BR/NBR/4/321)*; clo 1 October 1934 *(Dundee Courier Monday 1st* – last train Saturday).

CALDER [Cal] op 1 June 1886 *(Glasgow Herald 2nd)*; clo 1 January 1917 *(RM February)*; reop 1 March 1919 *(RCH)*; clo 3 May 1943 *(Cl)*.

CALDER BRIDGE [Dearne Valley] (non-tt): purpose ?; in use 1943; {Wakefield Kirkgate – Crofton South} *(U)*.

CALDER IRONWORKS [MK] op June 1831 (see 1828 B**); probably short-lived *(MK)*; {map 16}.

CALDERBANK [Cal] op 1 September 1887 *(Scotsman 1st)*; see April/May 1921**; clo 1 December 1930 *(Motherwell Times 21 November)*.

CALDERCRUIX

CALDERCRUIX (a) [NB] op 11 August 1862 *(co n Glasgow Morning Journal 8th)*; clo 9 January 1956** *(BR notice Coatbridge Leader 31 December 1955)*.

CALDERCRUIX (b) new station due to open 12 December 2010, but delayed *(Scotsman December 13)*, though included in tts without comment; planned ¼ mile west of earlier station but ground found to be contaminated so built just west of original; actually op Sunday 13 February 2011 *(RM April)*; still open.

CALDERPARK op 5 July 1951 *(RM September* – 'for Glasgow Zoo'); HALT; clo 4 July 1955 (RM *August)*; {Mount Vernon NB – Uddingston West}.

CALDERSTONES HOSPITAL [LY] (non-tt): originally planned for civilian use but taken over for war wounded; first patients arrived May 1915; goods only after 1918 – no record of later passenger use when returned to civilian control 1921, now a mental hospital *(Hosp)*; {branch from Whalley}.

CALDERWOOD GLEN [Cal] (non-tt): excursions; op 11 February 1907 *(RCG)*; served estate belonging to Scottish Co-operative Wholesale Society; only available for parties of at least 200 *(RM May 1907)*; letter from D. L. Smith 3 June 1945 *(Cl pap)* put last use as summer 1937 or 1938, *Cobb* says line clo 1937; 'P' before/with *hb* 1910a to 1944a; {East Kilbride –Hamilton West}.

CALDICOT [GW] op 12 September 1932 *(co n dated 'September')* as HALT; renamed 5 May 1969 *(GW H)*; clo 8 March to 16 April, inclusive 1993 *(BR local notice)*; still open.

CALDON LOW [NS] op 1 July 1905, originally for quarrymen and families *(Archive Magazine 20)*, supported by mention of Cauldon Low, *Burton Chronicle 8th*; HALT; clo 30 September 1935 *(LNW Record: Staffs Sentinel 21 August)*. Aot passengers for here had to hold Waterhouses tickets *(co tt October 1910)*.

CALDWELL: see UPLAWMOOR.

CALDY [Birkenhead] op 1 May 1909 *(Birkenhead)*; clo 1February 1954 *(Liverpool Echo Saturday 30 January* – from Monday).

CALEDONIAN ROAD

CALEDONIAN ROAD [Picc] op 15 December 1906 *(co n T 14th)*; still open.

CALEDONIAN ROAD (non-tt), on branch from Holloway, used for Motorail services 30 May 1960 to 15 September 1968 (last train) *(L)*.

C R & BARNSBURY [NL] op 21 November 1870 *(NL Circular 80)*; op as B, replacing earlier station of that name (see under 'B'); renamed 22 May 1893 *(L; RCG ref July)*; see 1 June 2010**; still open.

CALIFORNIA near Epsom – see BELMONT.

CALIFORNIA near Yarmouth [MGN]: see 17 July 1933**; summers only; HALT; {Caister – Great Ormesby}.

CALIFORNIA – see CATTERICK BRIDGE.

CALLANDER [Cal] op 1 July 1858 *(co n T 3rd)*; new station 1 June 1870 on extension to Killin; clo 1 November 1965 *(Rly Obs November)*. C DREADNOUGHT in *hb* (C reserved for goods) but not in tts; *hb* 1936a passenger and goods now C.

Ticket platform: In use January 1893 *(U)*. Item on alterations for August 1897 listed trains that would call at East Ticket Platform Callander, two from Glasgow, two from Callander, *(Dundee Courier 28 July)*. Extra or replacement stops? Advert for premises two minutes from ticket platform *(Glasgow Herald 1 March 1899)*. Fire destroyed buildings on and near ticket platform (on site of

original station; no indication that already disused *(Scotsman 19 September 1923)*. *U* says closed by July 1926 so perhaps this was the end of it.

CALLERTON

CALLERTON [NE] op 1 June 1905 *(co n Newcastle Daily Chronicle 1st)*; clo 17 June 1929 *(Sunderland Daily Echo, Tuesday 11th* – last train will run Saturday night).

C PARKWAY [TWM] op 17 November 1991 *(Tyneside)*; still open. Immediately south of NE station.

CALLINGTON [PDSW] op 2 March 1908 *(Exeter & Plymouth Gazette 2nd)* as C ROAD; clo 7 November 1966 *(Cornish & D P 12th)*. Pre-opening Kelly Bray. Was C R for STOKE CLIMSLAND 1 October 1909 *(RCG)* until 1955 *(Brad)*; thus *hb* 1938.

CALLOWLAND – see WATFORD NORTH.

CALNE [GW] op 3 November 1863 *(Bath & Chelt 4th)*; clo 20 September 1965 *(RM October)*.

CALOW JUNCTION [GC] (non-tt): HALT; op on or before 1 October 1910, when alteration of service shown in *co n RAIL 931/12*; still in GCR wtt 1 October 1913; absent 13 July 1914; {at Cock Alley, about ¼ west of Duckmanton Tunnel, where a colliery line diverged south of the ex-LD&EC main line}; (R Maund *Chron 84 and 94)***.**

CALSTOCK [PDSW] op 2 March 1908 *(Exeter & Plmouth Gazette 2nd)*; aot request; still open.

CALTHWAITE [LNW]: request for station made at co ½ 28 July 1847 *(Carlisle Patriot)*; item that said oversight for tickets had been rectified, suggesting now in use, *Carlisle Journal*, 12 May 1848; first certain use as call on specials for Carlisle Races and Wrestling 28-30 June 1848 *(co n Patriot 24th)*; first regular use found (almost certainly late) is Saturday market use (tt *Lancaster Gaz 15 July 1848)*; later many extra calls advertised in local press – e.g. cricket at Carlisle 1 May 1850, County Meeting at Carlisle 18 December 1850, Martinmas Hiring Fairs at Carlisle and Penrith 7, 8, 11 November 1851; first in *Brad* November 1854; originally Tuesdays & Saturdays; full use June 1855*; clo 7 April 1952 *(RM May)*.

* = did not appear in monthly tts *Lancaster Gaz* until December 1857; by then no mention of market trains.

CALVELEY [LNW] line op 1 October 1840**; first found (1842) as HIGHWAYSIDE; C before end of 1845; clo 7 March 1960 *(RM April)*.

CALVERLEY & RODLEY [Mid] op between 16 and 30 July 1846 *(Mid)*; clo 22 March 1965 *(RM April)*. C BRIDGE until 1847/8 *Brad* and thus on Junction Diagram (e.g. 1877) but not co tt *(Mid)*; & R added 1 October 1889 *(JS)*.

CALVERT [GC] op 15 March 1899 *(Buckingham Advertiser 18th)*; clo 4 March 1963 *(RM March)*.

CAM [Mid] op 17 September 1856**; clo 10 September 1962 *(W D Press 10th)*.

CAM & DURSLEY op 29 May 1994 *(RM June)*; 150 yards north of earlier Coaley; still open.

CAMBER SANDS [Rye & C] (ng) op 13 July 1908 *(Rye & C)*; no winter service after 1925; first station clo end of 1938 season, diverted to new site for 1939 (P Harding, *R & C Tramway)*; no winter service after 1925; clo 4 September 1939 *(Cl)*; {Rye – Camber}.

CAMBERLEY [LSW] op 18 March 1878 *(co n T 15th)*; C & YORK TOWN until 1923; still open. Was C & Y T for SANDHURST 1890? *(hbl ref 24 April)*; 1923 became C for Y T and S *(hbl ref 26 April)*; ? to 1955 C for S in *Brad*.

CAMBERWELL [LCD] op 6 October 1862 *(T 7th)*; C NEW ROAD 1 May 1863 *(Cl)* to 1 October 1908 *(hbl 29th)*; clo 3 April 1916 *(T 11 March)*.

CAMBERWELL GATE – see WALWORTH ROAD.

CAMBORNE [GW] op 23 May 1843**; clo 16 February 1852; reop 11 March 1852; still open.

CAMBRIAN NAVIGATION COLLIERY [GW] (non-tt): miners' service from Tonypandy in use 1896 *(Trans)*.

CAMBRIDGE

CAMBRIDGE [GE] op 30 July 1845 *(co n T 26 July)*; still open. Aot C JUNCTION 1851/2 to 1879/80 in some tables in *Brad*, where 1867 to 1875 was C HILLS ROAD in LNW and GN tables.

Ticket platform(s), full details not known: 12 November 1850 train through ticket platform at 20 m.p.h. *(Morning Advertiser 28th)*. *Cambridge Chronicle Saturday 2 January 1864* included inquest on railwayman killed previous Saturday near up ticket platform on Mill Road side of station. Train from Bletchley derailed *(London Daily News 31 October 1891)*. No ticket, from Newmarket. *(Cambridge Independent Press 3 November 1893)*.

CAMBRIDGE NORTH 21 May 2017 *(Wikipedia)*; still open.

Special stations for Agricultural Show:

1894: north of main station, north of Mill Road Bridge. *Eastern Evening News 21 June* carried GE notice that on 28th and 29th cheap excursion tickets would be issued to Cambridge (Mill Road Station) for the Royal Show; though the Show opened on the 25th, the implication is that Mill Road (6 or 7 minutes' walk away) would only be used on these two days – *East Anglian Daily Times 26th* said that traffic on Monday was heavy and that a vast amount of excursion traffic will be handled here, adding a warning that passengers should make sure to return from the same station as the one they arrived at.

4 to 8 July 1922 (inclusive) *(Camb Ag; RM September 1922)*; on GE main line, south of main station, just south of junction with LNW, entrance from Trumpington Road.

CAMBRIDGE HEATH [GE] op 27 May 1872 *(co n T 25th)*; clo 22 May 1916** *(T 2nd)*; reop 5 May 1919 *(RCH)*; clo by fire 27 July 1984, reop September 1984; clo 17 February 1986 for rebuilding; reop 16 March 1986 *(London's Local)*; still open.

CAMBUS [NB]: op 1 July 1852 *(Morning Post 5th)*; clo 7 October 1968 *(RM October)*. *Hbl 25 January 1900* said had become C for TULLIBODY 1 December 1899 and was thus in NB co tt 1900, LNE tt 1930, *Brad*/BR tts to 1963/4, but 'for T' deleted *hba* May 1948, restored summer 1954 *(Circular 30 July)*.

CAMBUS O'MAY [GNS] op 4 October 1875 *(RCG;* first *Brad* October); aot request; became HALT 1934/5 *(Brad)*; clo 28 February 1966 *(BR notice Aberdeen Press 1st)*.

CAMBUSAVIE [High] op 3 June 1902*; PLATFORM *(Brad)*, HALT *(hb)*, just C *(Murray* 1948); aot request; clo 13 June 1960 *(T 8th)*.

* = Highland Company's opening notice shows that trains were not scheduled to call here on line opening day, 2 June; it was added as a request stop on Tuesday 3 June.

CAMBUSLANG [Cal] op 1 June 1849 *(T 5th- line)*. Re-sited ar some stage. The 1884 O.S. 2 inch map shows it west of road overbridge while present station is east of it. I. L. Cormack, *Around Old Cambuslang*, has photograph of station 'new and substantial building ... built and opened in 1881'. Airey's 1875 Map of Scotland shows passenger station 27 chains east of goods, suggesting already re-sited. Was station re-sited pre-1875 and given new buildings on new site in 1881? Still open.

CAMBUSNETHAN [Cal] op 1 October 1901 *(RCG)*; clo 1 January 1917 *(RCH; Cal wtt July 1921)*; {Wishaw Central – Newmains}. Note that this became a terminus after line to Newmains was closed by colliery subsidence, which occurred 22 October 1909 (see R Hamilton, *True Line 82)*.

CAMDEN {map 101}

CAMDEN [LNW]: until 1844 most trains into and out of Euston switched between cable and locomotive haulage here (line had op 20 July 1837). Some sort of ticket collecting arrangements here from start – letter *T 29 July 1837* complained of being stopped half an hour for this 'on the approach to the extremity of the Regents Park'; use might not have been continuous – description of journey, *T 24 August 1839* says tickets collected at Watford; certainly ticket platform here by 21 May 1840, when it was suggested that existing wooden shed for ticket collectors should be replaced by brick building *(RAIL 384/21)*. Thus locals might have been allowed to join or leave trains here, especially the latter. Some early writers hint at this – *Whishaw* refers to it as stopping place, on a par with The Aylesbury Junction (later Cheddington); others, e.g. *Drake*, refer to it solely as goods station.

Op to passengers 1 November 1851 *(L)*. Replaced 1 May 1852 by station more convenient for locals (first site determined by operational needs); aot C CHALK FARM in some tables; replaced again, 140 yards nearer Willesden, 1 April 1872 by station later renamed CHALK FARM (which see); first kept for some time as ticket platform. Name usage flexible: in LNW co tt 1863 as C for the Dock Line, 1867 as C for the North London Line; in 1868 said, 'Passengers must change carriages at Chalk Farm (Camden Ticket Platform)'; *Brad* same – probably ticket platform part was carry-over from past, since original would have been inconvenient for changing.

At first passengers for NL alighted here and joined NL trains at Hampstead Road (eventually PRIMROSE HILL, which see); arrangement ceased when NL extended to join LNW 2 June 1879 *(Neele)*.

C ROAD [Mid] op 13 July 1868 *(T 14th)*; clo 1 January 1916 (Saturday) *(RCG)*.

C TOWN [NL] op 7 December 1850 *(T 5 December, co ½ T 26 February 1851)*; C ROAD 1853 to 1 July 1870 *(Cl)*; replaced by >

C ROAD [NL] op 5 December 1870 as C TOWN *(co n London Evening Standard 1st)*; renamed 25 September 1950 *(BR LM notice Harrow Observer 21st)* see 1 June 2010**; still open.

C TOWN [Nor] op 22 June 1907**; still open.

CAME BRIDGE – see MONKTON & CAME.

CAMELFORD [LSW] op 14 August 1893 *(W Morn News 15th)*; clo 3 October 1966 *(Cornish & D P 8th)*. LSW tt 1914 and *Brad* to 1955 C for BOSCASTLE and TINTAGEL.

CAMELON – see FALKIRK.

CAMELS HEAD [LSW] op 1 November 1906 *(RM December)*; HALT; clo 4 May 1942 *(Cl)*; {map 114}.

CAMERON BRIDGE [NB] op 10 August 1854 *(Fifeshire Journal 10th)*; clo 6 October 1969 *(BR leaflet 273)*.

CAMERON TOLL [NB] (non-tt) op 4 July 1899 (Tuesday) for Highland Agricultural Show; clo 'at end of week' (last day 7th) *(NB letter, MT6/890/3)*; {west of Duddingston} (D Stirling); also see D. Geldard *(Chron January 2019)*. Ticket exists for Newington Show Yard Station.

CAMERTON near Bath [GW] op 1 March 1882* *(W Gaz Friday 3rd, third edition)*; clo 22 March 1915 *(RM February 1916)*; reop 9 July 1923 *(Bristol notice S61153)*; clo 21 September 1925 *(Cl)*.

* = according to *GW Ency* and *Somerset* 1 March was goods opening, passenger 1 April (also given by *Brad Sh*). *W Gaz* inconclusive: 'The Camerton branch opened for public traffic on Wednesday. A large mineral traffic over the line is expected'. Not included in *Brad* until April but added to weekly tt in *The Frome Times* 15 March.

CAMERTON near Whitehaven [LNW]: op 28 April 1847 *(Whitehaven Herald 1 May)*; clo 3 March 1952 *(RM April)*.

CAMERTON COLLIERY [CW Jc] (non-tt): HALT; op 24 March 1887, clo by October 1923 *(Ironmasters)*; {Seaton – Great Boughton}.

CAMP – see BISLEY CAMP.

CAMP HILL {map 99}.

For original terminus see under BIRMINGHAM.

CAMP HILL [Mid] through station op 4 November 1844 (see November 1841**); original replaced by one in Montpellier Street 1 April 1862 *(Birmingham Daily Post 3rd)**; heading in co notice called it new station for Camp Hill and Highgate. Became C H & BALSALL HEATH December 1867 co tt *(Mid)*; reverted to C H 1 April 1904 *(hbl 28th)*; clo 27 January 1941 *(Birmingham Mail 21st)*.

* Earliest Junction Diagram (dated 1867 but clearly drawn earlier) has C H 14 chains south of junction (in 1890s altered to 17 chains).

CAMPBELTOWN [Camp] (ng) op 17 August 1906**; re-sited to west, date ? *(Minor)*; clo by May 1932.

CAMPDEN – see CHIPPING CAMPDEN

CAMPERDOWN – see LOCHEE WEST.

CAMPERDOWN JUNCTION – see DUNDEE.

CAMPSIE GLEN [NB] op 1 July 1867 *(Stirling Observer 4th)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*; clo 1 October 1951 *(RM November)*.

CAMPSIE JUNCTION – see LENZIE.

CANADA DOCK

CANADA DOCK [LNW] op 1 July 1870** as BOOTLE; renamed 1881 tt *(JS)*; clo 5 May 1941 by enemy action *(Cl)*.

CANADA DOCK [LO] op 6 March 1893**; clo 31 December 1956 *(T 29 September)*.

CANADA WATER

CANADA WATER [East London line] op 19 August 1999 *(LRR 21)*; clo 23 December 2007**; reop fully 23 May 2010**; still open.

CANADA WATER [Jub] op 17 September 1999 *(RM March 2000)*; still open.

CANARY WHARF

CANARY WHARF [Dock] op 2 April 1991 for people working on the development; op to public 12 August 1991 *(RM October)*; clo by bomb on 9 February 1996 *(T 10th)*; reop 9 March 1996 *(RM June 1997)*; still open.
CANARY WHARF [Jub] op 17 September 1999 *(RM March 2000)*; still open.
CANARY WHARF [Elz] added 24 May 2022 (BBC News); still open
CANLEY [LMS] op 30 September 1940 *(LNW Record)*; at first HALT, renamed 6 May 1968 tt; still open. Pre-op Fletchampstead.
CANNING Liverpool [LO] op 6 March 1893** as CUSTOM HOUSE; renamed 1947/8 *(Brad)*; clo 31 December 1956 *(T 29 September)*.

CANNING TOWN London

CANNING TOWN [GE] op 14 June 1847 *(L; co ½ T 13 August- line)* as BARKING ROAD; renamed 1 July 1873 *(L)*; re-sited to north 1888 *(L)*; clo 29 May 1994 for Jubilee line extension *(BLN 734)*; new station op 29 October 1995, south of previous *(BLN 734)*; clo 10 December 2006 – last train Saturday 9th *(RM February 2007)*. See next item. GE co tt 1882, 1914: C for B R.
CANNING TOWN [Dock] op 5 March 1998 *(LRR July 1998)*; ex-GE station reop alongside 31 August 2011; still open.
CANNING TOWN [Jub] op 14 May 1999 *(LRR July 1999)*; still open.

CANNOCK

CANNOCK (a) [LNW] op 1 February 1858 *(T 1st)*; clo 18 January 1965 *(Birmingham Daily Post 10 December 1964)*.
CANNOCK (b) op 10 April 1989 (cheap introductory service 8th) *(BLN 608-9)*; see 13 August 2017**; still open.

CANNON STREET London

For main line station see LONDON.
CANNON STREET [Met/Dist] op 6 October 1884 *(T 4th)*; still open.
Also see MANSION HOUSE.
CANNON STREET ROAD [Blackwall] op 21 August 1842 *(L)* – a Sunday but was added to existing service (first in *Brad* September); last in *Brad* December 1848; {map 108}.
CANONBIE [NB] op 5 May 1862 *(report of special meeting of NB, Glasgow Morning Journal 5th)*; op as CANOBIE; altered 1 February 1904 *(hbl 28 January)*; clo 15 June 1964 *(RM July)*. *The Eskdale & Liddesdale Advertiser* used CANONBIE version at the outset and both versions seem to have been used indiscriminately early on in tts and press – was 1904 intended to bring uniformity rather than make a change? Did local pronunciation differ from what was believed to be the proper spelling? Also see LANGHOLM.

CANONBURY

CANONBURY [NL] op 1 September 1858 *(L)* as NEWINGTON ROAD & BALLS POND; renamed 1 July 1870 *(JS)*; replaced by new station short distance west 1 December 1870 *(co n London Evening Standard 1st)*; see 23 June 2010**; still open. GE co tt 1882: C & N R.
C & ESSEX ROAD – see ESSEX ROAD.
CANONS PARK op [Met] 10 December 1932 *(T 10th)*; C P EDGWARE in last Met tt 13 March 1933; C P first LPTB tt 13 November 1933; transferred to [Bak] 20 November 1939 *(co n Hendon ... Times 17th)*, transferred again, to [Jub] 1 May 1979 *(Daily Mirror 30 April)*; clo 9 August to 13 September 1993 (not clear exclusive or inclusive) *(local notice)*; still open.

CANTERBURY

CANTERBURY [Canterbury & Whitstable; SE] op 4 May 1830**; clo 6 February 1846. Line later reop from C West.
C EAST [LCD] op 9 July 1860 *(T 9th)*; EAST added 1 June 1899 *(hbl 13 July)*; still open.
C WEST [SE] op 6 February 1846 *(co n T 2nd)**; WEST added 1 June 1899 *(hbl 13 July)*; still open.
* = but although *T* item included tt, item in *Kentish Gazette 10th* made it look like formal only (see MARGATE [SE]).
Non-tt: Royal Agricultural Society Show held here 4-7 and 9-12 July 1860 in grounds of Hales's Place, a little east of C [SE]. First four days seem to have been principally for machinery trade; special siding provided for machinery and stock. For the last four it was possible for visitors to alight either at C or SHOWGROUND STATION; all to return from 'City' station. *(co n T 5th; items T 7th, 9th)*.
Also see SOUTH CANTERBURY.
CANTERBURY ROAD – see WINGHAM.
CANTLEY [GE] op 1 May 1844 *(Essex Standard 10th)*. Last in *Brad* September 1847, back January 1851; however, not entirely clear that was closed – item *Norfolk Chronicle 18 September 1847*, about improvements at Reedham said it was intended to make Cantley a more important station and *ibid 20 May 1848* and *4 May 1850* had items stating that directors had agreed to anglers' petitions to stop certain trains here during the summer months; it is not clear whether these stops were in addition to ones already being made or at a station reduced to goods only, especially since in the 1848 instance Buckenham was also mentioned and this seems to have remained open; aot request; still open.
CAPE [RSB] (non-tt): HALT/PLATFORM; workmen; dates ??; {Jersey Marine – Court Sart} *(U)*. C P shown *hb* 1895, no facilities; not included 1904.
CAPEL [GE] op 2 September 1847**; aot request; clo 29 February 1932 *(T 27th)*.
CAPEL BANGOR [VoR] (ng) op 22 December 1902** (see for line history); transferred to preservation 1989.
CAPEL CELYN [GW] op 1 December 1930 *(GWR Chester Div Rpt 1931)*; HALT; clo 4 January 1960 *(RM March)*.
CAPEL COLBREN JUNCTION – see COLBREN JUNCTION.
CAPEL IFAN COLLIERY [BPGV] (non-tt): see PENTREMAWR COLLIERY.
CAPENHURST [Birkenhead] op 1 August 1870 *(Birkenhead)*; still open.
CARADOG FALLS [GW] op 5 September 1932 *(Cl 29)*; HALT; clo 14 December 1964**; {Trawscoed – Strata Florida}.
CARBIS BAY [GW] op 1 June 1877 *(Cornish Tel 29 May)*; still open.
CARBUIE – see 1957**.
CARCROFT & ADWICK-LE-STREET [WRG Jt] op 1 March 1866 *(GN)** as A; C & A-le-S GN co tt December 1866, A & C January 1867 tt, A-le-S & C GN co tt March 1867, C & A-le-S 1 May 1880 *(JS; Whittle from GN sources)*; clo 6 November 1967 *(RM December)*.

* = *Leeds Times (3 February)* includes it as station in existence when line opened 1 February, but trains were first shown in *Brad* March; station here first shown as meeting place for Badsworth Hounds 13 February *(York Herald 10th)* so perhaps opened mid-month.
Also see ADWICK.

CARDENDEN [NB]: op 4 September 1848 *(co n Perthshire Courier 31 August)*; still open. Became C for BOWHILL February 1908 *(RCG)* and still thus *hb* 1956 but not seen thus in *Brad*.

CARDIFF {map 84}.

C QUEEN STREET [TV] op 8 October 1840**; Q S added [Barry] table 1890, as addition to (explanation of?) C [TV], others 1891/3 *(Brad)*; still open. *Co n Western Mail 7 September 1887* says that on Monday 12th old station would be closed and new opened on Roath Street side of bridge; Junction Diagrams suggest difference of 1 or 2 chains, so really a rebuild?

C BAY [TV]: line op 8 October 1840**; this station not open by time of inspection of Merthyr extension (op 21 April 1841) *(Rtn)*. Earliest mention seen is note in *co n Cardiff & Merthyr Guardian (18 March 1843)* for service beginning 27 March which contains mention in footnotes that passengers could be conveyed from terminus to Cardiff station, to be booked there; one of company's carriages would leave terminus 15 minutes before advertised time of leaving Cardiff. However, previous tt seen in local press was for 25 October 1841; was it possible that, at least occasionally, trains did run to Dock? 28 February 1842 trains for Cardiff were almost filled with emigrants going on the *Byron*; were they taken to the Dock or left to make their own way there? *Brad* contained same note when it first gave details for line, December 1844; when first added to table there it was C BUTE DOCK; became C DOCK/DOCKS 1845 *(Brad)*, C BUTE ROAD 1 July 1924 *(GW circular 18 June)*, C B 26 September 1994 *(AB, Chron)*; resited and improved 19 December 1927 *(Western Mail 17th)*, now smaller, 8 chains north, directly alongside Bute Road (also see Stewart Smith, *Chron January 2020)*; still open.

C CENTRAL [GW] op 19 June 1850**; originally C; became C GENERAL 1 July 1924 *(GW circ 2197, 18 June)* – but already in use some tables in *Brad* 1922; renamed C C 7 May 1973 tt; still open.

C RIVERSIDE [GW] op 14 August 1893 *(Barry co n Western Mail 8th)*; amalgamated into Central 28 October 1940 *(Cl)*.

C CLARENCE ROAD [GW] op 2 April 1894 *(co n S Wales 2nd)*; clo 16 March 1964 *(Cl)*.

C ADAM STREET [Rhy] op 31 March 1858 *(item, tt Cardiff & Merthyr Guardian 3 April)*; replaced by >

C PARADE [Rhy] op 1 April 1870* *(co n Western Mail 24 June* – replaced by new station near the infirmary) as C; CROCKHERBTOWN added *Brad* 1872 when Rhymney trains moved from own table to LNW one, dropped 1888 tt *(Cl)*; became C P 1 July 1924 *(GW circular 18 June)*; clo 16 April 1928 *(C/W* – J. Morris from *Western Mail* – trains used Sunday 15th), then its services diverted to Queen Street.

* = 1 April 1871 was when Rhymney diverted its services over new line to Caerphilly *(co n Western Mail 3rd).*

Non-tt

C LOW WATER PIER: double purpose intended: provide connection to steamers to Weston-super-Mare and Portishead for pleasure and to latter for faster regular service to Paddington. Ran partly over Rhymney line from station finally called Cardiff Parade and partly over Bute Trustees' line to Low Water Pier. Earliest evidence is advert for one train each day, Monday to Saturday (inclusive) from 9 July 1870; still advertised January 1871 but no evidence for later regular use. Certainly occasional use: e.g. July 1873 to allow a ship's crew to board its vessel without going through Cardiff and August 1875 for excursion by choirs of St John's Parish. Hints of later use: steamers were still using Pier in 1888 and it would have been reasonable for railway service to have been provided but no firm evidence. Opening of Severn Tunnel in 1886 would have ended possibility of use for travellers to Paddington. No station marked on 1877 Junction Diagram. Did it ever receive BoT sanction? (see article by S.Rowson, *RCHS Journal July 2018*; includes detailed maps).

Temporary platforms:

For visitors to opening of the new South Basin at the docks 23 July 1874; brought by Marquis of Bute's engines *(Cardiff Times 25th)*.
For Marquis of Bute and guests for cutting of first sod of new dock 31 March 1883; on return from there he left special train near Mount Stuart Hotel to join road carriage for return home to Cardiff Castle *(Cardiff Times 3 February, Western Daily Press 1 February)*. Same site (?) used for opening of Roath Dock 24 August 1887 *(South Wales Echo 24th)*.

C DOCKS: 1st class ticket exists (printed about 1930) for Paddington to CARDIFF QUEEN ALEXANDRA DOCK, probably for ocean liner or cruise ship; another, 3rd class, (printed between July 1946 and September 1947) exists for Cardiff General to CARDIFF QUEENS DOCK – workmen's service? Were these names for the same station? (S. Berry).

Also aot service for railway staff from **GAOL LANE SIDINGS** to **EAST DOCK LOCO SHED**, beyond Adam Street; in existence September 1928 wtt *(@JF)*.

C CANTON DEPOT: open days; 1977 to at least 1985 *(@JF)*.

CARDIGAN [GW] formal op 31 August 1886 by local company; handed over to GW for regular service on 1 September 1886 *(South Wales Daily News 1st)*; clo 10 September 1962 *(Cl)*. GW co tt 1932: C for GWBERT-ON-SEA.

CARDINGTON [Mid]

CARDINGTON op 8 May 1857** *(Mid; co ½ T 13 August- line)*; clo 1 January 1962 *(RM January)*; *hb* September 1962a says closed but still special RAF passenger trains.

C WORKMEN'S PLATFORM (non-tt): op about September 1917 (work to be completed on Saturday 22 September); clo 3 October 1921; {Cardington – Bedford} *(Mid)*.

CARDONALD [GP Jt] op 1 September 1879 *(Scotsman 1st)*, on site of earlier Moss Road; still open.

CARDONNEL [GW] op 1 June 1905 *(GW H)*; HALT; clo 28 September 1936 *(T 14th)*; {Neath – Swansea}.

CARDRONA [NB] op 1 October 1864 *(co n Caledonian Mercury 28 September)*; see 13 August 1948** and 1949**; clo 5 February 1962 *(RM February)*.

CARDROSS near Dumbarton [NB] op 31 May 1858 *(T 7 June)*; still open.

CARDROSS – see PORT of MENTEITH.

CARESTON [Cal] op 1 June 1895**; clo 4 August 1952 *(Brechin Advertiser 8 July)*.

CARFIN

For first station of this name see HOLYTOWN.

CARFIN [LMS] first used Sunday 13 February 1927 as C GROTTO PLATFORM for pilgrims visiting the 'Scottish Lourdes' *(Bellshill Speaker 18th)*; to public as C HALT 1 Oct 1927 *(Motherwell Times 7th)*, presumed at or near site of earlier Newarthill; originally opened for pilgrims to Holytown *(RM March 1935)*; HALT dropped 16 May 1983 tt; still open.

CARGILL [Cal] op 2 August 1848 *(Dundee ... Advertiser 4th)*; clo 11 June 1956 *(Aberdeen Evening Express 2 March)*.

CARGO FLEET [NE]: line op 5 June 1846**. Earliest references found: 29 April 1847 instructions were given to provide name-board for CLEVELAND PORT and 15 March 1848 a platform was ordered for CARGO FLEET. Present in earliest tt seen for line, co tt September 1847. First there and *Brad* as C P; S&D minutes generally called it C F from 1848 but not renamed in tt until 1867 *(Cl)*; references in minutes, 1851 and 1865, suggest it might have been slightly re-sited as a result of one or both of their discussions; replaced by new station about ¼ mile west 9 November 1885 *(Cl)*; clo 22 January 1990 *(BLN 625)*; {map 43}.

CARHAM [NE]: op 27 July 1849 *(Newcastle Journal 28th)*; see 13 August 1948**; clo 4 July 1955 *(RM August)*.

CARISBROOKE [FYN] op 20 July 1889**; became HALT 1920/1 *Brad*; clo 21 September 1953 *(T 21st)*. *Brad* ? to closure: is station for Castle.

CARK [Fur] op 1 September 1857** *(Fur)*; still open. Variously CARK, C & CARTMEL, C-IN-CARTMEL (briefly, about 1885) in *Brad*; reverted to CARK 13 May 1984 tt. *Hb* originally CARK, then 1883 (preceded by *RCG ref 1882)* to 1904 inclusive C-in-C, then C & C *(RCG ref July 1906)*. Furness co tt 1910: C & C.

CARLIN HOW – see SKINNINGROVE.

CARLINGHOW [LNW] op 1 April 1872 *(LNW Officers 7815)*; according to *RCH* clo 15 April 1917 but *Brad* and *ABC tt* show last trains March; April 'service suspended'.

CARLISLE (all not otherwise attributed below from *D&C 14* and *Cl*); {map 20}

Line from Newcastle op to **C LONDON ROAD** [NC; NE] 20 July 1836 (see 10 March 1835**)*; clo 1 January 1863, trains diverted to C Citadel. Still shown 'P' in *hb*, P deleted 1895 – occasional special use? inertia?

* = reference to temporary **ROME STREET** in *NC* seems to have resulted from misunderstanding – visitor to line just before opening referred to London Road as 'a neat little building in the Gothic style'; a temporary station was used for official opening train but contemporary accounts suggest this was exceptional event; *Scott*, 1837, has L R.

Trains from Maryport arrived at **C BOGFIELD** [MC] (alias WATER LANE) 10 May 1843**; this was replaced by >

C CROWN STREET [MC] op 30 December 1844; some trains diverted to London Road in 1848; clo 17 March 1849, when rest diverted.

Maryport trains again diverted, to Citadel, 1 June 1851.

Trains from London arrived 17 December 1846**, at first using London Road, via reversal. By 10 September 1847, opening of the line to Beattock, they had been diverted to C Joint/Citadel.

[NB] trains arrived at **C CANAL** from Port Carlisle 22 June 1854, Silloth trains added 4 September 1856; this clo 1 July 1864 – trains diverted to Citadel. However, NB services from Scotch Dyke had used Citadel from opening of service on 29 October 1861.

CARLISLE [Cal/LNW] op on or by 10 September 1847 (G Body, *Great Railway Battles*, Silver Link 1994 and *Cal* say Lancaster & Carlisle use from 1 September but *D&C 14* says perhaps not until Caledonian line opened on 10th); description of opening of Caledonian line *(Scottish Railway Gazette 11th* implies 10th – arrangements for some companies not completed but Lancaster & Carlisle and Caledonian 'will be accommodated from the outset' and co notice *Carlisle Patriot 10th* dated 10th says that booking offices for Lancaster & Carlisle and Caledonian passengers are now open and item *ibid* makes it clear that this was new arrangement for former company; see 2015/16** (only services from this station affected – it stayed open); still open. *Hb*: 1862 C, 1872 C CITADEL JOINT, 1904 C CITADEL; still thus 1956. JOINT and CITADEL inconsistently applied in tts seen.

Also (non-tt) temporary platform at BOUSTEAD'S GRASSING on new goods line 8 July 1877 when part of the line from Maryport had to be removed during improvement works; used until ? – paper cited said new line was 'now' open for passengers *(Carlisle Patriot 13th)*.

Ticket platform here, dates unknown. Earliest reference seen in *Carlisle Journal 3 August 1855*: indecent assault on woman sitting on the banks of the Caldew near ticket platform. Complaint from NE that sewage from Railway Inn was flowing over their ticket platform; told own fault for draining ditches that drained cesspool *(Carlisle Patriot 7 October 1870)*. Understand that NE have finally decided to abolish ticket platform near Carlisle terminus *(Carlisle Express 10 March 1894)*. However long-serving official regretted that had not seen end of the Durran Hill ticket platform before his retirement *(Carlisle Journal 30 August 1895)*.

C UPPERBY: temporary terminus during engineering work 2-4 April 1994; {Carlisle – Scotby} *(JF)*.

Non-tt

KINGMOOR [LMS – or earlier?]: op by July 1938, when in wtt; shuttles from / to Carlisle Citadel at shift change times (but see next entry) for 'Company's Workmen'; clo ?; {Carlisle – Rockcliffe}.

VIADUCT YARD [LMS – or earlier?]: op by July 1938, when in wtt; shuttles from / to Kingmoor (see entry above) at middle-day shift change times summer Saturdays only, presumably to save congestion at Citadel; clo ?

CARLTON near Nottingham [Mid] op 4 August 1846 *(line Leicestershire Mercury 1st, station in description of formal opening on 3rd, Lincolnshire Chronicle 7th)*; became C & GEDLING 1 November 1871 *(Mid)*, C & NETHERFIELD for G and COLWICK 1 November 1896 *(hbl 29 October)*, C & N 7 May 1973 tt *(Mid)*, CARLTON 6 May 1974 *(BR notice)*; still open.

CARLTON MAIN COLLIERY [Mid] (non-tt): op 2 February 1885 wtt; in 1903 wtt as C EXCHANGE SIDINGS PLATFORM; clo 1913 *(Mid)*; tickets exist for C COLLIERY PLATFORM *(JF)*; {Royston & Notton – Monk Bretton}.

CARLTON/CARLTON IRONWORKS – see REDMARSHALL; STILLINGTON.

CARLTON COLVILLE – see OULTON BROAD

CARLTON TOWERS [HB] op 27 July 1885 *(op tt NER I)*; T added 1 July 1922 *(hbl 13th)*; clo 1 January 1932 (Friday) *(Sheffield Daily Telegraph 10 December 1931)*; excursion 14 October 1933 during Hull Civic Week *(RM February 1934, pp 153-4)*; non-tt workmen's use during Second War.

CARLTON-ON-TRENT [GN] op 15 July 1852**; -on-T added 1 March 1881 *(Cl)*; clo 2 March 1953 *(RM April)*.

CARLUKE {map 16}

C & LANARK [Wishaw & Coltness; Cal] op 8 May 1843 (see 1835 C**); for clo see 1848**. Much in print calls this STIRLING ROAD, but this name only seen in *Cal*; perhaps became this after passenger closure? *Brad*: 1843 L, C; 1844 C, coach connection to

L; thus to the end. *Murray* September 1844: C & L. 1932 RCH Map of Glasgow etc has NEWMAINS S R Goods – any possibility of confusion?

CARLUKE [Cal] op 15 February 1848 *(Scotsman 16th)*; still open.

CARMARTHEN [GW]

CARMARTHEN op 1 March 1860 *(Welshman 2nd* – new station at Kidwelly-Fach opened from South Wales station at Myrtle Hill – names commonly used by press then, to distinguish between two 'Carmarthen' stations – this was originally Carmarthen & Cardigan Co's); clo 31 December 1860; reop ? August 1861*; replaced by new station 18 chains south 1 July 1902 *(Evening Express 1st)*; still open. C TOWN in *hb* 1883 and LMS ticket thus.

* = According to *Rtn* for 1861 was not worked from 1 January to 15 August. *Welshman 4 January 1861* said was closed on last day of previous year; said hoped would reopen soon, when Carmarthen & Cardigan Co had engine of own (its dispute with South Wales over charges for latter's engines at bottom of problem). Reopening date causes problems: BoT normally gave inclusive dates, which would mean reopened 16th but *Welshman Friday 9 August 1861* said would reopen on Monday, which would be 12th and paper of following week had brief mention that it had. However, it was not unknown for papers to assume that intentions were actually carried out and add them as done in following week's paper and this company was clearly disorganised: *Carmarthen Journal 28 June* said expected in a couple of weeks, *ibid Friday 9 August* it was reported at a Council Meeting that had reopened within the last few days. [Both papers published in Carmarthen.] BoT return was a legal requirement and should have been accurate, but misprints do occur. Final answer needed.

Service also presumably interrupted for brief period in December 1861 as a result of flood damage: *Carmarthen Journal Friday 13 December 1861* said that during last week line under water and quantity of timber which had floated onto line made traffic difficult; a later paragraph said that since the earlier part had been written about 300 yards of line had been swept away; given the habits of the press then it is possible that the flood was originally a week earlier than is suggested by a literal interpretation.

C JUNCTION op 11 October 1852 *(T 12th)*; J added 1 July 1860 *(Cl)*; clo 20 September 1926 *(GW ir)*. C J ROAD in *hb*, 1895 only. Often station at Myrtle Hill in press early on, as above.

CARMONT [Cal] first in *Brad* September 1855 as NEW MILL OFFSET; became NEWMILL SIDING 1866 tt, N 1891 tt *(Cl)*, C 1 October 1912 *(hbl 24th)*; at first Saturdays only, later, e.g. October 1883 Caledonian wtt, December 1901 *(Brad)*, served Thursdays only, as NEWMILL; full use January 1910; aot request; clo 11 June 1956 *(Montrose Standard 8 March)*.

CARMYLE

CARMYLE (a) [Cal] op 8 January 1866 *(co n Glasgow Herald 5th)*; according to *True Line 42 Summer 1993 p 5-6* original platforms on line from Rutherglen were abandoned and new built on line serving Tollcross – likely date 1 February 1897 (*co n Glasgow Herald 29 January* gave opening date of this and *Scotsman same day* included Carmyle on this line). Clo 5 October 1964 *(BR notice Wishaw Press 25 September)*.

CARMYLE (b) op 4 October 1993** *(BLN 712)* on site of original platforms (see above); still open.

CARMYLLIE [DA] op 1 February 1900 *(Arbroath Herald 1st)*; clo 1 January 1917 *(Cl)*; back in *Brad*, Saturdays only, September 1917; fully reop 1 January 1918 *(RCH)*; clo 2 December 1929 *(co n Dundee Courier 16th)*.

CARN BREA {map 111}

CARN BREA (a) [West Cornwall] op 23 May 1843**; clo 16 February 1852.

CARN BREA (b) [GW] op 25 August 1852 *(Cornwall*; included in tt for 25 August, opening date for stretch on to Truro, in *Penzance 1 September)* – note station op after line had reopened; became POOL 1854 *(Cl)*, reverted 1 November 1875 *(RCG)*; clo 2 January 1961 *(RM February)*. Aot *hb* C BRAE (probably error).

CARNABY [NE]: line op 7 October 1846**, nd, May 1848 *(Topham)*; clo 5 January 1970 *(Cl)*. Advert in *York Herald 7 August 1847* for sale of rams on 11th said that by kind permission of Geo. Lockerbie, Esq. Railway will take up and leave passengers at station here by every train – was it normally goods only or did only some trains stop here.

CARNARVON – see CAERNARVON for all stations serving the town.

CARNBROE [Wishaw & Coltness]: line op for minerals 25 January 1834 (see 1835 C**) and passenger services mentioned there might have stopped here. In co tt for line op 5 May 1843 as C IRONWORKS; shown as C in 3 June 1844 (summer) tt *(Glasgow Herald 27 May)* and in 7 October 1844 (winter) *(ibid 4th)* but not in 4 April 1844 tt (summer) *(ibid 4th)*; one train from Coatbridge at 7 p.m. in winter tt from 13 October 1845 *(ibid 10th)*. Never in *Brad*, not in *Murray* September 1844; only of local importance – workmen's station?; {Whifflet Cal – Mossend}.

CARNE POINT (non-tt): used for regattas 1977 *(U)* and 1994; {on Fowey branch}.

CARNFORTH

CARNFORTH [Fur/LNW] op 22 September 1846 *(co n Lancaster 26th)*; both C and C-YEALAND 1849 to 1864 *(Brad, Murray)*; main line platforms clo 4 May 1970 *(Cl)*; branch platforms still open.

Addition of YEALAND to name probably clerical error – see YEALAND.

CARNFORTH [Fur/Mid] op 6 June 1867 to temporary station *(Mid)*. Line extended 1 July 1868 to Furness main line to Barrow; station, perhaps exchange only, provided at junction to give connections between Fur and Mid lines (named as C F&M JUNCTION *Brad*, but not Mid co tt). Mid boat trains via Wennington probably only stopped at exchange and went straight on towards Barrow and Piel; other Mid trains backed from F&M into LNW station. Some Fur trains also stopped at exchange. Clo 2 August 1880; new curve allowed trains from Wennington to run straight into new bay platform at LNW station *(D&C 14)*.

CARNO [Cam] op 5 January 1863**; clo 14 June 1965 *(RM July)*.

CARNOCK ROAD – see AIRTH.

CARNOUSTIE [DA] op 8 October 1838**; larger and more convenient station on site of old, to be completed by May 1903 *(Dundee Evening Telegraph 4 December 1902)*; still open.

CARNTYNE [NB] op 1 June 1888 *(Glasgow Evening Citizen 1st)*; clo 1 January 1917 *(RM February)*; reop 1 April 1919 *(RCH)*; still open. NB co tt 1900: C for WESTMUIR and TOLLCROSS in one table.

CARNWATH [Cal] op 15 February 1848 *(Caledonian Mercury 17th)*; clo 18 April 1966 *(Cl)*.

CARPENDERS PARK [LNW] op 1 April 1914 *(RCH)*; clo 1 January 1917 *(T 22 December 1916)*; reop 5 May 1919 *(RCH)*; replaced by new station 231 yards south 17 November 1952 *(Cl)*; still open. Also [Bak] from reop to 27 September 1982. LNW co tt 1921, LMS tt 1930 and *Brad* to 1955: C P for OXHEY GOLF CLUB.

CARR LANE [KE] first in *Brad* July 1921; clo 31 March 1930 *(Lancs Evening Post co n 29th, item 31st)*. See 1905** (c) – was HALT in co wtt 1922; {Preesall – Pilling}.

CARR MILL [LNW] op 1 January 1896 *(LNW Officers 36535)*; clo 1 January 1917 *(T 22 December 1916)*.

CARRBRIDGE [High] op 8 July 1892 *(co n, item Inverness Courier 12th)*; still open.At first usually CARR BRIDGE – to one word 16 May 1983 tt, but thus *hb* 1899a to 1925.

CARREGHOFA [GW] op 11 April 1938 *(T 8th)*; HALT; clo 18 January 1965**; {Llanymynech – Llantsantffraid}.

CARRHOUSE [NE] op 1 July 1858 *(Durham Chronicle 2nd)*; clo 1 October 1868 (Thursday) *(Cl)*; minutes show that it was only on 17 June 1858 that S&D Secretary was ordered to approach owners of land needed for station – original arrangements?; {map 28}. In some books shown as CARR HOUSE but always one word in *Brads* seen.

CARRINGTON [GC] op 15 March 1899 *(Nottingham Post 15th)*; clo 24 September 1928 *(LMS PCC 63)*. Photograph in *Forgotten Railways – East Midlands*, D&C, second edition 1985, shows passenger train stopped to set down permanent way men at site of this station; mid-1950s?

CARRINGTON [ex-CLC] (non-tt): BR (LM) Special Traffic Notice for week starting Saturday 31 July 1954 – on Sunday 1 August ballast trains to / from Heaton Mersey Sidings would take workmen to / from here; {sidings east of Partington}.

CARROG [GW] op 8 May 1865 *(co n Eddowes 10th)*; clo 14 December 1964**.

CARRON [GNS] op 1 July 1863 *(Banffshire Journal 23* and *30 June)*; clo 18 October 1965**. *Brad* ? to 1938/9 C for ARCHIESTOWN.

CARRON DOCK: [NB] (non-tt): used for Carron & Co's and other passenger steamers; op 3 May 1887; clo 30 September 1920; used again for Forces in Second War; {branch, Falkirk area}. (NB Railway Study Group *Journal*, 87, p 29).

CARRONBRIDGE [GSW] op 1 March 1851 *(GSW)*; clo 7 December 1953 *(RM January 1954)*. 15 June 1959 wtt shows stops here, e.g. for linemen. CARRON BRIDGE until 1860 *(GSW)*, 1875 *(Brad)*, 1890 *(hb)*.

CARSEBRECK [Cal] (non-tt): for Caledonian Curling Society meetings; used 25 times in period 1853 to 1935 *(Scot Cent)*; alias CURLING POND, CURLING CLUB, ROYAL CURLING CLUB PLATFORM; shown 'P' in *hb*; one (final?) use was 24 December 1935 *(Away)* – but perhaps later use, perhaps kept in *hb* in case of that – *1936a* 'P' removed, 1938 present without facilities, *1941a* spelling amended from CARSBRECK, *1944a* 'closed'; {Greenloaning – Blackford}.

CARSHALTON [LBSC]

For first station see WALLINGTON.

CARSHALTON op 1 October 1868 *(T 28 September)*; still open.

C BEECHES op 1 October 1906 *(L)* as BEECHES HALT; replaced by station (now C B) east of over-bridge 29 March 1925 *(sig inst 6/1925)*; still open.

CARSTAIRS [Cal] op 15 February 1848 *(Caledonian Mercury 17th)*; still open. C JUNCTION in *Brad* until 1903 and thus Cal co tt 1859.

CARTERHATCH LANE [GE] op 12 June 1916 *(RM July)*; HALT; clo 1 July 1919**; {Churchbury – Forty Hill}. C L for ENFIELD HIGHWAY *(Brad)*.

CARTERS CROSSING [NS] (non-tt): for employees at NS Stoke Works, which was 300 yards from crossing; from October 1907 train to Stoke called here (no return service); not even unmanned halt; still served July 1916 according to wtt; by 1921 service ended (B. Jeuda, *Railway Archive, December 2002)*; {Fenton – Stoke}

CARTERTON [GW] op 2 October 1944 *(Cl 29)*; clo 18 June 1962 *(T 18 May)*; {Alvescot – Bampton}.

CARTSDYKE [Cal] op 1 July 1870 *(co n Greenock Advertiser 28 June)*; still open. Cal co tt 1913 but not LMS tt 1930: C for JAMES WATT DOCK.

CARVILLE [NE]

For **first station** of this name see WALLSEND.

CARVILLE op 1 August 1891 *(RCG)*; clo 23 July 1973 *(BR Board notice Newcastle Evening Chronicle 22nd)*.

CARWAY COLLIERY [BPGV] (non-tt): SIDING used by miners from 1898 *(U)*; still shown wtt 15 September 1952; {Glyn Abbey – Pontyates}.

CASHES GREEN [GW] op 22 December 1930 *(Gloucester Citizen 17th)*; HALT; clo 2 November 1964 *(W D Press 2nd)*.

CASSILLIS [GSW] op 13 October 1856 *(GSW- line)*; clo 6 December 1954 *(RM January 1955)*.

CASSINGTON [GW] op 9 March 1936 *(GW notice dated 'February'; only press confirmation found – Scotsman 29 February)*; HALT; re-sited from south to north of road bridge 1948 *(RAC Atlas)*; clo 18 June 1962 *(T 18 May)*; {Yarnton – Eynsham}.

CASTLE ASHBY & EARLS BARTON [LNW] op 2 June 1845 *(Northampton Mercury 5th)* as C A WHITE MILL (but just C A in *hb* and just W M inspection report); renamed May 1869 tt *(Cl;* recommended *LNW Officers 14 April*, where was from C A & W M); clo 4 May 1964 *(RM June)*.

CASTLE BAR PARK [GW] op 1 May 1904 *(Uxbridge & West Drayton Gazette 16 April* – where 'for Greenford'*)* as HALT; re-sited slightly to the north in November 1960 *(Brown / Smith)*; renamed 5 May 1969 *(GW H)*; clo 27 August 1994 (main line resignalling meant diversion via Greenford loop with local stations served by bus), reop 3 October 1994 *(BR leaflets)*; still open. OS maps called it CASTLEBAR PARK HALT in early 1930s and 1957 at least.

CASTLE BROMWICH [Mid] op 10 February 1842 *(Aris 14th, co n Morning Post 15th)*; clo 4 March 1968 *(Coventry Evening Telegraph 5 February)*.

CASTLE BYTHAM [Mid] op 4 April 1898 *(RCG; Nottinghamshire Guardian 2nd)*; clo 2 March 1959 *(T 2nd)*.

CASTLE CAEREINION [Cam] (ng) op 6 April 1903**; clo 9 February 1931 *(LMS PCC 188)*.

CASTLE CARY near Yeovil [GW] op 1 September 1856 *(Wells 6th)*; still open. At times all sources seen, including GW co tt 1859: C CAREY. According to vol. 10 of *The Victoria County History of Somerset* this opened as ANSFORD and was soon renamed. No railway source seen supports this, but station is in parish of that name. Change of mind before opening?

CASTLE DONINGTON & SHARDLOW [Mid] op 6 December 1869 *(co n Derbyshire Advertiser 3rd)*; & S added 1 May 1898 co tt *(Mid) – hbl 11 July 1901* and *RCG* said 15 June 1901 but *Brad* also altered in 1898; clo 22 September 1930 *(LMS notice Derbyshire Daily Telegraph 8th)*; still in use for excursions at 10 August 1961 *(BR handbill)* and 1 August 1962 *(IU)*. Before 1890 C DONNINGTON in *hb*.

CASTLE DOUGLAS [GSW]

CASTLE DOUGLAS op 7 November 1859 *(Dumfries 5th)*; clo 14 June 1965 *(RM July)*.

C D ST ANDREW op 7 March 1864 *(Kirkcudbright 11th)*; temporary station, acting as terminus for branch to Kirkcudbright – BoT had refused to pass junction connecting branch to main station. Trains ran through to main station 15 August 1864 but, according to *GSW*, this station only closed 1 December 1867. It was only in *Brad* from April 1867 to December 1867 (inclusive), but tts in *Kircud* shows stayed open (included e.g. 2 September 1864, though at end apparently available southbound only; not included there 6 December 1867 on so *Brad* entry presumably inertia. When terminus tt just treated it as C D; variously later ST ANDREW(S)/ST A ROAD.

CASTLE EDEN [NE]: line op 1 May 1839 (see 1836 A**), nd, earliest seen 27 July 1839 *(co tt Durham Chronicle)*; clo 9 June 1952**.

CASTLE EDEN COLLIERY – see HESLEDEN.

CASTLE GRANT [High] (non-tt): PLATFORM for Grant family estate; op 1863 *(U)*; presumably platform on siding where remains of Lord Seafield were brought on 5 April 1883 after private carriages detached from overnight mail from Euston – platform 'at porter's lodge close to Castle Grant' *(Morning Post 7th)*; in 1938 *hb* 'P' as C G HALT; 1949a *hb* 'closed'; {Grantown – Dava}.

CASTLE HEDINGHAM – see SIBLE.

CASTLE HILL – see FILLEIGH near Barnstaple; WEST EALING, London.

CASTLE HOWARD [NE] op 8 July 1845**; clo 22 September 1930**.

CASTLE KENNEDY [PPW Jt] op 1 July 1861 *(GSW)*; clo 14 June 1965 *(RM July)*.

CASTLE MILL [Glyn] (ng)

CASTLE MILL (a) op 1 April 1874 *(Glyn)*; clo 1 April 1886 (Thursday).

CASTLE MILL (b) op 16 March 1891 *(Carnarvon & Denbigh Herald 20th)*; clo 6 April 1933**; {map 79}.

CASTLE PIT [GW/Rhy] (non-tt): miners; 1897 to 1915 at least; {Abercanaid – Troedhriw} *(U)*.

CASTLE STUART [High] (non-tt): private; dates ?; built some time after line (K. Fenwick, *The Inverness & Nairn Railway*, Highland Railway Society, 2005); used "periodically up to 1938 V S Haram letter 31 March 1945 *(Cl pap)*; 'P' in *hb* 1938; *hb* 1949a 'closed'; {Allanfearn – Dalcross}.

CASTLEBYTHE [GW] op 24 September 1928 *(GW H)*; HALT; clo 25 October 1937 (see end of 19 September 1876**); {map 81}.

CASTLECARY near Falkirk [NB] op 21 February 1842 *(co n T 19th)*; clo 6 March 1967 *(Cl)*.

CASTLEFORD

CASTLEFORD [NE]: op 1 July 1840** *(North Midland co n T 27 June- line*, listed as station in *Yorkshire Gazette 4th)*; re-sited about 29 chains west 1871 *(Cl; Junction Diagrams* 1870-77); became C CENTRAL 15 September 1952, reverted 20 February 1969 *(Cl)*; still open.

C CUTSYKE [LY] op 16 January 1860 *(co n Leeds 14th)*, opening date for passenger use of line through here; CUTSYKE added 15 September 1952 *(Cl)*; clo 7 October 1968 *(RM October)*.

CASTLEMILK [Cal] (non-tt): possible early station for a railway director (line op 10 September 1847); {Lockerbie – Ecclefechan} *(True Line)*.

CASTLETHORPE [LNW] op 1 August 1882 *(LNW Officers 23694)*; clo 7 September 1964 *(RM October)*.

CASTLETON [LY] probably op 1 November 1875 north of overbridge as replacement for Blue Pits (south of it); still open. Based on Wikipedia, new site confirmed by OS evidence; *Rochdale Times (6th)* merely treated it as renaming; e.g. *Yorkshire Post 24 June* carried advert for building new station at Blue Pits; possible therefore that new station opened a little before or after 1 November.

CASTLETON MOOR [NE] op 1 April 1861 *(Newcastle Daily Chronicle 4th)*; MOOR added 1 March 1965 *(BR circular)*; still open.

CASTOR [LNW] in March tt *Northampton Mercury* March 1847 (not present February); clo 1 July 1957 *(RM July)*].

CATCLIFFE [GC] op 30 May 1900 *(RCG; co ½ T 4 August- line)*; clo 11 September 1939 *(Cl)*.

CATERHAM [SE] op 5 August 1856 *(co ½ T 30 August)*; new station 1 January 1900 *(Cl)*; still open.

CATERHAM JUNCTION – see PURLEY.

CATFIELD [MGN] op 17 January 1880 *(T 21st)*; clo 2 March 1959 *(T 2nd)*.

CATFORD

CATFORD [LCD] op 1 July 1892 *(co n London Daily News 2nd)*; still open.

C BRIDGE [SE] op 1 January 1857 *(Morning Post 1st)*; still open.

CATHAYS

CATHAYS op 3 October 1983 *(wtt supp)*, 7 chains south of previous Woodville Road; still open.

Non-tt: temporary departure platform here, inspection report dated 10 August 1863 *(RAC)*; for those going to the National Eisteddfod; held at Swansea, starting 1 September.

Another platform: *South Wales Daily News 6th* carried advert for meeting 6-9 August (inclusive) 1883 and referred to 'new platform' alongside building, which was as yet unused TV engine shed.

C WOODVILLE ROAD – see WOODVILLE ROAD.

CATHCART [Cal] op 25 May 1886 *(Scotsman 26th)*; clo after Saturday 17 March 1894, replacement [for circle line] op Monday 19 March 1894 *(co n Glasgow Herald 15 March)*; still open.

CATHCART ROAD – see GUSHETFAULDS.

CATON [Mid] op 17 November 1849 *(co n Lancaster 17th)*; clo 1 May 1961 *(RM June)*.

CATRINE [GSW] op 1 September 1903 *(RCG)*; clo 1 January 1917 *(RM February)*; according to *RCH* reop 10 February 1919, but *Brad* showed trains again January 1919; clo 3 May 1943 *(co n Daily Record 29 April)*. Used for Sunday School excursion on Saturday 4 June 1960 (Michael Davies, personal experience).

CATTAL [NE] op 30 October 1848** *(co n Yorkshire Herald 28th)*; still open.

CATTERICK

C BRIDGE [NE] op 10 September 1846 *(co n Catterick)*; clo 3 March 1969 *(RM March)*.

A line ran from station at **C B BROMPTON ROAD** (public platform – J. P. McCrickard, *NE Express, August 1986*) to Catterick Camp. This line opened in 1915. It appeared in *Brad* from December 1918, with the following stops:

CALIFORNIA, last shown November 1919;

CENTRAL, last shown April 1920 (May 'service suspended');

SCOTTON, last shown January 1919.

Military use of the line continued, worked by LNER from 1923; Brompton Road re-sited alongside NE station 1943 *(U)*. Daily recreational service for troops from Camp Centre to Brompton Road began February 1944; some services running through to Darlington by 22 May 1944; summer 1961 wtt showed week-end trains (non-tt Camp to Darlington, no intermediate stops within camp) to or from Sheffield, Birmingham, Gloucester, Bristol and Kings Cross; last train to Camp Centre ran 26 October 1964, by when service was early Monday mornings only. (J. P. McCrickard, entry dated 12 March 2002 in *Bylines)*.

CATTISTOCK [GW] op 3 August 1931 *(GW source Cl pap)*; HALT; clo 3 October 1966 *(W D Press 3rd)*; {Evershot – Maiden Newton}.

CATTLE MARKET: on site of later Maiden Lane [NL]; market opened 15 June 1855 *(NL co ½ T 13 August)*, but no reference to any passenger use then; LNW notice *(T 2 July 1855)* advertised extra Monday and Friday market trains to Caledonian Road station of NL, 'within a few minutes walk' of new Metropolitan Cattle Market' and in *Brad* Caledonian Road was noted as station for here – this would have been the case for most passengers. However, in *Brad*, footnote added March 1863 that a train from Windsor LSW ran to Cattle Market station in Maiden Lane but returned from Cattle Siding in Maiden Lane (any significance? – arrival/departure sides of station?); this service clearly began considerably earlier since it was included in *The Intelligible Railway Guide* for June 1858. Detailed company tts show trains also took portion to Reading on return and that those with return tickets could return to Windsor from Waterloo if they wished (D. Geldard; M. H. Hughes, *Chron October 2003)*. Last in *Brad* November 1866 – cannot be guaranteed that this was the end of it.

CATTON ROAD – see ALLENDALE.

CAULDCOTS [NB] first in *Brad* October 1883; clo 22 September 1930 *(Scotsman 15th)*.

CAUSELAND [GW] op 11 September 1879 *(West Briton 11th)*; *; clo 3 November 1990 for flood prevention work, reop 19 November 1990 *(RM January 1991)*; still open. HALT in *hb* 1938 and 1956, and on GW ticket *(JB)* but not in *Brad* until 1952; aot request; HALT dropped 5 May 1969.

* = last in *Brad* November 1881 and shown as 'closed' December 1881, when replaced by Sandplace; back June 1888, and then listed in new openings panel; according to G. Beale, *Liskeard & Looe Branch*, Wild Swan, 2000 and M. Messenger, *Caradon & Looe*, Twelveheads, 2001, they intended to close this when Sandplace opened but public pressure kept it open. GW tts of this era ignored existence of branch – Menheniot was shown as 'for Looe'.

CAUSEWAY CROSSING [BWA]: line op 18 May 1901**, nd, March 1902 *Brad*; alias THE CAUSEWAY; clo 28 March 1917**.

CAUSEWAYEND near Wigtown [PPW Jt]: orders to open given 22 May 1875, receipts shown June (company minutes); in *hb* as C SIDING (but 'P' only); aot request; last in *Brad* November 1885; {map 17}.

CAUSEWAYEND near Linlithgow [NB] op 5 August 1840**; re-sited at least once, probably twice – original south of canal, probably different site for service to Linlithgow, certainly north of canal for service to Bo'ness (D Stirling); clo 1 May 1930 (Thursday) *(co n Scotsman 7 April)*.

CAUSEWAYHEAD [Carlisle & Silloth] first trains probably 4 October 1856 (in *co n Carlisle Journal 3rd*, not in line opening notice); Saturdays only; originally CAUSEY HEAD *(Brad)*, amended 1857; last trains 29 May 1857 *(co n Carlisle Journal 30 May* that would discontinue from 1 June).

CAUSEWAYHEAD near Stirling [NB] op 1 July 1852 *(D&C 15- line)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*; after October 1949, before/with 5 June 1950 *Brad* reduced to service towards Stirling only; clo 4 July 1955 *(Cl)*. NB co tt 1900: C for BRIDGE OF ALLAN.

CAVE – see NORTH CAVE; SOUTH CAVE.

CAVENDISH [GE] op 9 August 1865 *(Essex Standard 11th)*; clo 6 March 1967 *(RM April)*.

CAWDOR – see KILDRUMMIE.

CAWOOD [NE] op 16 February 1898 *([Yorkshire] Evening Press 17th)*; clo 1 January 1930 (Wednesday) *(Yorkshire Post 28 December 1929)*; occasional excursions until about 1945/6 *(Cawood)*.

CAWSTON [GE] op 1 September 1880 *(RCG)*; clo 15 September 1952 *(RM October)*.

CAYTHORPE [GN] op 12 April 1867** *(included in description of formal opening on 11th, Stamford Mercury 12th)*; clo 10 September 1962 *(Birmingham Daily Post 1st)*.

CAYTON [NE] op 7 October 1846**; clo 20 September 1915 (T 18th); back in tt June 1921; reduced to Saturdays only after 1 July 1940 co tt alterations, before / with December 1940 Brad; clo 5 May 1952 (RM June).

CEFN near Wrexham [GW] first in *Brad* July 1849, replacing RHOSYMEDRE, 20 chains north of it *(RAC)*; clo 12 September 1960 *(Cl)*.

CEFN – see BUTTINGTON; KENFIG HILL.

CEFN COED [BM/LNW] op 1 August 1867** *(BM; Cardiff T 27 July- line)* as CEFN (originally in *hb* as CEFN COED CYMMER); COED added 1 May 1920 *(hbl 22 April)*; HALT in *Brad* 1933/4 to 1934/5; clo 13 November 1961 *(T 8th)*.

CEFN COED COLLIERY [GW] op 8 September 1930 *(GWR letter 27 March 1945 Cl pap)*; HALT; clo 15 October 1962 *(BR WR notice Port Talbot Guardian 12th)*; {Crynant – Cilfrew}.

CEFN CRIB [West Midland] first in *Brad* February 1860; last trains October 1860; {Pontypool – Crumlin}.

CEFN MAWR – see ACREFAIR.

CEFN TILLA op 14 June 1954 *(Cl 29)*; HALT; clo 30 May 1955**; {Usk – Llandenny}.

CEFN-ONN [Rhy] first in *Brad* October 1915*, only footpath access; originally C-ON HALT; HALT dropped 5 May 1969 *(GW H)*; new spelling 12 May 1980 tt; clo 29 September 1986 *(BLN 546)*.

* = perhaps op earlier – ready for inspection 18 June 1915, reported in order 6 August 1915 *(MT6/2360/6)*.

CEFN-Y-BEDD near Wrexham [WMCQ] op 1 May 1866 *(T 7th)*; still open.

CEFN-Y-BEDD – see CILMERI.

CEFN-Y-FAN [South Wales Mineral]: (non tt); HALT; at Cymmer. (Jones, *Workmen's Trains in the South Wales Coalfield 1870-1926*, *Transport History March 1970*, note 10, p 31 (no details given). Maps in book (pp 33-5) may also suggest other non-tt locations.

CEINT [LNW] op 1 July 1908 *(Carnarvon & Denbigh Herald 3rd)*; clo 22 September 1930 *(Liverpool Echo 13th)*.

CELLULOID SIDING [PT] (non-tt): blank workman's ticket dated 190. exists *(JB)*; engineer's report 15 March 1917 *(RAIL 1057/1528)* said platform for German prisoners had been completed – keep apart from British workers?; {*RAC* atlas, p 154: English Celluloid Co's Siding at 1 m 45 ch}.

CELTIC [PT]

CELTIC (non-tt): miners' HALT; op ?; clo by September 1938; {Celtic Lower – Bettws Llangeinor} *(U)*.

C LOWER (non-tt): miners' PLATFORM, earlier CWM CEDFYW RHONDDA HALT; op ?; clo after 1930; {Celtic Halt – Lletty Brongu} *(U)*. However: Simmonds *A History of the Port Talbot Rly & Docks Co and the South Wales Mineral Rly Co* (Vol. 2, p. 365) says no evidence trains ever stopped here (had been built 1920).

CELYNEN [GW]

C NORTH (non-tt): miners' HALT; op 10 August 1936 *(GW notice 1279)*; clo 30 April 1962 *(U)*; {Newbridge – Crumlin LL}.

C SOUTH op 14 August 1933 *(GW notice dated 'August')*; HALT; SOUTH added 10 August 1936 *(GW ir)*; clo 30 April 1962 *(T 6 April)*; {Newbridge – Abercarn}.

CEMENT MILLS [IWC] (non-tt but public): HALT; mainly for factory workers but also used by fishermen and locals; opened by January 1870; rebuilt and shelter provided after April 1898 (decision then taken) (V. Mitchell & K. Smith, *Branch Lines to Newport*, Middleton 1985); clo 21 February 1966 *(U)*; {Newport – Mill Hill}.

CEMETERY [Rhy] (non-tt): in *hb* 1872; 'has been closed' *hbl 27 May 1898*; {Cardiff Adam Street – Caerphilly – see *RAC*}.

CEMETERY/C GATES – see BOTANIC GARDENS Hull.

CEMETERY ROAD [LNW/Rhy] (non-tt): HALT; purpose ?; op ?; clo by September 1928; {Rhymney – Rhymney Bridge} *(U)*.

CEMMAES [Cam] op 30 September 1867 *(co n Merioneth 12 October)* as CEMMES, stop as required; clo 17 April 1901 (Wednesday) *(co n dated 17 April in Cambrian News 26th)*; reop 31 July 1911 *(RCG)* as CEMMAES; clo 1 January 1931** (Thursday) *(T 13 December 1930)*.

CEMMES ROAD

CEMMES ROAD [Cam – main] op 5 January 1863**; clo 14 June 1965 *(RM July)*.

CEMMES ROAD [Cam - Mawddwy] op 30 September 1867 *(co n Merioneth 12 October)*; clo 17 April 1901 (Wednesday) *(co n dated 17 April in Cambrian News 26th)*. (Line reop 31 July 1911 from main station.)

CENTRAL Royal Albert Dock [PLA] op 3 August 1880 *(co n T 31 July*, which shows it as terminus of shuttle from Custom House, pending further arrangements); became HALT 1 November 1933 (R Green, *Chron January 2006)*; clo 9 September 1940**. GE co tt 1914: ROYAL ALBERT DOCK C.

CENTRAL CROYDON [LBSC] op 1 January 1868 *(co n T 1st)*; clo 1 December 1871 (Friday) *(Cl)*; reop 1 June 1886 *(Surrey Mirror 5th)*; clo 1 September 1890 *(co n LRR October 2000)*. Often described as Croydon Central during second use but not seen thus (*hb* lists all Croydon stations under 'Croydon').

CENTRAL WALES JUNCTION – see BUILTH ROAD.

CERIST [Van] op 1 December 1873**- line; last trains shown October 1875 *(Brad)*; trains again September 1876; Tuesdays only; request stop, originally in *hb* as C SIDING; last in *Brad* July 1879 (August 'service suspended') – but still 'P' in *hb* 1895 (not 1904); {goods *IA*}.

CERNEY – see SOUTH CERNEY.

CERRIG Y PENRHYN – see ABERDOVEY.

CESSNOCK [GU] op 14 December 1896**; still open.

CHACEWATER [GW] op 18 September 1854 *(Royal Cornwall Gazette 22nd)*; clo 5 October 1964 *(Cl)*. *Intelligible tt* 1858: C SEVEOCK.

CHADWELL HEATH [GE] op 11 January 1864 *(co n T 11th)*; still open. Became C H for BECONTREE 1927? *(hbl ref October)* and thus LNE tt 1933 and *Brad* to 1955.

CHAFFORD HUNDRED op 30 May 1995 (ceremonial 29th) *(GE News, Autumn)*; still open. According to Wikipedia became C H LAKESIDE in January 2013 and still thus in National tt but often just C H.

CHALCOMBE ROAD* [GC] op 17 April 1911 *(Banbury Guardian 20th)*; HALT (but PLATFORM in *hb*); clo 6 February 1956 *(RM March)*.

Non-tt: 11 September 1961 shows Fridays only stop at signal box here for staff purposes [w?].

* = Spelling given is that in all railway sources seen – all *Bradshaws* sampled, RCH Hand-books, *GC Dates*. Relevant village is now CHACOMBE. Alternative spellings have been used over the years. [OS: earliest Chalcomb, by 1946 Chacombe (station just shown as 'HALT'). Official 1831

census record: Chacombe. Thus also *Banbury Advertiser 4 May 1911*. Some gazetteers seen gave Chal... and Cha... as alternatives, preference over time appearing to shift from first to second version.]

CHALDER [WS] op 27 August 1897**; clo 12 January 1935**.

CHALFONT & LATIMER [Met/GC] op 8 July 1889 by Met *(co n London Evening Standard 6th)* as C ROAD; GC use began 15 March 1899; renamed 1 November 1915 *(hbl 27 January 1916)*; still open.

CHALFORD [GW] op 2 August 1897 *(Stroud N 6th)*; clo 2 November 1964 *(W D Press 2nd)*.

CHALK FARM {map 101}

C F [NL] – see PRIMROSE HILL.

C F [LNW] op 1 April 1872 *(LNW Officers 7672*, which also refers to start of through traffic to Willesden) as CAMDEN C F, replacing earlier station of this name; renamed 1876; in e.g. 1882 LNW co tt referred to C F NL Platforms and C F LNW Platforms; clo 10 May 1915 *(RCG)*.

C F [Nor] op 22 June 1907**; still open. Pre-op Adelaide Road *(L)*.

CHALKWELL [LMS] op 11 September 1933 *(Chelmsford Chronicle 15th)*; still open.

CHALLOCH JUNCTION GOLFERS PLATFORM [PPW Jt] (non-tt): used 1894 to October 1918 at latest *(U)*; {physical junction *IA*}.

The train carrying Directors for the official opening of the Girvan and Portpatrick line on 1 October 1877 started from here (just C J) but returned direct to Stranraer *(Scotsman 2nd)*. Letter read to Wigtownshire Golf Club said trains would stop once each way on Wednesdays and Saturdays – start of use for the season? *(Galloway Gazette 4 May 1895)*.

CHALLOW [GW] op 20 July 1840 *(co n Bristol Stand 23rd)* as FARINGDON ROAD; renamed 1 June 1864 *(GW ac)*; clo 7 December 1964 *(Cl)*. At times early *Brad* and *hb* made FARINGTON/ FARRINGDON R of it.

CHALVEY [GW] op 6 May 1929 *(T 7th)*; HALT; clo 7 July 1930 *(GW source Cl pap)*; {Slough – Windsor}.

CHAMBERS CROSSING [GW] op 17 October 1904 *(GW H)* – but not in *Brad* until February 1905*; HALT; clo 14 July 1916 (Friday) *(RCH)* – probably last day (same in GM's Report 12 January 1917); {Milcote – Stratford}.

* = *London Evening Standard 3 November 1904* said had been opened.

CHAMPION HILL – see EAST DULWICH.

CHANCERY LANE [Cen] op 30 July 1900 *(London Evening Post 31st)*; 1934 renamed C L GRAYS INN *(L)*, though not seen thus in *Brad*; G I gradually dropped; see 1922**; still open.

CHANDLERS FORD

CHANDLERS FORD (a) [LSW] first in *Brad* February 1848*; clo 5 May 1969 *(Cl)*. Until 1852 one word in *Brad*, though two from start in *Topham*.

* = 'rapidly progressing towards completion' *(Hants Teleg 7 August 1847)* but 'now erecting' *(Salisbury & Winchester Journal 2 October 1847*, in connection with accident 26 September).

CHANDLERS FORD (b): op Sunday 18 May 2003 *(Rly Obs August, p 362)*; still open.

CHANNEL TUNNEL SIDINGS [SE] (non-tt): workmen; in use 1899; {Folkestone Warren – Dover} *(U)*.

CHANTERS LANE [BWA] – see THE LANE.

CHAPEL BRIDGE [Monmouthshire] first in *Brad* May 1855*; clo 1 July 1876 (Saturday) *(RAIL 253/228)*; {Cross Keys – Abercarn}. Cwmcarn near here later.

* = perhaps opened earlier than indicated by *Brad* – 6 October 1854 ordered platform, etc. for station here, cost not to exceed £80, to enable opening 1 November 1854 *(Mon min)*. No confirmation that did open then: not in weekly tt *Merlin* until much later.

CHAPEL LANE [SM] first in *Brad* August 1920; request; finally clo 6 November 1933. See 13 August 1866** (Criggion branch) for line history.

CHAPEL STREET Prestatyn [LNW] op 29 January 1906 (T Thomson, *The Prestatyn & Dyserth Railway*, North Clwyd Railway Association, 1978; opened this week *(Prestatyn Weekly Saturday 3rd)*; clo 22 September 1930 *(Liverpool Echo 13th)*; {Prestatyn – Rhuddlan Road}.

CHAPEL TOWN – see TURTON & EDGEWORTH.

CHAPEL-EN-LE-FRITH

CHAPEL-EN-LE-FRITH [LNW] op 15 June 1863 *(LNW Officers)*; SOUTH added 2 June 1924 *(Rly Gaz 23 May)*, dropped 6 May 1968 *(Cl)*; still open.

C-EN-LE-F CENTRAL [Mid] op 1 February 1867 *(Mid; T 2nd- line)*; CENTRAL added 2 June 1924 *(Rly Gaz 23 May)*; clo 6 March 1967 *(Birmingham Daily Post 6 January)*.

CHAPELHALL [Cal] op 1 September 1887 *(Scotsman 1st)*; see April/May 1921**; clo 1 December 1930 *(Motherwell Times 21 November)*.

CHAPELTON [LSW] *; probably op 8 June 1857 *(Brad June* says 'will open 8th inst.'; in *tt 11 June Trewman)* and item *N Devon Journal 11th* said that siding at Langham near Chappletown had been provided; initially all days, including Sundays; April 1858 reduced to Tuesdays and Fridays as C SIDING; briefly back to full service end May to early June for Bath & West Show at Barnstaple *(Trewman)*; on and after Monday 1 November 1858 reduced to Fridays only *(co n Western Times 30 October)**; last stop 27 July 1860 *(co n Ex & Plym 4 August* – after Wednesday 1 August trains will no longer stop*. 'New station' op 1 March 1875, all days, *(co n North Devon Journal 4th* – where CHAPPLETOWN). Variously early also CHAPLETOWN, CHAP(P)ELTOWN; according to *JS, Journal October 1965 p 15* it was CHAPELTON on reopening, but he cited *June 1875 Brad*, its reappearance there; earliest so far seen elsewhere is in *co n for Christmas excursions Western Times 20 December 1876* (and in many later adverts then and thereafter); became HALT 2 January 1966, reverted 5 May 1969 *(Cl)*; altered to CHAPLETON 29 September 1996 in National Fares Manual – error?, reverted 20 May 2001 tt. Aot request. Still open.

* = much used for Barnstaple and North Devon Races, often held at Pitt Marsh, sometimes described as 'near Hall', shown on *Cobb Atlas* roughly north of station. Even before siding provided somewhere hereabouts trains deposited their 'human freight' on the Tawstock [west] side of the river on 11 July 1855, needing a temporary bridge to cross to racecourse *(North Devon Journal [NDJ] 12th)*. Stops at CHAPLETOWN made for races 'Wednesday last' (confirmed as 24th from adverts) – *Exeter & Plymouth Gazette Saturday 27 August 1859*. During full closure stops probably made from 1861 to 1872 (inclusive) except 1871, when they were held at Youlston Old Park, north of Barnstaple. Clear evidence for use of CHAPPLETOWN not found for every year but fact that 'adjoining the station' mention was always made in adverts for races makes it highly likely

and company clearly treated it as advertising ploy, sponsoring individual races here. *NDJ 8 August 1861* said that after two years' gap races would be held here on 9 September and excursion trains would be run; *Western Times 14th* said that manager of N Devon Railway had treated employees, wives and children to a substantial tea here. Use 2 June 1864 mentioned in *NDJ 9th*; advert *NDJ 18 May 1865* said would be used 27th; 1866 *ND Gazette 29 May* carried advert for use 30th; 1869 advert in *NDJ 13 May 1869* for races on 3 June said excursion trains would run; 1870 item *NDJ Thursday 8 September* referred to special trains for races on Monday; 1872 *LSW co advert NDJ 17 May* mentioned cheap excursion train for races on 21st. The races then ceased for several years.

CHAPELTOWN near Sheffield

CHAPELTOWN [Mid] op 1 July 1897 *(RCG)*; became C SOUTH 18 June 1951 *(LMR Op Circ 55, 31 May)*, reverted to C 20 February 1969 (BR ER commercial circular of that date 'forthwith' – *JS)*; re-sited 200 yards nearer the town 2 August 1982 *(RM August)*; still open.

C CENTRAL [GC] op 4 September 1854** as C; renamed C & THORNCLIFFE June 1895 *(Cl; RCG ref April)* – but thus tt *Sheffield Independent 16 September 1854*, C CENTRAL 18 June 1951 *(LMR Op Circ 55, 31 May)*; clo 7 December 1953 *(RM January 1954)*.

CHAPPEL & WAKES COLNE [GE] op 2 July 1849 *(Chelmsford Chronicle 6th)* as CHAPPEL; renamed 1 October 1914 *(hbl 29th)*; still open.

CHARD

C CENTRAL [GW/LSW] op 11 September 1866 *(W Fly P 14th)* as C; became C JOINT 1879 *(SR)*; JOINT dropped 1 March 1928 *(hbl April)*; CENTRAL added 26 September 1949 *(Cl)*; clo 5 February 1951 *(Chard 3rd)*, reop 7 May 1951 *(Chard 5th)* – see 1951**; clo 10 September 1962 *(Chard 15th)*.

C JUNCTION [LSW] op 19 July 1860**; originally C ROAD, renamed 1872 tt *(Cl)*; aot C R J *(hb)*; clo 7 March 1966 *(Chard 3rd)*.

C TOWN [LSW] op 8 May 1863 *(Taunton 13th)* as C; even when line opened through to the GW, this remained a terminus until through platform added about 1871; clo 1 January 1917 *(Express & E 29 December 1916)*.

Brad for a while managed to make three entries of Central and Town after opening of link to GW: C NEW (called first), C TOWN, C [GW] – presumably error of some kind, later C TOWN, C NEW; latter became C JOINT 1879/80.

CHARFIELD [Mid] op 8 July 1844 *(Bristol T 13th)*; renamed C for WOOTTON-UNDER-EDGE 1 July 1879 co tt *(Mid)*; clo 4 January 1965 *(Tewkesbury Register 1st)*.

CHARING [LCD] op 1 July 1884 *(Whitstable Times 5th)*; still open.

CHARING CROSS London

For main line station see under LONDON.

CHARING CROSS [Bak] op 10 March 1906 *(co n Westminster Gazette 10th – opens at one o'clock to-day)* as TRAFALGAR SQUARE; see 1922**; 1 May 1979 renamed C C, becoming part, with ex-Strand, of interchange station *(L)*; still open.

CHARING CROSS [Jub] op 1 May 1979 *(Daily Mirror 30 April)*; clo after last train on Friday 19 November 1999 (effectively replaced by Westminster on extension to Stratford) but retained for occasional use to relieve congestion *(RM March 2000)*.

CHARING CROSS [Nor] op 22 June 1907**; became C C STRAND 6 April 1914 *(hbl 23rd)*, S 1 May 1915 *(hbl 15 July)*; see 1922**; clo 17 June 1973 for rebuilding; reop 1 May 1979 as C C *(L)*; still open.

Also see EMBANKMENT.

CHARING CROSS Glasgow [NB] op 15 March 1886 *(Scotsman 16th)*; still open. Sometimes GLASGOW C C in tts.

CHARLBURY [GW] op 4 June 1853 *(Glos Chron 4th- line*; mentioned in account of formal opening 7 May *Gloucester Journal 14th* – public opening delayed by need to make alterations demanded in inspection report); still open.

CHARLESFIELD [NB] (non-tt): HALT; workmen; op 10 August 1942 *(MT29/96/60)*; derelict when site seen by R. Maund 1961; {St Boswells – Belses}.

CHARLESTOWN near Dunfermline

For earliest service see 1833 A**.

CHARLESTOWN op [NB] 1 September 1894 *(Edinburgh Evening News 1st)*; clo 1 November 1926 *(Dundee Courier Saturday 30 October* – to be withdrawn from today).

CHARLESTOWN – see ASHTON-U-LYNE

CHARLTON near Bristol [GW] op 9 May 1910 *(W D Press 10th)*; HALT; clo 22 March 1915 *(co n RAIL 235/535)*; reop for engineering staff 1 April 1917 *(RAIL 253/535)*; removed for line doubling but stops made at CHARLTON TUNNEL WEST END or FILTON WEST JUNCTION until deleted from wtt 2 April 1917 – *see R. Maund Chron July 2013*; {map 121}.

CHARLTON near Hexham [NB] op 1 February 1861 *(NC- line)*; clo 1 October 1862 (Wednesday) *(Cl)*; {Bellingham – Tarset}. In *hb* as CHARLETON.

CHARLTON near Oxford [LNW] op 9 October 1905 *(Oxford Chron 6th)*; see October 1905**; clo 1 January 1917 *(T 22 December 1916)*; HALT in LNW list of closures then. Reop 5 May 1919 *(RCH)*. Clo 1 November 1926 *(co n Buckinghamshire Advertiser 25th* - 'on and from Monday 1 November'); *Cl* closure date of 25th probably newspaper not event date.

CHARLTON near Woolwich [SE] op 30 July 1849 *(co n The Era 29 July)*; C JUNCTION 1877/8 to 1928/9 *(Brad)*; still open.

CHARLTON KINGS [GW] op 1 June 1881 *(Bristol Merc 2nd)*; clo 15 October 1962 *(RM November)*.

CHARLTON MACKRELL [GW] op 1 July 1905 *(Langport 1st, 8th)*; clo 10 September 1962 *(Som Gaz 15th)*.

CHARLTON MARSHALL [SD Jt] op 9 July 1928 *(W Gaz Bournemouth edition 22 June)*; HALT; clo 17 September 1956 *(T 13th)*; used after closure by pupils of Clayesmore Preparatory School at start and end of term *(School's website)*; last use 17 December 1963 *(BR Plymouth Division records)*; {Blandford – Spetisbury}. Pre-opening C M (Parkhill Road) *(Rly Gaz 6 July)*.

CHARTHAM [SE] op 1 November 1859 *(co n Kentish Gazette 25 October)*; still open.

CHARTLEY [GN] op 23 December 1867 *(Staffs Sentinel 28th)* as STOWE; renamed 3 October 1874 *(Cl; RCG ref October)*; trains ceased to be shown from start of LNE emergency tt 2 October 1939.

CHARWELTON [GC] op 15 March 1899 *(Banbury Advertiser 16th)*; clo 4 March 1963 *(RM March)*.

CHASSEN ROAD [CLC] op 10 September 1934 *(RM November)*; still open.

CHAT MOSS – see 17 September 1830**.

CHATBURN [LY] op 22 June 1850 *(co n Blackburn Standard 26th)*; new station about 100 yards north 2 June 1879 *(Whittle from RCH Distance Books)*; clo 10 September 1962 *(T 5 July)*. *Hb* 1877: C & HORROCKSFORD and *Whittle* gives this as pre1879 name.

CHATELHERAULT op 12 December 2005**; short distance north of earlier Ferniegair; still open.

CHATHAM {map 129}

CHATHAM [LCD] op 25 January 1858**; still open.

Also (non-tt) temporary platform at lower end of Old Yard for Admiralty Officials at opening of line inside Dockyard, and extension of, the Dockyard 12 October 1876, train from main line *(Morning Post 13th)*. Another 2 November 1899 for launch of *HMS Venerable* by Mrs Joseph Chamberlain *(Daily Telegraph 3rd)*.

CHATHAM [SE] op 1 March 1892 *(Maidstone Journal 27 February)*; clo 1 October 1911 (Sunday) *(RCG)*. Variously also C CENTRAL, NEW CHATHAM (Central) STATION.

C DOCKYARD – see Section 7:2.

CHATHILL [NE] op 29 March 1847 *(Newcastle Journal 3 April)*; still open.

CHATTERIS [GN/GE] op 1 March 1848**; clo 6 March 1967 *(RM April)*.

CHATTERLEY [NS] op 1 January 1864, as TUNSTALL *(co n Staffs Advertiser 2nd)*; renamed 1873 in *Brad*, where C for T until 1881; clo 27 September 1948 *(Cl)*.

CHAUL END [GN] (non-tt): HALT; munitions workers; 1914 to about 1919; {Luton – Dunstable} *(U)*.

CHEADLE near Stoke-on-Trent [NS] op 1 January 1901 *(RCG)*; clo 17 June 1963 *(RM July)*. Later excursions, e.g. to Liverpool 4 August 1963; football to Stoke 1963/4, last 18 April 1964 *(AB)*.

CHEADLE near Stockport

[Order altered]

CHEADLE [LNW] op 1 August 1866 *(LNW Officers 1356)*; clo 1 January 1917 *(T 22 December 1916)*.

CHEADLE [Manchester & Birmingham] op 10 May 1842 (fare table, *co n Stockport 13th*); replaced by >

C HULME [LNW] op 24 November 1845** *(LNW; co ½ Rly Chron 7 March 1846- line)* slightly nearer Stockport, at junction with line to Macclesfield; HULME added 1 March 1866 *(Cl)*; still open.

C HEATH [Mid] op 1 October 1901 *(RCG)*; C H for STOCKPORT 1 May 1902 co tt to 14 June 1965 co tt ('for' omitted 1 October 1908 co tt) *(Mid)*; clo 2 January 1967 *(T 8 December 1966)*.

CHEADLE [CLC] op 1 December 1865 *(Stockport 1st)*; clo 30 November 1964 *(RM March 1965)*.

CHEAM [LBSC] op 10 May 1847 *(T 8th/Globe)*; still open.

CHECKER HOUSE [GC] op 1 April 1852 *(GC)*; aot request; clo 14 September 1931 *(LMS PCC 218)*.

CHEDDAR [GW] op 3 August 1869 *(Shepton 6th)*; clo 9 September 1963 *(Weston 13th)*.

CHEDDINGTON [LNW] logically op 1839 with Aylesbury branch (which see for date); in footnotes co tt 20 June 1839 *(Morning Chronicle 15th)* as THE AYLESBURY JUNCTION. Original arrangements presumably primitive: item in *Bucks Herald (25 May 1839)* said that on 23rd 'several respectable inhabitants' of Aylesbury had come here in the afternoon and gone home in the evening when the new engine, the *Lord Wharncliffe* was being tried out but also that it had been 'suggested' to have a station here; pre-opening trips by directors and others ended here, but perhaps went straight back. Complaints in press about delays show it was being used as an exchange point; this was partly remedied 1 October 1839 when one train from Aylesbury was changed to run through to London with Birmingham passengers changing at Tring *(ibid 14 September*; also see working tt for May 1841 in *Harrow*) but possible that stop was made here. Shown as C early 1840, with full list of fares in RAIL 384/21. 'Station-house' opened to public in February 1840 *(co ½ ibid 21st)*. Stops shown both ways in notice for start of third-class service 1 October 1840 *(ibid 26 September)*. Not present in Brad until April 1844, when only southbound trains shown, but this sort of treatment was common with early stops of this sort. Still open. C JUNCTION 1850 to 1869/70 *Brad* and LNW co tts 1852 and 1864 (but not 1868).

CHEDDLETON [NS]

CHEDDLETON op 1 September 1849 *(Churnet)*; clo 4 January 1965 *(RM March)*; later excur *(U)*. Pre-op *Macclesfield 21 July 1849* called it BASFORD *(A. Brackenbury, Chron October 2012)*.

C ASYLUM – see LEEK BROOK.

CHEDWORTH [MSWJ] op 1 October 1892 *(MSWJ)*; replaced 1902; HALT at clo 11 September 1961 *(T 9th)*.

Slightly earlier **(non-tt)** siding had been provided for annual Flower Show on Vicarage grounds 11 August 1892 *(Wilts & Glos Standard 13th)*. According to *Cheltenham Chronicle, 11 August 1906*, this had been so well patronised that it was given a month's trial for all trains to stop and trial went so well that permanent use followed; only other evidence seen is letter in *Wilts & Glos Standard, Saturday 17 September 1892*, complaining that an excursion previous Saturday had failed to stop there as advertised, though official was there, tickets at the ready.

CHEE DALE: HALT; summer Sundays 5 July to 13 September 1987 plus a Bank Holiday Monday (13 times in all); for ramblers in Peak District.

CHEESEWRING – see 1844**.

CHELFHAM [Lynton] op 16 May 1898 *(N Devon J 19th- line; in description of formal opening on 11th in Ex & Plym 12th)*; became HALT 1910 *(Brad)*; clo 30 September 1935**.

CHELFORD [LNW] op 10 May 1842 (fare table, *co n Stockport 13th*); clo (resignalling) for about 18 months until reop 26 June 2006 *(Northern Rail leaflet)*; still open. LNW co tt 1852: C for KNUTSFORD and NWICH (probably Northwich). LNW co tt 1864, LMS tt 1930 and *Brad* always (last issue 1961), but not BR LM tt 1957: C for K

CHELL JUNCTION [NS] (non-tt): interchange point with Whitfield Colliery Co's line (see Section 7:4, which includes Chell on a separate site – see D. Geldard, *Chron January 2019*, for details); op 3 November 1890, clo 1923 (A. Baker, *Illustrated History of Stoke & North Staffs Railway)*; {Ford Green – Black Bull}. clo 1923 (A Baker, *Illustrated History of Stoke & North Staffs Railway)*; in *U* as HALT; {Ford Green – Black Bull}.

CHELLASTON & SWARKESTONE [Mid] op 1 September 1868 *(co n Derbyshire Advertiser 28 August)*; clo 22 September 1930 *(LMS notice Derbyshire Daily Telegraph 8th)*; still in use for excursions at 10 August 1961 *(BR handbill)* and 1 August 1962 *(IU)*. Always C & S *(Mid co tt)* but & S added 15 June 1901 *(hbl 11 July)*.

CHELLASTON EAST JUNCTION [LMS] (non-tt): forces leave tickets *(JB)* – one 'C E J for Ashby Military Railway', another 'C E J for Melbourne Military Railway'. *Melbourne*, p 91, refers to Army's 'four days a week recreational trains to Derby' but gives no details.

CHELMSFORD [GE]

CHELMSFORD op 29 March 1843 *(T 30th)*; new station about 200 yards south 1856 *(Cl)* *; still open.

* = item in *Essex Standard, 11 July 1856* suggests that next item was brought into temporary use for Show and was site of public station soon to open.

Non-tt (a): Royal Agricultural Society Show held on Walk-field 15-18 July 1856. Special siding for implements, cattle and those accompanying but general public seemed to have used ordinary station, nearby *(co n T 15th; item T 16th)*.

Non-tt (b): 4 August 1860 a Grand Review of Yeomanry Cavalry and Volunteer Rifle Corps and Sham Fight was held in grounds of Hyland's Park, just south of here. From notice would appear that special trains ran from London and Colchester direct to Hyland's for Volunteers but all had to use ordinary station for return *(co n T 1st)*.

CHELSEA & FULHAM [WL] op 2 March 1863 *(LSW co n T 4th)*; & F added 1 January1903 *(RCG)*; clo 14 September 1940 *(wtt supp)*.

CHELSFIELD [SE] op 2 March 1868 *(L; co ½ T 21 August- line)*; still open.

CHELTENHAM (where relevant, SPA added 1 February 1925 – *hbl April, GW Magazine March*). However a different RCH source gives 1 March 1925 for addition of SPA to Lansdown, for LMS purposes *(Pask)*.

C SPA [Mid] op 24 June 1840 *(Chelt Chron 27th)*; still open. Local press called it LANSDOWN at opening; C QUEENS ROAD L in *Brad* from 1867 to 1925; C L in *hb* 1892a, but not in *Mid tt* until 1 February 1925; renamed C S 6 May 1968 tt *(off)*.

C SPA MALVERN ROAD [GW] op 30 March 1908 *(Chelt Exam 1 April)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*; reop 7 July 1919 *(GW circ 2672)*; clo 3 January 1966 *(RM February)*.

C SPA ST JAMES [GW] op 23 October 1847 *(Bath & Chelt 27th)* as C; re-sited to the east 9 September 1894 *(Chelt Chron 15th)**; ST J added 11 May 1908 *(hbl 9 July)* but *Brad* had C ST J SQUARE 1867 to 1910; clo 3 January 1966 *(RM February)*.

* copies of *Swindon Advertiser dated 8th* appear to give 2 September as opening date but its edition of 15th provided similarly-worded item agreeing with Cheltenham paper – and many others; presume that some copies were issued for the 15th with the dates on the pages unaltered from previous week.

Ticket platform here, dates not known. Only reference seen: *Cheltenham Examiner 22 July 1857* – collision Friday before near 'old ticket platform' owing to negligence of pointsman.

C HIGH STREET [GW] op 1 October 1908 *(Chelt Exam 1st)*; HALT; clo Sunday 29 April 1917 *(GW public notice)*; {north of Malvern Road}.

C HIGH STREET [Mid] op 1 September 1862 *(Chelt Chron 2nd)* as C TEWKESBURY ROAD BRIDGE; renamed next month; clo 1 July 1910 (Friday) *(RCG)*; {north of Lansdown}.

C RACECOURSE [GW] (non-tt): race meetings; op 13 March 1912 *(Cheltenham Examiner 14th*, all press adverts seen for excursions say use would be 13th and 14th). Wartime closures: last meeting 15 April 1915, racing resumed 8 May 1919; last meeting March 1942; racing resumed March 1945 (Baker, *An Illustrated History of the Stratford on Avon to Cheltenham Railway,*1994). Line closed 25 March 1968, just after race meeting of 21 March, *(RM May; AB)* but reop 16 March 1971 *(AB)* to here for occasional use, last 18 March 1976 *(BLN 320 p 76)*; reop again in April 2003 for race excursions by Gloucestershire Warwickshire Railway (Preservation) *(AB)*; {Cheltenham – Bishops Cleeve}. Pre-opening Evesham Road Bridge *(RAC)*.

CHELTENHAM LECKHAMPTON [GW] op 1 June 1881 *(Bristol Merc 2nd)* as L; renamed C SOUTH & L 1 May 1906 *(hbl 26 April)*, C L 1952 *(Cl)*; clo 15 October 1962 *(RM November)*.

CHEPSTOW

CHEPSTOW [GW] op 19 June 1850** from Cardiff direction; still open. For race meetings: extension to up platform, 'No 3 Platform', used both ways, separate entrance; op 28 July 1926 *(Bristol Division Annual Report)*; certainly used until 1941 *(race)*.

C EAST [South Wales] temp station op 19 September 1851 from Gloucester direction *(Gloucester J 20th)*. TUTSHILL a little to west later *(R. A. Cooke Atlas)*.

Gap between two existed until bridge op 19 July 1852 *(Gloucester J 17th)*; C EAST then closed.

CHEQUERBENT [LNW]

CHEQUERBENT: line op 13 June 1831**, nd, needs of incline haulage meant that trains had to stop here; first clear reference to passenger use in item *Blackburn Standard 21 October 1835* which said train had made its usual stoppage here on 15th, though not in *Brad* until May 1847. To avoid an incline the original station was replaced by another on a deviation 1885; *Bolton Evening News Saturday 31 January* said that old station would be closed about 11 a.m. on Sunday morning and the new opened at 5.30 p.m; *Wigan Observer 4th* confirmed that new was available for first time on Sunday 1st. Clo 3 March 1952 *(RM April)*. *Hb* 1890 on, LNW co tt 1908, LMS tt 1930 and *Brad* to closure: C for HULTON PARK.

C SIDING (non-tt): miners; dates ?; {branch from near C} *(U)*.

CHERITON [SEC] op 1 May 1908 *(Folkestone ... Herald 2nd)*; HALT; used by Elham Valley trains and summer motor cars to Sandgate; clo 1 December 1915 *(Cl)*, reop 14 June 1920 *(Folkestone ... Advertiser (2nd)*; clo 1 February 1941, reop 7 October 1946 *(Cl)*; clo 16 June 1947** *(co n Dover Express 13th)*; {west of Shorncliffe Camp}.

CHERITON ARCH – see FOLKESTONE.

CHERRY BURTON [NE] op 1 May 1865**; clo 5 January 1959 *(Halifax Evening Courier 25 November 1958)*.

CHERRY HINTON [EC]: line op 9 October 1851**, in opening tt, local press, but no trains calling; first in *Brad* August 1852 – perhaps case of nd; last trains *Brad* March 1854, last included tts *Cambridge Independent Press* March 1854; spelling is that in *Brad* and EC co tt 1854 (local press preferred one word version). {map 70}.

CHERRY LANE – see DONCASTER.

CHERRY TREE near Blackburn [LY] first seen in tt *Blackburn Standard* 5 May 1847 (but see 1 June 1846***); still open.

CHERTSEY [LSW] op 14 February 1848 *(Morning Advertiser 15th*, 'temporary station'); re-sited opposite side of road on extension to Virginia Water 1 October 1866 *(Cl)*; still open.

CHESHAM [Met/GC] op 8 July 1889 by Met *(co n London Evening Standard 6th)*; still open. GC/main line use began 1 March 1906, ended 16 October 1967.

CHESHUNT

CHESHUNT [GE] op Whit Sunday 31 May 1846 *(co n T 28th)*; re-sited about 150 yards south 1 October 1891 or a little earlier *(Cl)*; still open.

Also see CADMORES LANE.

CHESSINGTON [SR]

C NORTH op 28 May 1939 *(T 27th)*; still open.

C SOUTH op 28 May 1939 *(T 27th)*; still open. *Hb* 1941a: C S for CHESSINGTON ZOO, but not seen thus *Brad*.

CHESTER

CHESTER [BLCJ] terminus from Birkenhead op 23 September 1840 *(co n Chester Chronicle 25th* where described as B**rook Street station**) >

CHESTER [Chester & Crewe] terminus op 1 October 1840 *(co n Chester Chronicle 20 November)* >

Both replaced by **C Joint** [GW/LNW] 1 August 1848 *(GW)*; see map in *Birkenhead* for details of sites; aot C GENERAL; still open. GENERAL was added gradually – in *hb* 1872, in some tables *Brad* 1890s, but co tts later; dropped 4 May 1970 tt.

Ticket platforms here, many mentions, some probably referring to same site:

Chester & Holyhead existed by 1849 – *Morning Post 26 April 1851*: appeal against decision in complicated fare case dating back to 25 July 1849. Tickets collected only half-mile from Dee Bridge (also referred to General station at Flookersbrook) *(Chester Chronicle 30 March 1850)*. *Brad July 1856* and LNW co tt August 1856 (and other times?) had line showing arrival at 'ticket stage' Chester for Mail trains only, from Holyhead only. Passengers presumably allowed to alight, were in another case here. Closed?

From Birkenhead; fatal accident on Monday *(Cheshire Observer Saturday 24 May 1862)*.

Drunk and disorderly from Warrington *(Warrington Guardian 26 December 1877)*; collector at **Hoole Lane** ticket platform LNW saved boy from drowning *(Cheshire Observer 5 September 1885)*. Many got out there to go into Boughton by permission of the company *(Liverpool Mercury 20 April 1886)*; 18 March 1917 fatal accident at ticket stage near Hoole Lane bridge *(Cheshire Observer 24th)*. Last use?

Waverton used as ticket station for Chester on most down trains; easy to get to Chester but much poorer service in reverse: letter of complaint *(ibid 13 October 1906)*. Was this a recent replacement?

C LIVERPOOL ROAD [GC] op 31 March 1890 *(co n Chester Chronicle 29th, item 5 April)*; clo 3 December 1951 *(RM January 1952)*.

Temporary platforms [MS&L] 3 August 1879 at Liverpool Road Bridge (for benefit of local guests) and at Dee Bridge (MS&L) for former plus main party from London for Gladstone's formal opening of Dee Bridge *(e.g. Buckinghamshire Advertiser 7th)*.

C NORTHGATE [CLC] op 1 May 1875 *(co n Chester Chronicle 24 April)*; clo 6 October 1969 *(Cheshire Observer 5 October)*.

During race meetings other sites used – 1874 advertised that return excursion to Worcester would start from C COAL EXCHANGE YARD *(Berrow's 9 May)*.

Ticket platform , only reference seen: *Eastern Morning News 27 October 1881* – Gladstone's carriage detached, horse-drawn to sidings and attached to train to Liverpool.

C GOLF CLUB was served by non-tt platforms. One near later Wrexham Junction was in use 1891 to 1895, when it was replaced by one near Chester East Junction, as C JUNCTION GOLF CLUB PLATFORM; extra platform provided at Birkenhead Junction 18 May 1896 (as BIRKENHEAD JUNCTION GOLF PLATFORM) *(U)*; survivors clo 26 September 1927 *(RAIL 393/151 – Passenger Supt Circ PM 330)*. Birkenhead J G P also in use 1 January 1917 GC wtt for workmen's trains (presumably workers at the steel works); full dates ?

CHESTER ROAD [LNW] first in *Brad* December 1862; still open. *Brad* ? to 1955: C R for OSCOTT COLLEGE, but not thus LMS tt 1930.

CHESTER-LE-STREET [NE]

CHESTER-LE-STREET (a) op 16 April 1835**; alias DURHAM TURNPIKE – provided connection with road services; last in *Brad* December 1853; {map 34}.

CHESTER-LE-STREET (b) see 1860** south-west of (a) – see *Cobb*.

CHESTER-LE-STREET (c) op 1 December 1868 *(Newcastle Journal 1st)*; still open.

CHESTERFIELD

CHESTERFIELD [Mid] op 11 May 1840 *(Derbyshire 11th)*; re-sited about 100 yards north 2 May 1870 *(Cl)*; renamed C ST MARYS 25 September 1950, C MIDLAND 18 June 1951, C 7 September 1964 *(Mid)*; still open.

C CENTRAL [GC] op 4 June 1892 *(RCG)*; CENTRAL added 1 November 1907 *(hbl 24 October)*; clo 4 March 1963 *(T 27 February)*.

C MARKET PLACE [GC] op 8 March 1897**; M P added 1 January 1907 *(Cl)*; clo 3 December 1951 *(RM January 1952)*.

CHESTERFIELD ROAD [Ashover] (ng) op 7 April 1925 *(Derby Daily Telegraph 8th)*; clo 14 September 1936**; {map 59}.

CHESTERFORD – see GREAT CHESTERFORD.

CHESTERTON [EC] op 19 January 1850 as a flag station *(Cambridge Chronicle 19th)*, though not in *Brad* until June 1850; clo 1 February 1851? – still shown in January tts *Cambridge Independent Press*, tt *ibid 8 February* 'calling at [this] station is now discontinued'; {north of Cambridge at junction with line to St Ives}.

CHESTERTON LANE op 2 February 1959 *(Wilts 7th)*; HALT; clo 6 April 1964 *(W D Press 6th)*; {Kemble – Cirencester}.

CHESTFIELD & SWALECLIFFE [SR] op 6 July 1930 *(Whitstable Times 5th)* as HALT; renamed 5 May 1969 *(SR App)*; still open.

CHETNOLE [GW] op 11 September 1933 *(GW source Cl pap)* as HALT; renamed 5 May 1969 *(GW H)*; aot request; still open.

CHETTISHAM

CHETTISHAM [GE] op 14 January 1847 *(Bell's Weekly Messenger 16th)* as CHITTISHAM; spelling altered 1 August 1901 *(hbl 24 October)*; aot request; clo 13 June 1960 *(RM July)*.
Also see ELY.

CHEVENING [SEC] op 16 April 1906 *(SEC)*; HALT; clo 30 October 1961 *(T 21 August)*. At first C BRIDGE HALT (tt).
Earlier **non-tt** use: Chevening Habitation of the Primrose League held fete in grounds of Chipstead (Kent) Place 11 August 1892, temporary platform on Chipstead Bridge over the railway *(Sevenoaks Chronicle 12th)*; in grounds of Chevening Place 17 August 1894, platform on Chevening Bridge *(Bromley & District Times 24 August 1894)*; Chevening Park 21 July 1897 platform same *(Sussex Agricultural Express 27th)*; 30 July 1902 Chevening Place, Chipstead Bridge platform *(Sevenoaks Chronicle 1 August 1902)*; presumed that same site for platform all four times.

CHEVINGTON [NE] first in *Brad* October 1870 but available much earlier; line op 1 July 1847 (see 24 March 1847**) but opening description says line ran through 'Chivington' Wood; in use for goods by 15 July 1851 when driver of a luggage train was accused of negligence here *(Newcastle Guardian 20th)*; certainly passengers use by 16 December 1853 when advert in same paper gave C SIDING as nearest stop – all slow trains stopped on notice to guard at Acklington or Widdrington – could they halt trains to board them?; still advertised this way 1 September 1855; however footnote in tt *Morpeth Herald* at least 3 November 1855 to 2 April 1859 (inclusive) referred to a Saturdays only market train to and from Newcastle; did this mark a reduction of its availability or was this an extra service, perhaps only advertised over this period? It was on Macaulay's map 1851; clo 15 September 1958 *(Shields Daily News 23 August)*. C WOOD early locally; C JUNCTION 1882 to 1893/4 in *Brad*, and thus NE co tt 1880.

CHEW MOOR [LY] first in *Brad* January 1851; last July 1851; {Lostock Junction – Westhoughton}.

CHICHESTER

CHICHESTER [LBSC] op 8 June 1846 *(Hants Chron 13th)*; original terminus east of road replaced when line extended to Havant, 15 March 1847 *(Cl)*; still open. LBSC co tt 1912: C for SELSEY. *Brad* 1936 to 1955: C for BRACKLESHAM BAY, EAST & WEST WITTERING and SELSEY.
According to *Chichester Observer 24 July 1948* work would soon start on building new station on site of existing one and during this work **Temporary platforms** were being provided east of Southgate level crossing. Not confirmed.
CHICHESTER [WS] op 27 August 1897**; clo 12 January 1935**.

CHICHESTER [TWM] op 24 March 1984 *(Tyneside)*; still open.

CHICKENLEY HEATH [GN] op 2 July 1877 *(RCG)*; clo 1 July 1909 (Thursday) *(notice of alterations, GN co tt 1 July)*; {map 55}.

CHIGWELL op [GE] 1 May 1903 *(RCG; Barking ... Gazette 2nd)*; last steam train ran Saturday 29 November 1947 *(Clay)*; buses until reop by [Cen] 21 November 1948 *(T 20th)*; still open.

CHIGWELL LANE/ROAD – see DEBDEN.

CHILCOMPTON [SD Jt] op 20 July 1874 *(Shepton 24th)*; clo 7 March 1966 *(Shepton 11th)*. LMS tt 1930: C for DOWNSIDE.

CHILDS HILL – see CRICKLEWOOD.

CHILDWALL [CLC] op 1 December 1879 *(co n Liverpool D P 29 November)*; clo 22 September 1930 *(CLC letter 18 April 1945 Cl pap)*.

CHILHAM [SE] op 6 February 1846 *(SE; co n T 2nd- line)* – but see note on CANTERBURY WEST; still open.

CHILLINGHAM ROAD [TWM] op 14 November 1982 *(Newcastle Journal 12th)*; still open.

CHILSWORTHY [PDSW] op 1 June 1909 *(SR)*; aot request; clo 7 November 1966 *(Cornish & D P 12th)*. HALT in *hb* 1938 and 1956 and on BR ticket *(JB)* but not in *Brad*.

CHILTERN GREEN [Mid] op 13 July 1868 *(T 14th)*; renamed C G for LUTON HOO 1 December 1891 *(RCG)*; clo 7 April 1952 *(RM May)*. In early years John Shaw Leigh of mansion called The Hoo had right to stop all trains except expresses not stopping between London and Bedford, for self, family and visitors, at ten minutes notice (article, Midland Society *Journal*, 30).

CHILTON [CMDP] op 21 November 1908**; at first C SIDING HALT in *Brad*, HALT omitted from table about 1908; clo June 1917 *(Cl)*; {Cleobury Town – Stottesdon}.

CHILVERS COTON [LNW] op 2 September 1850**; clo 18 January 1965 *(Birmingham Daily Post 10 December 1964)*.

CHILWELL

CHILWELL – see ATTENBOROUGH.
C ORDNANCE DEPOT [LMS] (non-tt): op 1940 – station inside depot (C. J. Perkins & R. Padgett, *The Midland Railway in Nottingham*, vol III, Furlong Press, 2002); clo 4 November 1963 *(U)*; {branch from Attenborough}.
C SIDINGS (non-tt): railway staff; op ?; clo 4 November 1963; {Long Eaton – Attenborough} *(@JF)*.

CHILWORTH [SE] op 20 August 1849 *(co n T 18th)*; renamed C & ALBURY 1864 *(Brad* and thus SE co tt April 1864), reverted to C 12 May 1980 *(Cl)*; still open.

CHINA QUARRY [Glyn] (non-tt): workmen; dates ?; {Glynceiriog – Pandy} *(U)*.

CHINGFORD [GE] op 17 November 1873 *(L)*; re-sited to north 2 September 1878 *(Cl)*; still open.

CHINLEY [Mid] op 1 February 1867 *(T 2nd- line*; in line description *Derbyshire Advertiser 8th)*; re-sited further north 1 June 1902 *(Mid)*; still open.

CHINNOR [GW] op 15 August 1872 *(Bucks Herald 24th)*; clo 1 July 1957 *(RM August)*. 'To be used' only on 3 July 2010 for centenary celebration train from Banbury *(RM July 2010)*.

CHIPPENHAM [GW] op 31 May 1841 *(Bath Chron 3 June)*; still open. C JUNCTION 1853 to 1858 in *Brad*.

CHIPPING CAMPDEN [GW] op 4 June 1853 *(Glos Chron 4th- line*; mentioned in account of formal opening 7 May *Gloucester Journal 14th* – public opening delayed by need to make alterations demanded in inspection report) as CAMPDEN; renamed 1952; clo 3 January 1966 *(RM February)*.

CHIPPING NORTON [GW] op 10 August 1855 *(T 11th)*; re-sited when line extended to Kings Sutton 6 April 1887 *(Cl)*; clo 3 December 1962 *(Birmingham Daily Post 26 November)*.

CHIPPING NORTON JUNCTION – see KINGHAM.

CHIPPING SODBURY [GW] op 1 July 1903 *(Bristol T 2nd)*; clo 3 April 1961 *(RM May)*.

CHIPSTEAD Surrey [SE] op 1 November 1897 *(SE co n Globe 1st; item Sussex Agricultural Express 6th; RCG)**; became C & BANSTEAD DOWNS 1898 *(Brad)*, reverted 9 July 1923 *(hbl 26 April)*; still open.

* = according to *L* regular passenger service probably began 9 November.

CHIPSTEAD BRIDGE Kent [SE] see CHEVENING.

CHIRK

CHIRK [GW] op 14 October 1848 *(Shrewsbury 13th)*; still open. Court award of 23 September 1850 gave Mr. Biddulph right to stop trains *(Out of Course)*.

CHIRK [Glyn] (ng) op 16 March 1891 *(Carnarvon & Denbigh Herald 20th)*; clo 6 April 1933**; {map 79}.

CHIRMOR(R)IE [LMS] (non-tt): Railwaymen, families; in use 1926, 1938; {Barrhill/Glenwhilly} *(U)*.

CHIRNSIDE [NB]: for op see 15 August 1849**; see 13 August 1948**; clo 10 September 1951 *(Berwickshire News 21 August)*.

CHISELDON [MSWJ; GW]

CHISELDON op 27 July 1881**; clo 11 September 1961 *(T 9th)*. Ticket for CHISLEDON *(JB)*.

C CAMP op 1 December 1930 *(N Wilts 28 November)*; HALT; clo 11 September 1961 *(T 9th)*; {south of Chiseldon}.

DRAYCOTT MILITARY CAMP: platform put up here to deal with demobilisation after First World War *(MSWJ)*; on short branch, into use October 1914, not present 1922 OS (R. Maund *Chron 107)*.

Also facility for Ambulance trains: on up loop parallel to main line; completed by 8 August 1944 (R. Maund *Chron 107)*.

CHISLEHURST [SE] op 1 July 1865 *(co ½ T 23 August)* as C & BICKLEY PARK; renamed 1 September 1866 *(Cl)*; replaced by new station on extension to Sevenoaks, soon after 2 March 1868 *(SE)*; still open.

CHISLET [SEC] op September 1919 as C COLLIERY HALT *(Dover Express Friday 26th* – opened last week); renamed 5 May 1969 *(SR App)*; clo 4 October 1971 *(RM November)*. Ticket (SR workman's) exists for C HALT *(DM)*.

CHISWICK

CHISWICK [LSW] op 22 August 1849 *(co n T 22nd)*; became C & GROVE PARK 1 November 1872 *(Cl)*, C for G P 1920/1 *(RCG ref January 1921)*, C 1955 *(Brad)*; still open.

C PARK [Dist] op 1 July 1879 *(Morning Post 2nd)* as ACTON GREEN; renamed C P & A G 1887, C P 1 March 1910 *(RCG)*; still open.

CHITTENING [GW] {map 121}

See R. Maund, Chron July 2013.

C SIDINGS (non-tt) (non-tt): stopping place for GW workmen op 15 February 1917 *(Notice 174)*, clo 5 March 1917 *(Notice 205)* – see next entry; {Chittening Platform first – Severn Beach}.

C PLATFORM first (non-tt): workmen; op 5 March 1917 *(RAC)* as replacement for Rockingham Bridge and Chittening Sidings; {Avonmouth – Pilning}; replaced by >

C PLATFORM second op 13 November 1918 *(wtt supp)* as C FACTORY, non-tt; clo 11 October 1923 *(wtt supp)*; reop 27 October 1941, probably now renamed, still non-tt; clo 1 August 1946, reop 25 August 1947 (workmen) *(RAC)*; first in *Brad* November 1947, but not officially public until 31 May 1948 *(RAC)*; clo 23 November 1964 *(Bristol E P 21st)*; {Hallen Marsh Junction – Hallen}.

CHOLLERFORD – see HUMSHAUGH.

CHOLLERTON [NB] op 1 December 1859 *(Newcastle Daily Chronicle 2nd)*; clo 15 October 1956 *(T 21 September)*.

CHOLSEY [GW] op 29 February 1892 *(co n Reading 27th)*; replaced Moulsford; op as C & M; renamed 6 May 1974 *(BR notice)*; still open.

CHOPPINGTON [NE] op 1 April 1858 *(BT; T 3rd- line*; in inspection report); reduced to one train daily, towards Morpeth, after 6 October 1947, before/with 31 May 1948 BR NE tt; clo 3 April 1950 *(Cl)*.

CHORLEY

For temporary station at RAWLINSON BRIDGE see under 'R'.

CHORLEY [LY] op 22 December 1841 *(LY corr)*; still open.

C ROYAL ORDNANCE FACTORY PLATFORM (variations – R O F HALT C, BR LM wtt 1951), R.O.F. CHORLEY (ticket *DM*); later C HALT [LMS] (non-tt): op 24 January 1938 – 'not for public' *(LNW Record, LMS letter Cl pap)*; clo 31 August 1964 *(Div Manager, Preston letter ref URS/- 14 September)*; {Chorley – Leyland}. BUCKSHAW PARKWAY here later.

CHORLEYWOOD [Met/GC] op 8 July 1889 by Met *(co n London Evening Standard 6th)*; as CHORLEY WOOD; GC trains added 15 March 1899; renamed C W & CHENIES 1 November 1915 *(hbl 27 January 1917)*; & CHENIES dropped 1933 LPTB tt, later elsewhere; to one word 1987 BR tt; still open. Underground maps dropped '& Chenies' 1937/40 and used one word version from 1964/8.

CHORLTON-CUM-HARDY [CLC] op 1 January 1880 *(RCG; co n Manchester Courier 27 December 1879)*; clo 2 January 1967 *(T 8 December 1966)*.

CHOWBENT – see HOWE BRIDGE.

CHRISTCHURCH [LSW] {map 125}

Originally served by **CHRISTCHURCH ROAD** – see HOLMSLEY.

CHRISTCHURCH op 13 November 1862 *(Dorset Chron 20th)*; replaced by new station on coast line 30 May 1886 *(W Gaz, Hants edition, 28th)*; still open. LSW co tt 1914, SR tt 1947: C for SOUTHBOURNE-ON-SEA.

CHRISTIAN MALFORD [GW] op 18 October 1926 *(GW H)*; HALT; clo 4 January 1965 *(RM February)*; {Chippernham – Dauntsey}.

CHRISTON BANK [NE op 1 July 1847 (see 24 March 1847**); clo 5 May 1941 *(Berwick Advertiser 1st*, reop 7 October 1946 *(co n ibid 3rd)*; clo 15 September 1958 *(Shields Daily News 23 August)*.

CHRISTOW [GW] op 1 July 1903 *(Trewman 4th)*; clo 9 June 1958 *(T 5th)*.

CHRISTS HOSPITAL [LBSC]: used, non-tt, for picnic parties October 1897 to April 1902 as STAMMERHAM JUNCTION *(@JF)*; public op 1 May 1902 *(West Sussex County Times Saturday 3rd – opened on Thursday)**; op as C H WEST HORSHAM; renamed 1968/72 tt; still open.
Temporary platform for visit of Duke of Cambridge to lay school's foundation stone 23 October 1897 *(Globe 23rd)*; was this the one used by picnic parties?
* according to *LBSC* op 28 April 1902 – was this some sort of formal opening?

CHRYSTON [MK]: see 1828 B**; first known use in second half of 1839; clo 1840 or soon after *(MK)*; BRIDGEND [MK] here later; {map 16}.

CHRYSTON ROAD – see GARNKIRK.

CHUDLEIGH [GW]

CHUDLEIGH op 9 October 1882 *(Torquay Dir 11th)*; clo 9 June 1958 *(T 5th)*.
Non-tt: emergency platform on Trusham side of station for use when trains unable to pass floods *(Exeter notice 28 September 1932)*.
C KNIGHTON op 9 June 1924 *(GW letter 28 March 1945 Cl pap)*; HALT; clo 9 June 1958 *(T 5th)*; {south of Chudleigh}.
C ROAD – see HEATHFIELD near Exeter.

CHURCH & OSWALDTWISTLE [LY] op 19 June 1848 *(Preston G 24th)*; & O added 1 January 1895 *(hbl 11th)*; resited to west '1882/9(?)' *(Cobb)*; still open.

CHURCH BRAMPTON [LNW] op 13 May 1912 *(RCG)*; clo 1 January 1917 *(T 22 December 1916)*; reop 5 May 1919 *(RCH)*; clo 18 May 1931 *(T 12th)*. Mainly for members of Northamptonshire Golf Club – official quoted by *The Times* explained closure by saying golfers now went by car.

CHURCH FENTON [NE]: op 30 May 1839 *(co n Leeds Mercury 18th)*; replaced when line to Spofforth, which branched off here, opened 10 August 1847 (F. Dean, *NE Express November 1990)*; still open. C F JUNCTION 1850 to 1893/4 in some tables *(Brad)*, and in NE co tt 1880.

CHURCH MANOR WAY [SEC] op 1 January 1917 *(SEC sig notice 32/1917)*; HALT; clo 1 January 1920 (Thursday) *(wtt)*; {Abbey Wood – Plumstead}.

CHURCH ROAD Birmingham [Mid] op 3 April 1876 *(co n Birmingham Daily Post 25 March)*; clo 1 January 1925 (Thursday) *(Mid)*.

CHURCH ROAD near Machen [BM] op 14 June 1865 *(co n Newport 17th)*; clo 16 September 1957 *(Cl)*.

CHURCH ROAD [CW Jc] – see under HARRINGTON.

CHURCH ROAD GARSTON [LNW] – see under GARSTON.

CHURCH SIDING [Wotton] op March 1872 (see 1871**), but *hb* did not add 'P' until 1878/9a; last in *Brad* August 1894.

CHURCH STRETTON [SH Jt] op 21 April 1852 *(co n Hereford Times 24th)*; re-sited 5 chains south 23 May 1914 *(Cl)*; still open.

CHURCH VILLAGE [TV] op 1 October 1887 *(Llantrisant*)*; became HALT 14 March 1932 *(Cl)*; clo 31 March 1952 *(Rly Exec WR notice Western Mail 17th)*.
* = *Western Mail 3rd*, reported this as 'new station at Llantwit Fardre'.

CHURCH'S HILL op 2 February 1959 *(Wilts 7th)*; HALT; clo 6 April 1964 *(W D Press 6th)*; {Culkerton – Rodmarton}.

CHURCHBURY [GE] op 1 October 1891 *(RCG; Middlesex Gazette 3rd – in Southbury Road)*; clo 1 October 1909 (Friday) *(RCG; Evening Star Saturday August 2nd* – last used Thursday); reop 1 March 1915 *(Railway News 27 March)*; clo 1 July 1919**. Southbury here later.

CHURCHDOWN

CHURCHDOWN (a) [BG] op 9 August 1842 (*BG*; company minute 27 September, 'has been open five weeks', J Gough); clo 27 September 1842 *(BG)*. These would seem to be dates when it was available for public use. *Cheltenham Examiner 4 June 1873*, said that Joint Mid/GW Committee was inviting tenders for new station here and that many of its readers would remember that for a number of years under a Covenant made at time of construction of line [op 4 November 1840] trains were made to stop here at direction of Rev. Ellis Viner, vicar of Badgworth; a little wooden station was provided but we suppose right later bought up or ceased with his death and wooden hut has since disappeared. Following week (11th) corrected: right belonged to Mr. Ellis Viner, father of vicar (still alive at advanced age). No evidence of actual use seen.
CHURCHDOWN (b) [GW/Mid] op 2 February 1874 *(Gloucester J 31 January)*; clo 2 November 1964 *(Cl)*.

CHURCHILL – see BLAKEDOWN.

CHURCHTOWN [LY] op 20 February 1878 *(Southport Vis 20th)*; clo 7 September 1964 *(RM October)*. C for BOTANIC GARDENS *Brad* 1899, but just C LY co tt then.

CHURN [GW] first used for rifle contest Thursday 5 July 1888 *(Reading Mercury Saturday 7th)*; used again for Volunteer Camp starting 28 July *(ibid 21st)*, rifle competition 11 August *(ibid 18th)* and visit to assess suitability for future use 8 September. The leading figure in canvassing to make this permanent replacement of Wimbledon for rifle competitions was Private John Fidler, captain of the Berkshire Volunteers shooting team; he accompanied Great Western officials and higher ranking officers on their inspection and was allowed to present his case fully to them. Also Camp use 1889; during this year GW providing booking office and building that could be used as a waiting room *(Buckinghamshire Advertiser 10 August)*.
It continued in occasional use for army camps after Rifle competitions moved to Bisley 1890. Examples of other specials for Volunteers' Camps – 2 August 1895 from Wolverton, Aylesbury and Buckingham for 1st Bucks, 3 August 1895 from Bedford for Beds Volunteers *(LNW Officers)*. Intermittently in *Brad* (wtts same basic pattern): May 1905 to October 1905; May 1906 to September 1907; 1908 to 1913 summer only (May to September); May 1914 to December 1916. Still shown, trainless, to mid 1922. Back August 1928, permanently, with note trains only called during daylight hours. Unlikely to be full story – presumably full use throughout First War; also problem in that *RAIL 253/482* says it reop 8 May 1915, but trains already shown – perhaps now properly staffed for extra use? *Hb*, 1904 – 1929 (inclusive) has note that only used when camp open. Aot request. Clo 4 August 1942**; reop 8 March 1943 *(Cl)*; *hb* 1956 said was HALT but not thus any tt seen; clo 10 September 1962 *(RM October)*.

CHURSTON [GW] op 14 March 1861 *(Trewman 20th)* as BRIXHAM ROAD; renamed by 12 March 1868, when *GW ac* said 'has been renamed'. See 1 November 1972**. C FERRERS pre-op *(Brad)*.
Ticket platform perhaps in use October 1897, closed by July 1902; on Brixham branch *(U)*.
CHURWELL [LNW] op 18 September 1848 *(co n Leeds Intelligencer 16th – line, in description of intended formal trip 31 July Leeds Mercury 29th)*; clo 1 January 1917 *(T 22 December 1916)*; reop 1 March 1920 *(Cl)*; clo 2 December 1940 *(LNW Record)*. Cottingley nearby later.
CHWILOG [LNW] op 2 September 1867**; became C for NEVIN 1 April 1900 *(LNW dates)*, reverted 1 June 1909 *(RCG)*; clo 7 December 1964 *(N Wales Weekly News 19 November)*. *Brad* ? to 1955: C for FOUR CROSSES and NEVIN; not thus LMS tt 1930.
CHWRELA – see TREVOR.
CILCEWYDD
Two temporary platforms, **C EAST** and **C WEST**, op 17 January 1994 after line cut by floods; last used 26 February 1994, then line reopened *(RM May)* {Welshpool – Forden}.
CILFREW [N&B] first seen in advert for sale on Tuesday September 20 1887 *(e.g. S Wales 29 August)*; first in *Brad* December 1888; originally Wednesdays and Saturdays only; full use January 1892 *Brad*. Inspection report of 24 May 1893 said platform rotten, no proper passenger accommodation and no authority had been given for a public service so should not have been in *Brad*. Company apologised, claiming to have overlooked fact that stop was for miners only. Original PLATFORM replaced by proper station 1 May 1895 *(MT 707/11; RAIL 1005/280)*, though *Brad* dropped 'Platform' before/with December 1894 issue; clo 15 October 1962 *(BR WR notice Port Talbot Guardian 12th)*.
CILFYNYDD [TV] op 1 June 1900 *(RCG)*; clo 12 September 1932 *(Merthyr Express 10th)*.
CILIAU-AERON [GW] op 12 May 1911 *(Liverpool Journal of Commerce 15th)* as C; -AERON added later 1911/12 *(RCG ref January 1912)*; op as HALT; in *Brad* became station 1936, HALT again 1939; spelling as in *Brad*. Clo 12 February 1951 *(Cl)* – see 1951**.
CILMERI [LNW] op 11 March 1867 *(LNW Officers)* as CEFN-Y-BEDD; renamed CILMERY July 1868 tt *(Cl; LNW Officers recommended 17 June)*; became HALT 31 August 1936 HALT dropped 5 May 1969 *(Cl)*; spelling altered 12 May 1980 tt *(Cl)*; aot request; still open.
CINDERFORD [SW Jt] {map 94}
For first station serving Cinderford, see BILSON, first entry. This was replaced by >
CINDERFORD, op 5 August 1878 *(Glos Chron 10th)*; in turn replaced by >
station in tts *(Brad* and *Mid co)* as **C NEW**, op 2 July 1900 *(Ross 5th)*; NEW dropped 1911/12 *Brad* – was it helpful information rather part of name?; clo 3 November 1958 *(T 21 October)*.
CIRENCESTER
C TOWN [GW] op 31 May 1841 *(Bath Chron 3 June)*; TOWN added 1 July 1924 *(GW circular 18 June)*; clo 6 April 1964 *(W D Press 6th)*. C SHEEP STREET in *Brad* from 1886 until 1924.
C WATERMOOR [MSWJ] op 18 December 1883 *(Bath Chron 20th)*; W added 1 July 1924 *(GW circular18 June)* – but *Brad* using since 1886; clo 11 September 1961 *(T 9th)*.
CITY – see BANK.
CITY AIRPORT [Dock] – see LONDON CITY AIRPORT.
CITY ROAD [City & South London, which was later part of Nor] op 17 November 1901 *(T 16th)*; clo 9 August 1922 *(Cl)* – closure, on a Wednesday, was for line reconstruction but this station did not reopen when the line did; {Angel – Old Street}.
CITY THAMESLINK – see under LONDON.
CLACHNAHARRY [High] op 1 April 1868 *(High)*; clo 1 April 1913 (Tuesday) *(RCG)*, trains still in *Brad* April – inertia?; workmen's service to May 1913 or later; {Inverness – Bunchrew}.
CLACKMANNAN [NB]
C ROAD, op 28 August 1850 *(notice, item Stirling Journal 30th)* as C; ROAD added 18 December 1893 *(co n Scotsman 18th)* but 1 January 1894 *(hbl 25th)* – rounded to tt date?; clo 1 January 1917 *(RCH)*; reop 2 June 1919 *(RCH)*; clo 1 December 1921 *(NB list)*.
C & KENNET op 18 December 1893 *(Scotsman 19th)*; clo 7 July 1930 *(Scotsman 16 June)*.
CLACTON-ON-SEA [GE] op 4 July 1882; *Chelmsford Chronicle 7th* said five trains had run into the station before formal one on that day. Op as C-on-SEA; renamed C-on-S & SOUTHCLIFFE 22 June 1909 *(hbl 7 July)*, C-on-S & HOLLAND-on-SEA 12 September 1932 *(T 19 August)*, CLACTON 20 February 1969 *(Cl)*; C-on-S 20 May 2007 tt; still open. *Brad* and *hb* at first CLACKTON.
Excursion platform: *Chelmsford Chronicle 5 April 1889*: Clacton Improvement Association made request for excursion platform. *Essex Standard 6 June 1891* – GE providing excursion platform opposite present platform on western side, separate entrance at south end of line. *Ibid 29 August 1896* – mention in account of accident. Last used?
CLANDON [LSW] op 2 February 1885 *(co n T 31 January)* as C & RIPLEY; renamed 1910 *(RCH dist ref 12 September 1910)*; still open. *Hb* 1900a: C for SEND; 1928 on C for NEWLANDS CORNER. SR tt *(Brad* printings) 1939, 1947 C for BURNT COMMON, NEWLANDS CORNER, EAST CLANDON and RIPLEY. *Brad*: C for RIPLEY ? to 1955.
CLAPHAM London {map 109, 110}.
C & NORTH STOCKWELL [LCD; see 1866**] op 25 August 1862 *(co n T 23rd)*; & N S added 1 May 1863 *(L)*; alias C ROAD/C ROAD & N S/C TOWN; clo 3 April 1916 *(T 16 March)*. See C High Street, below.
C HIGH STREET [LBSC; see 1866**] op 1 May 1867 *(LBSC)*; clo 19 May 1926 (perhaps last day), reop 20 September 1926 *(RM November)*; still open. In effect, this was LBSC part of C & North Stockwell, above; named thus until 27 September 1937 *(L)*, when became C; H S added 1989.
C COMMON [Nor] op 3 June 1900 *(T 4th)*; see 1922**; still open.
C COMMON [LSW] op 21 May 1838 *(Salisbury 28th)* as WANDSWORTH; renamed 1846 tt *(Cl; JS)*; replaced by >
C JUNCTION [LSW/LBSC/WL] op 2 March 1863* *(co n T 4th)*; still open. *Brad* 1911, SR tt 1947: note added – 'mid-Battersea, 1¼ miles from Clapham'.

* = assumes station op with West London Extension; LNW notice covers that line opening; strict interpretation of LSW notice of replacement of C Common by this would imply change made 1st.

C NORTH [Nor] op 3 June 1900 *(T 4th- line)* as C ROAD; see 1922**; clo Wednesday 19 May 1926 (perhaps last train), reop 20 September 1926 *(RM November)*; renamed 13 September 1926 *(hbl January 1927)*; still open.

C SOUTH [Nor] op 13 September 1926 *(T 14th)*; still open.

CLAPHAM North Yorks [Mid] op 30 July 1849 *(T 28 July, 1 September)*; still open.

CLAPTON [GE] op 1 July 1872 *(L)*; still open.

CLAPTON ROAD Portishead [WCP] op 7 August 1907 *(Bristol T 8th)*; aot request; clo 20 May 1940 *(Bridgwater Merc 22nd)*.

CLARBESTON ROAD [GW] op 2 January 1854 *(co ½ T 26 August- line)*; perhaps briefly CROSS INN at start *(Cl)*; re-sited to west 27 July 1914 – old destroyed by fire 9 July 1907 *(GM's report)* – old patched-up meanwhile?; aot request; still open.

CLARE [GE] op 9 August 1865 *(Essex Standard 11th)*; clo 6 March 1967 *(RM April)*.

CLARENCE DOCK Liverpool [LO] op 6 March 1893**; clo 31 December 1956 *(Cl)*. According to *RM April 1906* clo 5 March 1906; if it did so, soon reop – in *Brad* May-August (inclusive) 1906.

CLARENCE ROAD – see CARDIFF.

CLARENCE YARD - see under GOSPORT.

CLARKSTON near Airdrie; {map 16}

CLARKSTON [MK] op summer 1832 (see 1828 B**); clo by mid-October 1832 *(MK)*.

C LANARK [NB] op 11 August 1862 *(co n Glasgow Morning Journal 8th)*; LANARK added 8 June 1953 *(Cl; ref RM April)*; clo 9 January 1956** *(BR notice Coatbridge Leader 31 December 1955)*.

Also see DRUMGELLOCH.

CLARKSTON on East Kilbride Line [Cal] op 1 January 1866** as C; entirely new station has been erected slightly to the east – *Paisley ... Gazette 8 October* 1881; became C for EAGLESHAM 1 July 1877 *(RCG)*, C & STAMPERLAND 5 May 1952 *(Cl)*, back to C 6 May 1974 tt; still open. At first CLARKSTONE *(hb)*; C for E ? to 1955 at least *(Brad)* but not *Murray* 1948..

CLASHAID – see 1957**.

CLATFORD [LSW] op 6 March 1865 *(Salisbury 11th- line)*; clo 7 September 1964 *(Andover Advertiser 31 July)*.

CLAUGHTON [North Western] first appeared in note on market trains added to 1 June 1850 tt in *Lancaster*; Saturday only, to and from Lancaster; market note last appeared in paper of 21 September 1850 but service might have continued since station appeared in *Brad* November 1851, full use; last there July 1853 (company records show closed by 4 August – J. Gough); {Hornby – Caton}.

CLAVERDON [GW] op 10 October 1860 *(Northampton Mercury 13th)*; re-sited west of overbridge 2 July 1939 *(Cl)*; still open.

CLAXBY & USSELBY [GC] op 1 November 1848 *(GC)* as U; renamed 1 July 1897 *(hbl 29 April)*; clo 7 March 1960 *(RM April)*.

CLAY CROSS

CLAY CROSS [Mid] op 6 April 1841 (see 1 July 1840** - was in *Brad* about July 1840 but omitted from next issue seen, so July entry presumed to be error); clo 2 January 1967 *(Mid)*. *Brad*: C C for NORTH WINGFIELD ? to 1955.

C C & EGSTOW [Ashover] (ng) op 7 April 1925 *(Derby Daily Telegraph 8th)*; clo 14 September 1936**; {map 59}.

CLAY LANE [Ashover] (ng) op 7 April 1925 *(Derby Daily Telegraph 8th)*; request; clo 14 September 1936**; {map 59}.

CLAYDON near Buckingham [LNW] op 1 October 1850 *(co n T 21 September)*; clo 1 January 1968 *(Coventry Evening Telegraph 11 November 1967)*.

CLAYDON near Ipswich [GE] op 24 December 1846 *(Essex Standard 25th)*; clo 17 June 1963 *(RM August)*. In account of private opening (7th) *Ipswich Journal* called it Blakenham.

CLAYGATE [LSW] op 2 February 1885 *(co n T 31 January)*; still open. Op as C & CLAREMONT, altered 1913 *(RCG dist ref 10 March)* to C for CLAREMONT, thus until 1955 *(Brad)* and in *hb* 1938.

CLAYPOLE [GN] op 15 July 1852**; clo 16 September 1957 *(BR notice Peterborough Advertiser 13 August)*.

CLAYTHORPE – see ABY.

CLAYTON near Bradford [GN] op 14 October 1878 *(Leeds Times 19th)*; clo 23 May 1955**.

CLAYTON – see FRICKLEY.

CLAYTON BRIDGE [LY] op 13 April 1846**; clo 7 October 1968 *(RM November)*.

CLAYTON WEST [LY] op 1 September 1879 *(RCG)*; clo 24 January 1983 *(BLN 456)*.

CLEADON LANE – see EAST BOLDON.

CLEARBROOK [GW] op 29 October 1928 *(Western Morning News 30th)*; HALT; clo 31 December 1962 *(T 28th)*; {Shaugh Bridge – Yelverton}. *Hb* 1938 (only): C PLATFORM.

CLEATOR MOOR

C M EAST [WCE Jt] op 1 July 1857 *(Cumberland Pacquet 21st* – Crowgarth, station for C M and C); re-sited on deviation 19 April 1866; EAST added 2 June 1924 *(Rly Gaz 23 May)*; clo 13 April 1931 *(LNW Record)*; 1936-1939 (last 26 August) excursions to Workington Central and Carlisle *(JNMC)*; workmen used 11 March 1940 to 8 April 1940 *(U)*; excursion Sunday 5 September 1954 to Workington Main for Papal Mass *(JNMC)*.

C M WEST [CW Jc] op 1 October 1879 *(Carlisle Express 4th- line*; in description of 'line now open' *Cumberland Times 11th* WEST added 2 June 1924 (Rly Gaz 23 May); clo 13 April 1931 *(LNW Record)*. Unadvertised service still in wtt 20 July 1931, not present 18 July 1932 wtt; ended? 1936-1939 (last 26 August) excursions to Workington Central and Carlisle *(JNMC)*. C M (new station) in some press tts and co adverts.

CLECKHEATON

CLECKHEATON [LY] op 18 July 1848 *(co ½ T 7 September)*; became C CENTRAL 2 June 1924 *(Rly Gaz 23 May)*; reverted 12 June 1961 *(Cl)*; clo 14 June 1965 *(RM June)*.

C SPEN [LNW] op 1 October 1900 *(LNW Officers 39764; Leeds Mercury 2nd)*; SPEN added 2 June 1924 *(Rly Gaz 23 May)*; clo 5 January 1953 *(Bradford Observer 22 November 1952)*; later excur *(U)*.

CLEDFORD BRIDGE [LNW] op 2 January 1911 *(LNW Cl)*; HALT in *Brad*; clo 2 March 1942 *(LNW Record)*.

CLEETHORPES [GC] op 6 April 1863 *(Grimsby … Advertiser 11th)*; still open.

CLEEVE [Mid] op 14 February 1843 *(Mid)*; clo 20 February 1950 *(RM May)*.

CLEGHORN [Cal] used 31 January 1848 by special train taking Mr. Scott and his friends to Beattock for a presentation to him at hotel there of a piece of plate for his services to the local community *(Glasgow Herald 7 February)*; op 15 February 1848 *(Scotsman 16th)* as LANARK; renamed C JUNCTION 1 January 1855 (*Cl*; thus Cal co tt 1859), C 1 April 1864 *(Cl)*; clo 4 January 1965 *(RM February)*.

CLEISH ROAD – see BALADO.

CLELAND [Cal]

CLELAND (a) op 15 May 1867 *(G&S – line Glasgow Herald 17th)*; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCH)*; see April/May 1921**; clo 1 December 1930 *(Cl)*.

CLELAND (b) [Cal] op 9 July 1869 *(co n Edinburgh Evening Courant 9th)* as BELLSIDE; renamed B for OMOA 1873 *(RCG ref July)*, O 1 October 1879 *(Cl)*, C 1 October 1941 *(Cl)*; still open.

CLENCHWARTON [MGN] op 1 March 1866 *(T 2nd)*; clo 2 March 1959 *(T 2nd)*.

CLEOBURY MORTIMER

CLEOBURY MORTIMER [GW] op 13 August 1864 *(Worcester 13th)*; clo 1 August 1962**.

CLEOBURY MORTIMER [CMDP] op 21 November 1908**; clo 26 September 1938 *(T 9 August)*. In *hb* as C M JUNCTION.

CLEOBURY TOWN [CMDP] op 21 November 1908**; HALT added 1 October 1923, but always treated as such *(Cl)*; clo 26 September 1938 *(T 9 August)*.

CLEOBURY NORTH CROSSING [CMDP] op 21 November 1908**; HALT – this omitted in table from about 1916 *(Brad)*; clo 26 September 1938 *(T 9 August)*; {Burwarton – Ditton Priors}.

CLEVEDON

CLEVEDON [GW] op 28 July 1847 *(co ½ T 2 Sept)*; became HALT June 1963 tt; clo 3 October 1966 *(W D Press 3rd)*.

According to *co ½ (Western Daily Press 16 August 1873)* an excursion platform had been provided here; details not known but Clevedon was one of the regular destinations for excursions from Bristol.

CLEVEDON [WCP] op 1 December 1897 *(Bristol T 2nd)*; clo 20 May 1940 *(Bridgwater Merc 22nd)*.

C ALL SAINTS [WCP] op 1917 *(RCG* mention August, first in *Brad* October); clo 20 May 1940 *(Bridgwater Merc 22nd)*.

C EAST [WCP] op 7 August 1907 *(Bristol T 8th)*; clo 20 May 1940 *(Bridgwater Merc 22nd)*.

CLEVEDON ROAD – see YATTON.

CLEVELAND BRIDGE – see GRIMSBY.

CLEVELAND PORT – see CARGO FLEET.

CLEVELEYS – see THORNTON.

CLIBURN [NE] op 9 June 1862**; clo 17 September 1956 *(Penrith Observer 31 July)*. Wtts 15 June 1959 and 2 November 1959 show 8.30 p.m. Penrith to Darlington calling Fridays only here to set down and at **C CROSSING** to take up railway staff; nothing other way.

CLIDDESDEN [LSW] op 1 June 1901 *(co n Basingstoke)*; clo 1 January 1917 *(T 22 December 1916)*; reop 18 August 1924 *(T 14th, 16th)*; clo 12 September 1932 *(Portsmouth Evening News 8th)*.

CLIFF COMMON

CLIFF COMMON [NE]: line op 1 August 1848**; C C GATE until 1864 tt *(Cl)*; clo 20 September 1954 *(RM October)*; later excur *(U)*.

CLIFF COMMON [Derwent Valley] op 21 July 1913 *(Yorkshire Post 21st)*; after January 1918 *Brad*, before/with May 1918 had lost Tuesday service; August or September 1919 reduced to Mondays and Saturdays; between August 1924 and July 1925 to Mondays only (most trains terminated at Skipwith); clo 1 September 1926** (Wednesday) *(RM October)*. Aot CLIFFE C *(hb)* and thus in formal agreement between DVLR and NER dated 28 July 1913.

CLIFFE near Gravesend [SE] op 1 April 1882 *(SE)*; clo 4 December 1961 *(T 8 November)*.

CLIFFE – see HEMINGBROUGH.

CLIFFE PARK [NS] op 1 May 1905 *(RCG)* as RUDYARD LAKE; renamed 1 April 1926 *(hbl April)*; became HALT 28 September 1936 *(Cl)*; clo 7 November 1960 *(T 7th)*.

CLIFFE VALE [NS] first in *Brad* March 1865; last July 1865; {Stoke-on-Trent – Newcastle}.

CLIFFORD [GW] op 27 May 1889 *(GW- line)*; clo 8 December 1941. See 1 September 1881** for line history.

CLIFFORD [SMJ] (non-tt): RAF base; Second World War; {Ettington – Stratford} *(WW II)*.

CLIFTON near Ashbourne [NS] op 31 May 1852 *(T 26 May, 1 June)*; clo 1 November 1954** *(T 1 October)*. Became C (MAYFIELD)/ C for M 1894 until closure *(Brad)*, and thus LNW, NS and LMS tts at least 1909-30.

CLIFTON Bristol

For first station see HOTWELLS.

C BRIDGE [GW] op 18 April 1867 *(co n Bristol T 17th)*; clo 7 September 1964 *(W D Press 7th)*.

C DOWN [CE] op 1 October 1874 *(co n Bath Chronicle 1st)*; still open. *Hb* 1875a gave WHITELADIES ROAD as alternative.

CLIFTON near Manchester [LY] for possible short-lived early station see 29 May 1838**; certain one op 1 May 1847? (first in *Brad* May 1847*, note in tt *Bolton Chronicle 8 May* – station at C Junction is now open); first in *Brad* as C; renamed/corrected to C JUNCTION June 1847; JUNCTION dropped 6 May 1974 *(BR notice)*; still open.

* = previously a Clifton, alias Dixon Fold, was in *Brad*, but timings show name now transferred to this station at junction (see 29 May 1838**).

CLIFTON near Penrith

C & LOWTHER [LNW] op 17 December 1846**; & L added 1 February 1877 *(RCG, LNW Officers recommended 16 January)*; clo 4 July 1938 *(Penrith Observer 5th* – from yesterday). Earl of Lonsdale could stop any train.

C MOOR [NE] op 1 August 1863 *(NE Maps- line)*; MOOR added 1 September 1927 *(hbl October)*; clo 22 January 1962 *(RM February)*.

CLIFTON near York – see 8 July 1845** for possible station.

CLIFTON MILL [LNW] op 1 December 1864 *(co n Rugby Advertiser 3rd* – 'experimental station at C M Crossing' in heading, C M in tt); aot request; clo 6 April 1953 *(co n ibid 27 March)*. *Brad* ? to closure noted it as C-on-Dunsmore.

CLIFTON ROAD BRIGHOUSE [LY] op 1 March 1881 *(Huddersfield Chronicle 2nd)*; clo 14 September 1931 *(LNW Record)*.

CLIFTON-ON-TRENT [GC] op 15 December 1896 *(Derbyshire Times 19th)*; clo 19 September 1955 *(BR ER internal notice August)*.

CLIFTONVILLE – see HOVE.

CLIPPENS [GSW] (non-tt): in use 25 November 1897 without BoT approval (Col Yorke's report on accident of that date, when train overran buffers on siding, *Scotsman 29 June 1898; Chron June 1996* – from *Engineering, 18 February 1998)*; oil workmen; {Elderslie – Houston & Crosslee}.

CLIPSTON & OXENDON [LNW] op 1 June 1863 (*LNW Officers 285*); CLIPSTONE & OXENDEN, altered November 1879 – Rev Parker of Oxford then told LNW spelling was wrong and *LNW Officers 14 October* recommended change; clo 4 January 1960 *(RM February)*.

CLIPSTONE CAMP: line op 13 June 1916, passenger service began 1 October 1917 *(GC poster RAIL 931/17)*. Built by War Office, taken over by GC 17 December 1917; shared route of line to Clipstone Colliery (J. C. Fareham, *Clipstone Camp …*, author, c 1997). GC had begun operating service 1 October 1917 *(co n 931/17)*. First in *Brad* November 1917; last there July 1920, when note states 'will be discontinued on 10th inst' – Saturday, therefore last day?; {branch from Mansfield GC}.

CLIPSTONE COLLIERY [Mansfield] (non-tt): SIDING; dates ?; {Edwinstowe – Mansfield} *(U*; see map *GC III p 294)*.

CLITHEROE

CLITHEROE (a) [LY] op 22 June 1850 *(co n Blackburn Standard 26th)*; re-sited about 10 chains north 1893/4 *(Cl)*; clo 10 September 1962 *(T 8th)*.

CLITHEROE (b) reop for excursions 8 April 1978 *(D&C 10)*; regular week-end summer services began 19 May 1990 *(AZ)*; fully reop 29 May 1994 *(RM June)* – one train on Sunday, full service Monday 30th; still open.

CLOCK FACE [LNW]

CLOCK FACE first in *Brad* November 1856 but perhaps op earlier – cited in advert *Liverpool D P 21 August* (but perhaps 'intended'?); clo 18 June 1951 *(RM August)*.

C F COLLIERY (non-tt): miners; in use 1923; {on branch from above} *(U)*.

CLOCK HOUSE [SE] op 1 May 1890 *(SE)*; still open. Pre-op Penge Road *(SE*).

CLOCKSBRIGGS [Cal]: line op 4 December 1838 (see 24 November 1838**); clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCH)*; to HALT 12 July 1926 *(hbl 61)*; HALT dropped 12 September 1932 *Brad*; clo 5 December 1955 *(Brechin Advertiser 25 November)*.

CLOGWYN [Snowdon Mountain] (ng; rack) op 6 April 1896**; still open.

CLOSEBURN [GSW] op 15 October 1849 *(Glasgow Herald 19th/Glasgow Courier)*; clo 11 September 1961 *(Cl)*.

CLOUGH FOLD [LY] op end of 1870 *(?*; in *Brad* January 1871); clo 2 April 1917 *(Leeds Mercury 22 March)*; back October 1919 *Brad*; clo 5 December 1966 *(BR LM notice Heywood Advertiser 28 October)*.

CLOUGHTON [NE] op 16 July 1885 *(T 16th)*; clo 8 March 1965 *(T 19 January)*.

CLOVENFORDS [NB] op 18 June 1866 *(Scotsman 22nd)*; see 13 August 1948** and 1949**; clo 5 February 1962 *(RM February)*.

CLOWNE (originally CLOWN in tt for both companies; *hb* 1904 to 1929 had 'CLOWN or CLOWNE'; co tts and *Brad* added 'E' inconsistently until settled 18 June 1951.)

C & BARLBOROUGH [Mid] op 1 November 1888 *(RCG; Sheffield Daily Telegraph 2nd)*; originally CLOWN; & B added 4 July 1938 *(Mid)*; clo 5 July 1954 *(Cl)*; summer weekend to/from Blackpool continued – last train 18 August 1962 *(BR ER tt)*.

C SOUTH [LDEC] op 8 March 1897**; clo 11 September 1939 *(G&S)*; excursion to Cleethorpes 3 August 1952 *(BR working notice)* and to Skegness 17 April 1960 (photograph, *Forgotten Railways – East Midlands*, D&C, second edition 1985); later summer Saturday use, reop 17 June 1961, last call 8 September 1962 *(wtts)*. Belated reference to full passenger closure *(hba* May 1945) called it CLOWN & BARLBOROUGH [LNE]; Goods became C SOUTH 18 June 1951; and was used for passenger excursions 1961-2.
Note *Cl pap, no source given*, shows non-tt continuance of single Monday to Friday round trip Chesterfield – Elmton & Creswell until Friday 23 July 1954 inclusive.

CLOY [GW] op 1 July 1932 *(GW Mag August)*; HALT; clo 10 June 1940**; reop 6 May 1946 *(Cl)*; clo 10 September 1962 *(RM October)*; {Overton-on-Dee – Bangor-on-Dee}. Earlier was Caedyah Halt (non-tt) *(RAC)*.

CLUBMOOR [CLC] op 14 April 1927 *(CLC; hbl 63)*; clo 7 November 1960 *(RM December)*; {West Derby – Aintree}.

CLUNDERWEN [GW] op 2 January 1854 *(co ½ T 26 August- line)* as NARBERTH ROAD; renamed CLYNDERWEN 1 December 1875, CLUNDERWEN 12 May 1980 *(Cl)*; HALT 6 September 1965 to 5 May 1969 *(Cl)*; aot request; still open. GW co tt 1859: N R for TENBY and CARDIGAN.

CLUNES [High] op Thursday 20 August 1863 *(co n Inverness Courier 20th)*; clo 13 June 1960 *(RM July)*.

CLUTTON [GW] op 3 September 1873 *(Bristol Merc 6th)*; clo 2 November 1959 *(Shepton 6th)*.

CLYDACH near Abergavenny [LNW] op 12 December 1863 *(co n Usk Observer 12th)*. Clo 6 January 1958 *(Western Mail of that date* – last Saturday). HALT in tt from 1930/34 but not in *hb*.

CLYDACH COURT [TV] first in *Brad* July 1917, but, according to *Nelson*, inspected 16 October 1915 so perhaps op earlier; see 1904**; clo 28 July 1952 *(Cl)*.

CLYDACH VALE [GW] (non-tt): miners; at least by 1902 *(U)*; still in 1925 wtt appendix; {beyond Penygraig}.

CLYDACH-ON-TAWE

CLYDACH [GW] (non-tt), later C-on-T NORTH (goods only); excursion 9 July 1939 *(U)* and GW ticket for half-day excursion to Porthcawl *(JB)* – same event?; {branch from Felin Fran}.

C-ON-T SOUTH [Mid] op March 1875** as CWM CLYDACH; renamed C-on-T 1 October 1901 *(Mid, from working notices)*; SOUTH added January 1950 *(JS)*; clo 25 September 1950 *(RM November)*; {map 88}. Pre-opening Ynistanglwys (M Hale).

CLYDEBANK

CLYDEBANK [NB] op 17 May 1897 *(co n Glasgow Herald 18th)** as C CENTRAL; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCH)*; renamed 14 June 1965 *(Cl)*; still open.

* = originally included in May tt but had to be postponed *(co n Edinburgh Evening News 30 April).*

C EAST [NB] op 1 December 1882**; EAST added 17 May 1897 *(co n Glasgow Herald 18th)*; clo 14 September 1959 *(RM September)*.

C RIVERSIDE [Cal] op 1 October 1896 *(co n Glasgow Herald 28 September)*; R added 28 February 1953 *(Cl; ref RM April)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*.

CLYNDERWEN see CLUNDERWEN.

CLYNE [GW] op 1 June 1905 *(?*; first in *Brad* June); HALT; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*.

CLYST ST MARY & DIGBY [LSW] op 1 June 1908 *(Trewman 30 May)*; HALT; clo 27 September 1948 *(Cl)*; {map 115}. Digby & Sowton nearby later.

COALBROOKDALE

COALBROOKDALE (a) [GW] op 1 November 1864 *(co n Eddowes 2nd)*; *Cl* says unstaffed 1 October 1956, probably now HALT – added next WR tt (17 June 1957); clo 23 July 1962 *(RM August)*.

COALBROOKDALE (b) – see IRONBRIDGE GORGE.

Also see under TELFORD.

COALBURN [Cal] op 2 November 1891 *(RCG)*; clo 4 October 1965 *(BR notice, The True Line July 2006)*.

COALEY [Mid] op 17 September 1856** *(co n Glos Chron 20th)* as DURSLEY JUNCTION; became C J 1 October 1870 *(Mid; RCH dist ref 16 December)*, C 1888 tt *(Cl)*; clo 4 January 1965 *(Tewkesbury Register 1st)*. C JUNCTION in *hb* 1872 on. Mid co tt 1903 and LMS tt 1930: C for D. *Brad*: C from 1888.

See CAM & DURSLEY for later station nearby.

COALPIT HEATH [GW] op 1 July 1903 *(Bristol T 2nd)*; clo 3 April 1961 *(RM May)*.

COALPORT

COALPORT [GW] op 1 February 1862**; clo 9 September 1963 *(T 9th)*.

COALPORT (EAST) [LNW] op 10 June 1861**; clo 2 June 1952 *(RM August)*. EAST not seen *Brad*, but was in *Rly Gaz* and *Coventry Evening 30 May* which reported closure. According to *SU* excursions ran after closure; supported by BR (LM Region) Special Traffic Notice for week starting Saturday 31 July 1954.

COALVILLE

C EAST [LNW] op 16 April 1883 *(co n London Evening Standard 16th)*; became just C 1 May 1905 *(hbl 27 April)*, C LNW May 1910 *(LNW dates)*, again C E 2 June 1924 *(Rly Gaz 23 May)*; clo 13 April 1931 *(Leicester Evening Mail 8th)*. *Hb* – always C E.

C TOWN [Mid] op 27 April 1833 *(Mid; co n Leicester Chronicle 27th)* as LONG LANE; see December 1847**; renamed C 1848 *(Brad)*; TOWN added 2 June 1924 *(Rly Gaz 23 May)*; clo 7 September 1964 *(RM October)*.

C MANTLE LANE (non-tt): used for Freight Depot Open Days – certainly 31 May 1981, 5 June 1983 and 1 September 1985 *(IU)* and 1 June 1986 *(JB)*; diagram with 1981 and 1983 showed shuttle from Derby using temporary platform on Down Goods Line No 2 within depot {Coalville Town – Swannington}.

COALYBURN – see MACBIE HILL.

COANWOOD [NE] op 19 July 1851 *(NC)*, as SHAFTHILL, terminus for the time being; see 21 May 1852**; last in *Brad* May 1853; back December 1862; re-sited 1877/8 *(NC)*; renamed 1 March 1885 *(Cl)*; clo 3 May 1976 *(Newcastle Journal Monday 3rd – last train Saturday)*. HALT on BR ticket *(JB)* but 1961 tt merely note that unstaffed.

COATBRIDGE

For earliest MK/Monkland stations hereabouts see HOWES; SOUTH END.

COATBRIDGE [Monkland] op 10 December 1849 *(co n Glasgow Herald 7th)* (see 26 December 1844**); clo 10 December 1851 (Wednesday) *(MK)*; {map 16}.

C CENTRAL [Cal] first in *Brad* January 1843, fare list, though according to *MK* Cal did not open own independent line until February; CENTRAL added 8 June 1953 *(Cl; ref RM April)*; still open.

C CENTRAL [NB] op 26 October 1871 *(co n Glasgow Herald 25th*)*; perhaps at/near 1849 Monkland station; clo 1 January 1917 except for workmen *(RM February)*; reop 2 June 1919 *(RCH)*; clo 10 September 1951 *(BR notice Coatbridge Leader 1st)*.

* = paper of 23rd said 'today' and that large new station was to be built near level crossing (being replaced by a bridge), meanwhile temporary wooden structure in use. *Falkirk Herald 26th* also said had opened 23rd; presumed last minute delay – NB would not have issued notice it did otherwise. Permanent op ?

C SUNNYSIDE [NB] op 2 November 1863 *(co n Glasgow Herald 2nd)*; still open.

COATDYKE [NB] op 1 December 1890 *(Airdrie Advertiser 29 November)*; still open.

COATHAM LANE [NE] (non-tt): for use of Newcomen family. Agreement for this was made in 1858 but station probably not opened until 1865; a letter of 11 February 1899 from A. G. Stevenson of NE's Estates Office said NE would not admit rights existed but considered that they had lapsed. {A report dated 7 June 1859 said it was only about ¾ mile east of Redcar and suggested a site for it on the east side of the Kirkleatham Road}. (Documents in North Yorkshire Record Office found by I. Mitchell). Wednesday only *(L. Crowther's atlas)*.

COBBETTS LANE – see 9 June 1835**.

COBBINSHAW [Cal] first in *Brad* October 1874; re-sited 37 chains south 4 October 1875 *(Cl)*; clo 18 April 1966 *(Cl)*.

COBHAM & STOKE D'ABERNON [LSW] op 2 February 1885 *(co n T 31 January)*; still open. Op notice called it S d'A & C and tickets exist thus but in *Brad* always C & S d'A until became C for S d'A *(RCH dist ref 10 March 1913*; and thus LSW co tt 1914); back to C & S d'A 9 September 1951 *(LM op circ 68, 6 September)*.

COBORN ROAD [GE] op 1 February 1865 *(Herts Guardian 11th)* as OLD FORD; renamed 1 March 1879 *(Cl)*; re-sited a little west 2 December 1883 *(Cl)*; clo 22 May 1916**; reop 5 May 1919 *(RCH)*; clo 9 December 1946 *(T 15 November* – 'will be closed after 1.20 a.m. on December 9th'). GE co tt 1882, LNE tt 1933: C R for O F.

COBRIDGE [NS] op 1 October 1874 *(RCG)*; clo 2 March 1964 *(RM April)*.

COCHRANE MILL – see MILLIKEN PARK.

COCKBURNSPATH [NB] op 22 June 1846 *(co n T 23rd- line; in Newcastle Guardian 27th, description of formal opening 18th)*; see 13 August 1948**; clo 18 June 1951 *(BR notice Berwickshire News 29 May)* but opened specially for excursion to Highland Show at Aberdeen 21 June 1951 *(notice ibid 12 June)*.

COCKER BAR [LY] first in *Brad* September 1851; clo 1 November 1859 *(Preston P 5th)*; replaced by Midge Hall.

COCKERHAM CROSS [KE]: line op Monday 5 December 1870**; station originally Thursdays & Saturdays only; last train 9 March 1872; line reop Monday 17 May 1875; from August 1877 Fridays as well; became all-day station July 1923/14 July 1924 *Brad*, and HALT now added, though presumably always treated as one (see 1905**); aot request; clo 31 March 1930 *(Lancs Evening Post co n 29th, item 31st)*. Alias C CROSSING, which might have been correct name throughout – shorter form appeared in *Brad* when moved from notes to body of table – space saving?

COCKERMOUTH [CKP/LNW]

First station was terminus from west, op 28 April 1847 *(co ½ T 5 August)**. Line from east opened 2 January 1865 *(co ½ T 28 February)*, to station that became through one. Agreement had been reached in January 1864 that both would use latter *(Lakeland)* but *D&C 14* says that probably lines were not immediately linked and both in use together until first clo 1 July 1865. Separate tables for lines to east and west in *Brad* until October 1866, when through table provided; however, timings suggest through services possible by August 1865. Clo 18 April 1966 *(Cl)*. Became C for BUTTERMERE 14 November 1932 *(hbl February 1933)*.

* = On formal opening date, 27 April, in addition to directors' special there was a trip from Workington open to all – allegedly 1,500 took advantage *(Whitehaven Herald 1 May)*.

COCKETT [GW] first in *Brad* May 1871 (only added to tt *Cambrian 9 June* – paper 2nd said June tts not received); clo 15 June 1964 *(Cl)*.

COCKFIELD FELL [NE]

For **first service** through here see 24 March 1834** and LANDS. At times S&D used COCKFIELD and LANDS interchangeably – minute of 17 October 1860 *(RAIL 667/64)* has marginal heading 'footbridge at Lands' but entry reads 'footbridge to be erected at Cockfield' (people there would build bridge, S&D contributing £5).

COCKFIELD FELL op 1 August 1863 *(RAIL 667/167- line)*; effectively replaced Lands, but some overlap in use; FELL added 1 July 1923 *(hbl 12th)*; clo 15 September 1958 *(Cl)*.

COCKFIELD SUFFOLK [GE] op 14 November 1870 *(Bury & Norwich Post 15th)*; SUFFOLK added 1 October 1927 *(hbl October)*; clo 10 April 1961 *(RM May)*.

COCKFOSTERS [Picc] op 31 July 1933 *(T 1 August)*; still open.

COCKING [LBSC] op 11 July 1881 *(co n W Sussex)*; became HALT 23 May 1932 *(Cl)*; clo 7 July 1935 (Sunday) *(West Sussex Gazette Friday 11th* – last train Saturday).

CODFORD [GW]

CODFORD op 30 June 1856 *(W Fly P 1 July)*; clo 19 September 1955 *(BR notice Somerset Guardian 8 July)*.

C CAMP (non-tt): army; op October 1914; line taken over by Military Camp Railways (Southern Command) 3 June 1916; ran to KNOOK CAMP *(RAC)*; clo 1 January 1923 *(GW goods circular 26th)*; {branch from Codford}.

CODNOR PARK

C P & IRONVILLE [Mid] op 6 September 1847** as C P; missing from co tt December 1851, back 1 January 1852 tt* *(Mid)*; & I added 17 November 1898 *(hbl 26 January 1899)*; clo 2 January 1967 *(Mid)*.

* = likely that it was intended only to be a temporary terminus, to be replaced by Pye Bridge but public outcry led either to it being retained or reopened after brief closure *(Mid)*. *Derby Mercury 3 December 1851*: Codnor Park will close on 30 November [last day] and Pye Bridge open 1 December. If did close weekdays probable that Sunday service continued: December tt *Nottingham Review 12th*: table headed Codnor Park to Nottingham; no mention of C P in body of table but footnote for Sunday trains between two.

C P & SELSTON – see JACKSDALE.

CODSALL [GW] op 13 November 1849 (see 1849**); CODSAL until 1855 *(Brad)*; still open.

COED ELY [GW] op 13 July 1925 *(Cardiff Divisional Report 1925; Western Mail 1st)*; clo 9 June 1958 *(T 5th)*; {Llantrisant – junction south of Tonyrefail}. Pre op: Thomastown *(RAC)*.

COED POETH [GW] op 15 November 1897 *(Wrexham 20th)*; clo 1 January 1931 (Thursday) *(T 20 December)*; {map 75}.

COED TALON [LNW] op 1 January 1892 *(Wrexham 2nd, 9th)*; clo 27 March 1950 *(RM May)*.

COEDPENMAEN [TV] op 1 June 1900 *(RCG)*; clo 1 June 1915 (Tuesday) *(Cl)*; {Cilfynnydd – Berw Road}.

COEDYMOETH COLLIERY [Rhy] (non-tt): trains calling October 1902 wtt and 20 June 1920 tt; facilities?; {Brithdir – Bargoed}.

COFTON [BG]

Temporary terminus, **C FARM**, op 17 September 1840 *(co n Chelt Exam 30th)*; clo 17 December 1840 when line extended to Birmingham *(Mid)*.

COFTON probably op November 1841**, with the other 'police stations' (J Gough); probably same site as C Farm; clo 4 November 1844? (see line note).

COGAN [Barry] op 20 December 1888 *(S Wales 21st)*; initially terminus from Barry (result of TV/Barry politics), passengers going further walked to Penarth Dock and continued journey from there; line op through to Cardiff 14 August 1893 *(Penarth)*; {map 87b}; still open.

COGIE HILL [KE]: line op Monday 5 December 1870**; this station originally Thursdays & Saturdays only; last train 9 March 1872; line reop Monday 17 May 1875; from August 1877 Fridays as well; alias C H CROSSING/C H HALT (see note on Cockerham Cross, above); aot request; July 1923/14 July 1924 *Brad* became all-days station (see 1905**); clo 31 March 1930 *(Lancs Evening Post co n 29th, item 31st)*.

COLBREN JUNCTION [N&B] op 10 November 1873 *(G&S)* as CAPEL COLBREN J; renamed 1874 tt *(Cl)*; see 15 July 1880**; clo 15 October 1962 *(BR WR notice Port Talbot Guardian 12th)*.

COLCHESTER

COLCHESTER [EC; GE] op 29 March 1843 *(T 30th)*; aot C NORTH *(hb)*; still open.

COLCHESTER [EU]: EU line op to Colchester 15 June 1846 *(Rtn PP; co n Ipswich Journal 6th)*, at first using EC station. According to K. A. Frost, *Back Track, January 2000, p 15* dispute over rent resulted in EU building own short-lived station 1848 on opposite, eastern, side of road bridge; only press references found so far are that had started to build own *(Ipswich Journal 14 October)* and 'recent affair' of Colchester station – suggests argument settled *(ibid 18 November)*; was it ever finished and used (in those days a 'station' could be just a couple of simple platforms) or just bluff? No sign of two stations in November tt *(Chelmsford Chronicle 3rd)*. Confusion might have arisen because *Essex Standard, 27 October,* citing the Ipswich paper, said they had built it.

C TOWN [GE] op 1 March 1866 *(Bury & Norwich Post 3rd)* as ST BOTOLPHS; renamed 15 July 1991 *(AB, Chron)*; still open.

COLD BLOW LANE – see NEW CROSS GATE.

COLD MEECE [LMS] (non-tt): ordnance factory workers; used by construction workers from April 1941, regular munition workers Sunday, 10 August 1941 (M Christiansen, *BRJ 48-9)*; later also American soldiers from nearby camp; last train 27 June 1958 *(Birmingham Daily Post 28th)*; {branch from Swynnerton Junction, between Norton Bridge and Stone}.

COLD NORTON [GE] op 1 October 1889 *(co n Essex Newsman 23 September)*; clo 11 September 1939 *(G&S)*. *Hb* 1890: C N for PURLEIGH and STOKE MARIES.

COLD ROWLEY – see ROWLEY.

COLDHAM first in *Brad* February 1858 as PEAR TREE HILL (EC wtt 1 September 1856 shows only train calling was a goods); renamed 1 September 1876 *(RCG)*; aot request; clo 7 March 1966 *(RM February)*. GE co tt 1882, LNE tt 1933: C for P T H.

COLDHARBOUR [GW] op 23 February 1929 *(Tiverton 26th)*; HALT; clo 9 September 1963 *(Express & E 9th)*; {Tiverton Junction – Uffculme}. Before 1956 *hb* made two words of it.

COLDSTREAM [NE] op 27 July 1849 *(Newcastle Journal 28th)*; originally CORNHILL; renamed 1 October 1873 *(RCG)* – but *Brad* and *Murray* had CORNHILL for COLDSTREAM earlier; see 13 August 1948**; clo 15 June 1964 *(RM July)*.

COLE [SD Jt] op 3 February 1862**; clo 7 March 1966 *(Shepton 11th)*. In op tt *Shepton*, LSW co tt 1914 and *Brad* to 1955: C for BRUTON.

COLE GREEN [GN]: *co n for tenders for building station house near here (Hertford Mercury 15 May 1858)*; first in *Brad* December 1858, same GN co tt *(Whittle)*; aot request; clo 18 June 1951 *(RM July)*.

COLEBURNS [GNS] op 5 June 1863 *(co n Elgin Courant 5th)*; request; last in tt April 1867 but did not clo until 1871 *(GNS)*. At times COLEBURN in *hb*, after passenger use; PLATFORM sometimes added. Later private use (1925/6 certainly – *U*).

COLEBY BRIDGE [GN] (non-tt): two trains each way advertised to stop 9 May 1867 for sale of short-horned cattle at Coleby Hall; {1½ miles from Harmston, 3 from Navenby}; *(Lincs Chronicle 3rd)*.

COLEFORD

COLEFORD [GW] op 1 September 1883 *(Glos Journal 8th)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*.

COLEFORD [SW Jt] op 9 December 1875**; clo 8 July 1929 *(Gloucestershire Citizen Monday 8th* – last train Saturday). GW co tt 1902, Mid co tt 1903: C for STAUNTON.

COLEFORD JUNCTION [SW Jt] (non-tt):

Trains joined/divided but no official public boarding or alighting, except:

(a) unadvertised September 1878 to 1 November 1879 *(Mid/Cl)*.

(b) Minute 5 February 1896 – old, dilapidated platform here, David & Slant's workmen were trespassing on lines to board trains whilst being joined/divided; decided to provide platform and path to allow workmen to travel to Milkwall and Coleford 3rd class; minute 11 April 1906 – joint committee agreed to withdraw facilities *(RAIL 241/6, 241/18)*; {Parkend – Speech House Road}.

(c) *Co n Western Daily Press 7 September 1889* said that from June to September (inclusive) parties of about a dozen could hire a picnic coach (cost first-class fare plus one guinea, include hire of crockery and attendant) which could be left in sidings at a number of sites so they could enjoy the local scenery; Coleford Junction was one of these. Similar adverts seen 1890-94 (inclusive).

COLEHAM EXCURSION – see under SHREWSBURY.

COLEHOUSE LANE [WCP] op 1 December 1897 *(Bristol 2nd- line)*; aot request; clo 20 May 1940 *(Bridgwater Merc 22nd)*.

COLESHILL [Mid]

COLESHILL (a) op 12 August 1839 *(Mid; co n T 8th- line, mention notice of alteration of times, dated 17th, in Derby Mercury 21st)*; from 1 November 1849 C HAMPTON LINE in co tt, reverting 1 December 1872 *(Mid)*; clo 1 January 1917 *(T 29 December 1916)*; surviving goods later Maxstoke.

COLESHILL (b) op 10 February 1842 *(Aris 14th, co n Morning Post 15th)* as FORGE MILLS for C in *co n* cited, but not everywhere – e.g. just F M in *Brad Companion about December 1852*; on main line; renamed F M 1 April 1904 *(hbl 28th)*, C 9 July 1923 *(hbl 26 April)*; clo 4 March 1968 *(Coventry Evening Telegraph 5 February)*.

C PARKWAY op 19 August 2007 *(RM October)*; on site of (b); still open.

COLFIN [PPW J] op 28 August 1862 *(co n 20th)*; clo 6 February 1950 *(Scotsman 20 January)*.

COLINDALE [Nor] op 18 August 1924 *(T 18th)*; still open.

COLINTON [Cal] op 1 August 1874 *(Edinburgh Evening News 3rd)*; clo 1 November 1943 *(LMS notice Scotsman 15 October* – after Saturday 30 October).

COLLEGE Glasgow – see GLASGOW HIGH STREET.
COLLESSIE [NB]: line op 20 September 1847**; clo 19 September 1955 *(BR notice Dundee Courier 30 August)*.
COLLETTS BRIDGE – see 20 August 1883**.
COLLIERS WOOD [Nor] op 13 September 1926 *(T 14th)*; still open.
COLLIERY ROAD [Camp] (ng) first in *Brad* May 1927; request; last October 1927 – but see 17 August 1917**; {Drumlemble – Lintmill}.
COLLIERY WORKS PLATFORM – see SHAKESPEARE CLIFF.
COLLINGBOURNE [MSWJ; GW]
COLLINGBOURNE op 1 May 1882 *(Swindon Advertiser 8th)*; clo 11 September 1961 *(T 9th)*.
C KINGSTON op 11 April 1932 *(North Wilts Herald 15th)*; HALT at clo 11 September 1961 *(T 9th)*; {north of Collingbourne}.
COLLINGHAM [Mid] line op 4 August 1846, in tt *Nottinghamshire Guardian* 14 August 1846, but no trains were shown calling; 4 September tt *ibid* given one train from Lincoln, nothing other way; still open.
COLLINGHAM BRIDGE [NE] op 1 May 1876 *(Leeds Mercury 29 April)*; clo 6 January 1964 *(Cl)*. Lord Leconfield could stop all trains.
COLLINGTON [LBSC] op 11 September 1905 *(Bexhill-on-Sea Observer 9th)* as C WOOD HALT; clo 1 September 1906 (Saturday) *(Cl)*; back in *Brad* June 1911 as WEST BEXHILL HALT; renamed C HALT 1 November 1929 *(Cl)*; HALT dropped 5 May 1969 *(Cl)*; still open.
COLLINS GREEN [LNW]: line op 17 September 1830**, nd, 1 January 1831; clo 2 April 1951 *(Liverpool Echo 11 March* – closes tonight).
COLLISTON [Cal] op 24 November 1838**; clo 5 December 1955 *(Brechin Advertiser 25 November)*.
COLLYWELL BAY – see SEATON SLUICE.
COLNBROOK
COLNBROOK [GW] op 9 August 1884 *(Pall Mall Gazette 9th)*; clo 29 March 1965 *(RM April)*.
C ESTATE op 1 May 1961 *(RM June 1965)*; HALT; clo 29 March 1965 *(RM April)*. Ticket for C ESTATES *(JB)*.
COLNE near Burnley [LY/Mid] op 2 October 1848 *(Bradford Observer 5th)*; still open.
Ticket platform, full details not known: wooden erection some 60 yards from station, 18 inches wide existed 8 February 1878, accident; victim died 20 May; inquest *Manchester Evening News 28 May 1878)*. Drunk and disorderly *(19 March 1887)*. L&Y express trains will now stop at Nelson station and tickets will be collected there instead of ticket platform at Colne *(Burnley Express 1 February 1890)*.
COLNE – see EARLS COLNE; WHITE COLNE.
COLNEY HATCH [GN]
COLNEY HATCH – see NEW SOUTHGATE.
C H CEMETERY (non-tt): funerals; op 10 July 1861 (consecration by Bishop of Rochester on this date recorded in *Morning Chronicle 11th)*; clo 3 April 1863 (but still advertised in various papers throughout April, last seen *Shoreditch Observer 2 May* – inertia?); perhaps used during cholera epidemic 1866-7; alias NEW SOUTHGATE C; {branch from New Southgate; cemetery north of G H/N S} *(LRR October 1999)*. Usually described in adverts as GREAT NORTHERN CEMETERY at/, COLNEY HATCH.
COLTFIELD [High] op 22 December 1862 *(co n Banffshire Journal 23rd)* as WARDS; renamed 1 January 1865 *(JS)*; became PLATFORM 1895/6 *(Brad)*; aot request; clo 14 September 1931 *(Scotsman 16th*, closure of branch last week-end). See 1939**. 1865-8 was COLTFIELDS in *Brad* – probably error *(JS)*.
COLTISHALL [GE] op 8 July 1879 *(GE- line)*; clo 15 September 1952 *(RM October)*.
COLWALL [GW] op 13 September 1861 *(Hereford T 14th)*; still open.
COLWICH [LNW] op 15 September 1847 *(co n T 13th)*; clo 3 February 1958 *(Rugeley Times 8th* – last [last] Saturday evening). 8 September 1963 wtt shows one stop 'not advertised' each way on Fridays.
COLWICK – see NETHERFIELD.
COLWYN [LNW]
C BAY first in *Brad* October 1849*; BAY added 1 August 1876 *(JS; RCG ref October)*; still open. Original was primitive structure in field east of Glan-y-Don Crossing; known locally as Pwllychrochan, after estate owned by Lady Erskine, who had sold land for it and had easy access; later re-sited further west. (D. Thomas, *Memories of Old Colwyn*, Bridge Books, 2000).
* = advert in *Caernarvon & Denbigh Herald* 30 June 1849 said new station about to be erected here.
Also see OLD COLWYN.
COLYFORD [LSW] op 16 March 1868 *(Western Daily Press 18th)*; clo 7 March 1966 *(RM April)*.
COLYTON [LSW]
COLYTON op 16 March 1868 *(Western Daily Press 18th)* as C TOWN; renamed 1890 tt *(Cl)*; clo 7 March 1966 *(RM April)*.
Also see SEATON JUNCTION.
COLZIUM [KB] op 2 July 1888 *(NB list; Paisley & Renfrewshire Gazette 7th- line)*; clo 1 January 1917 *(Cal & NB notice Kilsyth Chronicle 9 March 1917* – will be closed for goods traffic as from 12 March 1917; NOTE – closed for passenger traffic 1 January 1917).
COMBE near Oxford [GW] op 8 July 1935 *(Cl 29)* as HALT; renamed 5 May 1969; aot request; still open.
COMBE HAY [GW] op 9 May 1910 *(W D Press 10th)*; HALT; clo 22 March 1915 *(RCH)*; reop 9 July 1923 *(Bristol notice S1153)*; clo 21 September 1925 *(Cl)*.
COMBE ROW [WSM] op 4 September 1865**; clo 8 November 1898**; {map 117}. Various aliases: COOMROW in inspection reports, including correspondence from company, *(MT6/35/ 10)*; *W Som F P* had COOMBE ROW in op tt, COMBE-ROW in description; *Brad* at times COMBERROW, COMBEROW.
COMBPYNE [LSW] op 24 August 1903 *(Chard 29th)*; clo 29 November 1965 *(Chard 3 December)*.
COMELY PARK – see DUNFERMLINE.

COMMERCIAL DOCKS London [SE] op 1 May 1856 *(co n T 17 April)*; clo 1 January 1867 (Tuesday) *(Cl)*; plans in book on London & Greenwich suggest platforms on same site as later Southwark Park, entrance different; {map 105}.

COMMERCIAL STREET [TV] op 26 November 1904 *(co n Aberdare Leader 26th)*; see 1904**; last trains June 1912 tt; {map 86}. Op notice called service provisional and temporary; gave times of first and last trains; in between trips as often as required; 1d each way; workmen in dirty clothes not permitted; compartment reserved for ladies and non-smokers.

COMMINS COCH [GW] op 19 October 1931 *(GW source Cl pap)*; HALT; clo 14 June 1965 *(RM July)*; {Cemmes Road – Llanbrynmair}.

COMMON ROAD BRIDGE - see under LLANTRISANT.

COMMONDALE [NE] op start of May 1882? (item *Whitby Gazette 6th* – all trains stop when required); C SIDING until 1891 tt *(JS)*; still open.

COMMONDYKE [GSW] op 1 October 1897 *(RCG)*; clo 3 July 1950 *(Kilmarnock Herald 23 June)*.

COMMONHEAD AIRDRIE NORTH – see AIRDRIE.

COMPSTALL – see MARPLE.

COMPTON near Newbury [GW] op 13 April 1882 *(T 10th- line; in description of formal op, 12th, Reading Mercury 15th)*; clo 4 August 1942**; reop 8 March 1943; clo 10 September 1962 *(RM October)*.

COMPTON near Wolverhampton [GW] op 11 May 1925 *(Dudley Chronicle 14th)*; HALT; clo 31 October 1932 *(RM January 1933)*; {map 96}.

COMRIE [Cal] op 1 June 1893 *(RCG; Glasgow Herald 1st)*; clo 6 July 1964 *(BR notice Strathearn Herald 27 June)*.

CONCLE – see RAMPSIDE.

CONDER GREEN [LNW] op 5 November 1887 *(LNW Officers 29856)*, Saturdays only; from October 1911 all days but usually noted as only available to/from Lancaster; aot request; clo 7 July 1930 *(LMS notice Lancashire Evening Post 24 June)* – notice calls it HALT. *Hb*: 1890 and 1895 private, no facilities shown; 1904 still private, 'P' added; 'private' deleted 1927a. Not marked 'private' in any LNW co tt and *Brad* seen.

CONDOVER [SH Jt] op 21 April 1852 *(co n Hereford Times 24th)*; clo 9 June 1958 *(BR notice Kington Times 6 June)*.

CONGLETON [NS] op 9 October 1848 *(Staffordshire Advertiser 14th)*; see 18 May 2003**; still open.

CONGLETON UPPER JUNCTION [NS] only in *Brad* June 1864, only branch line trains calling (branch had op 1 June 1864, *co n Staffs Advertiser 28 May)*; perhaps tt error – e.g. passing time at physical junction translated into station – no mention seen in items in paper; {physical junction *IA*}.

CONGRESBURY [GW] op 3 August 1869 *(Shepton 6th)*; clo 9 September 1963 *(Weston 13th)*.

CONINGSBY [GN] op 1 July 1913 *(RCG RCG; Sheffield Daily Telegraph 2nd)*; clo 5 October 1970 *(T 16 July)*.

CONISBROUGH [GC] op 10 November 1849 *(GC; T 13th- line)*; moved 150 yards west 1890s *(Cl)*; CONISBOROUGH until 1950 *(Cl)*; still open.

Ticket platform: has been provided to replace that at Hexthorpe (which see); all trains on both lines will stop (race times only?) *(Sheffield Independent 11 September 1888)*. Use ceased?

CONISHEAD PRIORY [Fur] op 27 June 1883 *(Fur)*; last in *Brad* June 1916 (one train each way daily), July 'service suspended'; {on branch south from Plumpton Junction, near Ulverston}. At times just PRIORY, e.g. co tt 1914, *hb* 1890s; *Brad* just C in table (space?).

CONISTON [Fur] op 18 June 1859 *(Kendal Mercury 25th)* as C LAKE; renamed 1914 tt *(Cl)*, but *hb* 1904; clo 6 October 1958 *(LNW Record)*.

CONNAHS QUAY

CONNAHS QUAY [LNW] op 1 September 1870 *(LNW Officers 5691)*; clo 14 February 1966 *(BR LM notice North Wales Weekly News 13 January)*.

Holyhead Co has decided to erect ticket station here *(Chester Chronicle 30 November 1850)*. Did they?

Also see SHOTTON.

CONNAUGHT ROAD [PLA] op 3 August 1880 (R Green), though not in opening notice *(T 31 July)* and not in *Brad* until November 1880; clo 9 September 1940**. GE co tt 1914: ROYAL ALBERT DOCK C R.

CONNEL FERRY [Cal] op 1 July 1880 *(Dundee Advertiser 1st)*; still open.

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

CONON

CONON (a) [High] op 11 June 1862 *(co n Inverness Courier 12th)*; clo 13 June 1960 *(RM July)*.

CONON BRIDGE (b) op 8 February 2013 *(The Herald* Glasgow *1st, 9th)*; opened then to help ease local road congestion while repairs are made to Kessock Bridge, between Inverness and Dingwall; intended to be kept; same site as (a) – photo p. 88 *RM April*. Still open.

CONONLEY

CONONLEY (a) [Mid]: line op 7 September 1847**, station certainly by about December 1847 *(Mid)*; clo 22 March 1965 *(RM April)*.

CONONLEY (b) op 20 April 1988, using same platforms *(Mid)*; still open.

CONSALL [NS] op 3 March 1902 *(co n Churnet)*; clo 4 January 1965 *(RM March)*.

CONSETT [NE] {map 28}.

CONSETT (a) op 1 September 1862 *(Newcastle Guardian 6th)*; replaced by >

CONSETT (b) op as Benfieldside 2 December 1867 *(co n Newcastle Journal 2nd)*; finally BLACKHILL (which see for full details).

CONSETT (c) op 17 August 1896 *(RCG; Newcastle Daily Chronicle 17th)*; clo 23 May 1955 *(Shields Daily News 6th* – excursions will continue).

CONSTABLE BURTON [NE] op 19 May 1856 *(RCG- line)*; clo 26 April 1954 *(T 20th)*.

CONSTITUTION STREET [NB] – see LEITH – SOUTH LEITH.

CONWAY PARK op 22 June 1998 *(Liverpool Echo 20th)*; still open.

CONWIL [GW] op 4 September 1860 *(Welshman Friday 7th – public op 1 o'clock Tuesday, formal in morning)*; clo 1 December 1860; reop ? August 1861 (see Carmarthen for details); CONWYL until 1864 *(Brad)*; clo 22 February 1965 *(BR public notice)*.

CONWY

CONWAY [LNW] op 1 May 1848 *(co n T 2nd)*; clo 14 February 1966 *(BR LM notice North Wales Weekly News 13 January)*. Earlier excursion use – e.g *Staffs Advertiser Saturday 29 April 1848* said excursion trains from Chester had been running 'this week'.

CONWY op 29 June 1987 (local signalman, DA Roberts, via B Wilson – 27th was formal); east of earlier; still open.

CONWAY MORFA [LNW] (non-tt): op 12 May 1894 as C MARSH *(LNW dates)* – 'Platform for Volunteers' in inspection report *MT6/654/11, 6 April 1894*; new site 2 May 1901 as C MORFA *(LNW dates)*; in *hb* 1895, deleted as 'P' August 1929; later excur *(U)*; {Conway – Penmaenmawr}.

COODEN BEACH [LBSC] op 11 September 1905 *(Bexhill-on-Sea Observer 9th)* as C GOLF CLUB HALT; renamed C, then CB 1910 *(JS)*; HALT dropped 7 July 1935 *(SR)*; still open.

COOKHAM [GW] op 1 August 1854 *(co n T 31 July)*; still open.

COOKSBRIDGE [LBSC] included in inspection report for line op 1 October 1847; but tts in *Sussex Advertiser* 1848, headed 'only apply to current month in which they appear' suggest later opening – no mention 23 May, 30 May footnote that trains would call (how did this appear, apparently during a month? – perhaps late correction – included in advert *ibid 16 August)*, 6 June included in tables; only added in *Brad* January 1851; still open. COOKS BRIDGE until 1885 tt *(Cl)*, 1877 *hb*.

COOLE PILATE [GW] op 17 August 1935 *(T 7th)*; HALT; clo 9 September 1963 *(T 9th)*; {Nantwich – Audlem}.

COOMBE near Croydon

C LANE [WSC Jt] op 10 August 1885 *(L)*; in April 1915 *Brad* reduced to southbound service only, one Monday to Friday plus one extra, Wednesday only; December 1915 further reduced, to Wednesday only train from London; that was withdrawn 1 January 1917.

C ROAD [SR] op 30 September 1935 *(T 26th)*, same site as C Lane; clo 16 May 1983 *(BLN 456 corr)*.

Also see NEW MALDEN.

COOMBE JUNCTION HALT near Liskeard [GW]: platform was available for alighting from opening of Looe line 11 September 1879, but not advertised *(RM March 1899)* – gave easier interchange with main Liskeard station than going on to Moorswater; advertised platform op 8 May 1901 *(W Morn News 9th)* but see Moorswater entry, under Liskeard; op as C JUNCTION; at first HALT 1952 *(Brad)*, HALT dropped 6 May 1968 tt *(offic)*, when JUNCTION also dropped; clo 3 November 1990 for flood prevention work, reop 19 November 1990 *(RM January 1991)*; J HALT restored 18 May 2008 *(R. Maund from First GW)*; still open.

COOMBES HOLLOWAY [GW] op 1 July 1905 *(GW H)*; HALT; moved from down to up side of single line April 1913 *(GW Birmingham Div notice Cl pap)*; clo 5 December 1927 *(Cl)*; {Old Hill – Halesowen}.

COOPER BRIDGE [LY]: line op 1 October 1840; this op later – *Leeds Mercury 10 October* 'there will be a station here'; included in an item *Sheffield Iris* 22 December 1840 as one of the stations to which the North Midland had begun to provide through booking 'yesterday'; moved from NW to SE of road underbridge between OS 1893 and OS 1907 *(Stewart Smith, Chron 2015)*, probably as a result of line quadrupling; clo 20 February 1950 *(RM May)*. C B JUNCTION 1852 to 1868/9 *(Brad)*.

COP END – see BLOWICK.

COP LANE – see PENWORTHAM.

COPGROVE [NE] op 1 April 1875 *(York Herald 2nd)*; STAVELEY in the inspection report, C & S in June *Brad*, first time line shown; renamed C 1 November 1881 *(Cl; RCG ref October)*; clo 25 September 1950 *(Yorkshire Post 12th)*.

COPLAND ROAD – see IBROX.

COPLEY [LY] op 1 November 1855 *(co n Halifax Courier 27 October)*; clo 20 July 1931 *(Todmorden & District News Friday 24th* – closed last Saturday).

COPMANTHORPE [NE]: op 30 May 1839 *(co n Leeds Mercury 18th)*; clo 5 January 1959 *(RM February)*.

COPPENHALL [GJ] op 4 July 1837 *(co n Gore's Liverpool General Advertiser 29 June)*; clo 10 September 1840**; {Crewe – Minshull Vernon}.

COPPER PIT [GW] op 1 December 1914 *(Pask GW Fares)*; see April/May 1921**; PLATFORM; clo 11 June 1956 *(T 8th)*.

COPPER WORKS JUNCTION [PT] (non-tt): *Engineer's Report* of 15 March 1917 said workmen's platform nearly completed *(RAIL 1057/1528*; {south of Margam steelworks – see *RAC Atlas p 141*}.

COPPERAS HILL [CW Jc] op 15 April 1912** to workers; public 2 June 1913 *(RCG)*; last in tt June 1921; {map 21}.

COPPERHOUSE {map 111}

COPPERHOUSE (a) [West Cornwall] op 23 May 1843**; on original line; clo 16 February 1852.

COPPERHOUSE (b) [GW] op 1 July 1905 *(GW H)*; on 1852 deviation line; HALT; clo 1 May 1908 (Friday) *(wtt supp)*.

COPPLESTONE [LSW] op 1 August 1854 *(Trewman 13 July, 3 August)*; aot request; still open.

COPPULL [LNW]: op 31 October 1838 *(co n Manch 27th- line,* in description *Preston Chronicle 3 November* as SPENDMOOR - *JS)*; re-sited 150 yards west 2 September 1895 *(Cl)*; clo 6 October 1969 *(BR LM notice Crewe Chronicle 25 August)*. At first COPPUL in *Brad, Robinson.*

COPPULL HALL [LNW] (non-tt): collier's ticket from Wigan to C H, Pearson Knowles Coal & Iron Co *(JB)*; mine concerned probably Chisnall Hall (sinking began 1891, first coal January 1900); {shown as Hicbibi Siding, 1 m 7 ch south of Coppull on RCH maps of time}; (see 1904 *hb*; C. H. A. Towneley, F. D. Smith and J. A. Peden, *The Industrial Railways of the Wigan Coalfield, Part II*, Runpast, 1992, pp 411-14).

CORBRIDGE [NE] op 10 March 1835**; still open.

CORBY

CORBY (a) [Mid] op 1 March 1880 *(co n Rutland Echo 27 February)* as C & COTTINGHAM; renamed WELDON 1 November 1880 *(RCG)*, W & CORBY 1 November 1881 *(RCG)*, CORBY & W 1 May 1937 *(Mid)*, CORBY 4 March 1957 *(Cl)*; clo 18 April 1966 *(Mid)*.

CORBY (b): occasional use from 1 July 1984; fully op, experimentally, 13 April 1987 *(Mid)*; clo 4 June 1990 *(BLN 633)*.

CORBY (c) op 23 February 2009 *(RM April)*; still open.

CORBY [NE] (non-tt): shown 'P' in 1877 *hb*; only 11 chains from Wetheral but on other side of viaduct so perhaps something for staff, perhaps error, perhaps duplicate entry for Wetheral – *Scott* has W OR C, tts sometimes W FOR C; {Wetheral – How Mill}.

CORBY GLEN [GN] op 15 July 1852** as C; renamed C LINCS 3 May 1937, C G 16 June 1947 *(hba May 1947)*; clo 15 June 1959 *(Grantham Journal 29 May)*.

CORFE CASTLE [LSW] op 20 May 1885 *(Ex & Plym 21st)*; clo 3 January 1972 *(RM January)*.

CORFE MULLEN [SD Jt] op 8 July 1929 *(W Gaz Bournemouth edition 5th)*; HALT; C M EAST END in *Brad* (EAST END omitted from table 1950/1) and *hb*; clo 17 September 1956 *(T 13th)*; {Bailey Gate – Broadstone}.

CORKERHILL [GSW; LMS]

CORKERHILL; first in *Brad* December 1923 – *hbl 63* says public opening 15 September 1926, but in *Cl pap* note, no source, that it opened 1 May 1923; HALT until 1933/4 *Brad*; clo 10 January 1983 *(Rly Obs March)*; reop 30 July 1990 – trains at half-fare Saturday & Sunday 28 & 29 July *(BLN 640)*; still open. Opening date still to be resolved.

C ENGINE SHEDS (non-tt): op for railwaymen and families 1 December 1896 railway staff; clo after 1957; {east of Corkerhill} *(JF)*.

CORKICKLE – see WHITEHAVEN.

CORNBOROUGH [BWA] first in *Brad* October 1911 (see 18 May 1901**); clo 28 March 1917**; {Abbotsham Road – Westward Ho!}.

CORNBROOK [MSJA] op Whit Monday 12 April 1856, one minute's walk from Pomona Gardens *(co n Manch Cour 3rd)*; clo 1 May 1865 *(co n ibid 27 April)*.

Also see [Manch] in Section 6.

CORNHILL near Keith [GNS] op 30 July 1859** *(GNS)*; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

CORNHILL – see COLDSTREAM.

CORNHOLME [LY] op 1 July 1878 *(Burnley Express 3rd)*; clo 26 September 1938 *(Nelson Leader 23rd)*.

CORNWOOD [GW] op 1 September 1852? – *co ½ Western Courier 25th* said station had been built, but no explicit reference to opening; seems to have been treated as one of a pair with Exminster, which see; *in tt Plymouth* 'corrected to 1 September' as C ROAD; renamed 1864 tt *(Cl)*; clo 2 March 1959 *(RM April)*. Two South Devon Board meetings sanctioned stopping of certain trains from Plymouth for hunting parties when notice given by Master of Hounds; GW continued out of courtesy; ended? *(Out of Course)*.

CORPACH [NB] op 1 April 1901 *(Scotsman 2nd)*; still open.

CORPORATION BRIDGE – see GRIMSBY.

CORPUSTY & SAXTHORPE [MGN] op 5 April 1883 *(Norfolk Chronicle 14th)*; clo 2 March 1959 *(T 2nd)*.

CORRIEGOUR [Invergarry & Fort Augustus] (non-tt) private PLATFORM for Lewis Miller of C House; in use approx 1906 – 1909; (John MacGregor, *No Way Through – Great Glen Railway Schemes*, Highland Railway Society, 2021, with full sources); {Invergloy – Invergarry}. Fuller detail Tim Edmonds, *Chron 109*.

CORRINGHAM [Corringham] op 29 June 1901**; first in *Brad* October 1948; clo 3 March 1952 *(Cl)*. Never shown 'P' in *hb*.

CORRIS [Corris]

For first service see 1874**.

CORRIS op 4 July 1883 *(Corris)* but see query in 1874**; clo 1 January 1931 (Thursday) *(T 13 December 1930)*. Cambrian tt 1904: C for CADER IDRIS and TALYLLYN LAKE.

CORROUR [NB; LNE] op, non-tt, 7 August 1894, for Sir JS Maxwell's shooting estate (J. Thomas, *The West Highland Railway*, D&C 1984); July 1896 and February 1922 wtts say any train can be stopped at request of Sir J. Maxwell on 'reasonable notice' to nearest station-master or signalman at Corrour. Op to public 11 September 1934 *(Cl 29)*; still open. In *hb* 1904 on without indication of private status.

Also see MILEPOST items.

CORRWG MERTHYR NAVIGATION COLLIERY [PT] (non-tt): in use for Whitworth Colliery Co – minutes 27 November 1908 *(RAIL 242/3)*; see 1920** for later use; alias TORYBANWEN COLLIERY/WHITWORTH; HALT; {branch from Tonmawr}.

CORSEHILL QUARRY [Cal] (non-tt): quarrymen; op by 1888; MT29/78 folio 211 refers to a "new temporary platform 1916" (*replacement? extra?)*; clo by July 1926; {Kirtlebridge – Annan} *(U; 1916 poster for workers' trains)*.

CORSHAM [GW] op 30 June 1841 *(Wilts 8 July)*; clo 4 January 1965 *(Bath Chron 9th)*.

CORSTORPHINE

For **first station** of this name see SAUGHTON.

CORSTORPHINE [NB] opened 1 February 1902 *(Edinburgh Evening News 1st)*; closed 1 January 1968 *(West Lothian Courier Friday 29 December 1967* – 1.36 p.m. from Corstorphine tomorrow will signal end of branch).

CORTON [Norfolk & S] op 13 July 1903 *(Yarmouth Independent 18th)*; clo 4 May 1970 *(RM May)*.

CORWEN

CORWEN [Corwen & Bala; GW] op 8 May 1865 *(co n eddowes 10th)*; initially used by Llangollen & Corwen trains; C & B's own trains started 16 July 1866; clo 14 December 1964**.

CORWEN temp from Denbigh [Denbigh, Ruthin & Corwen] op 22 September 1864**; service extended to above when that was made available 1 September 1865 *(Pratt*; in notice of alterations for September, Carnarvon & Denbigh Herald 2nd).

CORYATES [GW] op 1 May 1906 *(Bristol NWR)*; HALT; clo 1 December 1952 *(W Gaz 5th)*.

CORYTON [Cardiff] op 1 March 1911 *(RCG; Railway Times 4th)*; re-sited south of road overbridge when part of line clo 20 July 1931; now terminus *(Cardiff)*; became C HALT 1 July 1924 *(GW circular 18 June)* – but thus in *Brad* from start; became C HALT GLAM 17 September 1926 *(GW circular 3011)*, C 5 May 1969 *(GW H)*; still open. At first PLATFORM *(hb)*.

CORYTON near Tavistock [GW] op 1 July 1865 *(Ex & Plym 1st)*; clo 31 December 1962**.

CORYTON near Tilbury [Corringham] op 29 June 1901** as KYNOCHTOWN; renamed 1921; first in *Brad* October 1948; clo 3 March 1952 *(Cl)*. Never shown 'P' in *hb*.

COSELEY [LNW] op 10 March 1902 *(co ½ Rly Times 9 August)*; op as DEEPFIELDS & C, replacing earlier station of that name, which see; became C D 25 August 1952 *(W Mid)*; C 10 May 1968; still open.

COSFORD [GW] op 17 January 1938 *(co n 23, dated 14th)* as C AERODROME HALT for workmen only; op to public 31 March 1938 *(W D Press 29th)* – but in *Brad* March; renamed 28 October 1940 *(hbl September)*; clo 29 October 2011 *(poster at Wolverhampton)* for rebuilding, reop 30 April 2012 *(RM July)*; still open.

COSHAM [LSW/LBSC] op 1 September 1848 *(Hants Adv 2nd)*: still open.

COSSEY/COSTESSEY – see DRAYTON.

COSSINGTON [SD Jt] op 21 July 1890 *(Bridgwater Merc 23rd)*; clo 1 December 1952 *(Bridgwater Merc 2nd)*.

COSSINGTON GATE [Mid] company minutes of 21 October 1845 ordered provision of platforms; first evidence for stops *Brad* December 1845; Saturdays only. Closure resulted when replacement of level-crossing by bridge meant man would have to be kept there only for a station whose receipts for five months ending May 1873 were £3 0 7d; co notice dated 'September' 1873 said 'will be closed after Saturday September 27th and no trains will call there after that date' (J Gough); {Syston – Sileby}.

COTEHILL [Mid] op 1 May 1876 *(Carlisle Express 6th* – 'Cote Hill station' for 'Cotehill village'*)*; clo 7 April 1952 *(BR notice Penrith Observer 26 February)*.

COTHAM [GN] op 14 April 1879 *(RCG; co n Nottinghamshire Journal 11th)*; clo 2 April 1917 *(Cl)*; reop 1 April 1919 *(RCH)*; clo 11 September 1939 *(Cl)*.

COTHERSTONE [NE] op 13 May 1868 *(Darlington 16th)*; clo 30 November 1964 *(Newcastle Evening Chronicle 4th)*. COTHERSTON *hb* 1904 to 1910a, *Brad* 1906 to 1914.

COTTAM [GC] first in *Brad* December 1850; permanent station (same site?) 1853; clo 2 November 1959 *(RM December)*.

COTTINGHAM [NE] op 7 October 1846**; still open.

COTTINGLEY op 25 April 1988 *(BLN 584)*, near earlier Churwell; still open.

COTTINGWITH [Derwent Valley] op 21 July 1913 *(Yorkshire Post 21st)*; clo 1 September 1926** (Wednesday) *(RM October)*.

COUGHTON [Mid] op 4 May 1868 *(Mid)*; clo 30 June 1952 *(Mid)*.

COULSDON

C NORTH [LBSC] op 5 November 1899 *(L)* as STOATS NEST for CANE HILL; renamed COULSDON & SMITHAM DOWNS 1 June 1911 *(NE dist amdt 1911/16)*, C WEST 9 July 1923 *(hbl 26 April)*, C NORTH 1 August 1923 *(Cl)*; clo 3 October 1983 *(RM March 1984)*. *Brad* ? to 1955 C N for CANE HILL. *Hb* 1904 S N; 1912 S N & C H; 1925 C N.

C SOUTH [SE] op 1 October 1889 *(RCG)* as C; renamed C & CANE HILL 1896 tt *(Cl)*, C EAST 9 July 1923 *(hbl 26 April)*, C SOUTH 1 August 1923 *(Cl)*; still open.

C TOWN [SEC] op 1 January 1904 as SMITHAM *(co wtt, RAIL 975/20)*, but trains not shown in *Brad* until July 1904; clo 1 January 1917 *(RM February)*; reop 1 January 1919 *(SEC wtt)*; renamed May 2010 tt *(RM December 2010)*; still open.

Also see KENLEY.

COULTER [Cal] op 6 November 1860**; clo 5 June 1950 *(Carluke & Lanark Gazette 26 May)*.

COUND [GW] op 4 August 1934 *(T 25 July)*; HALT; 5 October 1942 co tt says trains call daylight only; clo 9 September 1963 *(T 9th)*; {Cressage – Berrington}.

COUNDON near Bishop Auckland [NE] op 1 December 1885 *(co n Daily Gazette for Middlesbrough 1st)*; clo 4 December 1939 *(Newcastle Journal 28 November)*. Also see SPENNYMOOR (for possible later use.)

COUNDON ROAD near Coventry [LNW] op 2 September 1850** as COUNDEN R; renamed 1 November 1894 *(Cl)*; clo 18 January 1965 *(Birmingham Daily Post 10 December 1964)*.

COUNTER DRAIN [MGN] line op 1 August 1866, this in GN tt August; line first shown in *Brad* August, this station listed but no trains calling; first trains shown there September 1866. Clo 2 March 1959 *(T 2nd)*.

COUNTESS PARK [NB] op 1 December 1859 *(Newcastle Guardian 3rd)*; temporary terminus; clo 1 February 1861 when line extended to Thorneyburn *(Cl)*.

COUNTESTHORPE [Mid]: at first market days only, probably beginning at start of December 1840 (first Saturday was 5th) – *Leicester Journal 27 November* said that company had ordered one morning and one evening train to stop in response to petition from locals; *Robinson*, about August 1841, shows Saturday stop at C GATE-HOUSE; it was also in notes in *Brad* at about this time, but mentions were erratic (e.g. not in December 1842 Companion, nor in July 1845). Earliest mention found in local press tts (irregularly included) is in tt *Leicester Journal* 10 June 1842, Saturday stop; by 1 March 1844 *(tt ibid)* stops Wednesdays and Saturdays. Minutes of company's Committee of Management show that they ordered station, full use, to be included in tts for March 1846 *(Mid)*. *Leicestershire Mercury* tts from 18 October 1844 call it C but *Brad* August 1845 still C G-H. It is likely that the lack of continuous reference was owing to clerical vagaries rather than irregular use of stop *(Mid)*. Clo 1 January 1962 *(Coventry Evening Telegraph 29 November 1961)*.

COUNTY MARCH – see 1957**.

COUNTY SCHOOL [GE] op 1 March 1884 *(Thetford & Watton Times 8th)*; clo 5 October 1964 *(RM September)*.

COUPAR ANGUS [Cal] op 24 February 1837 (see 1837 B**); clo 6 September 1847 *(Rtn)*; reop 2 August 1848 *(Dundee ... Advertiser 4th)*; clo 4 September 1967 *(BR notice Aberdeen Press 27 July)*. C A JUNCTION1858/9 to 1882 *(Brad)*.

Also (non-tt) a temporary platform, opposite the station house, was provided for Queen Victoria on 1 September 1850 *(Perthshire Advertiser 5th)* and again in 1852 *(Edinburgh Evening Courant 2 September)*. Before the Deeside Railway was built, Queen Victoria travelled the 50 miles between Coupar Angus and Balmoral by coach on several occasions (D. Cattanach).

COURT SART [RSB] op 14 March 1895 *(co n S Wales Daily Post 12th – where one word)*; clo 16 September 1935 *(co n Western Mail 13th)*.

COVE [GW] op 9 June 1924 *(Tiverton 10th)*; HALT; clo 7 October 1963 *(W Som F P 12th)*; {Tiverton – Bampton}.

COVE BAY near Aberdeen [Cal] op 1 April 1850 *(Cal- line)*; BAY added 1 October 1912 *(hbl 24th)*; clo 11 June 1956 *(Aberdeen Evening Express 28 May)*.

COVENT GARDEN [Picc] op 11 April 1907 *(London Evening Standard 11th)* – in *Brad January 1907*, and on map in advertisement for line opening *(T 14 December 1906)*, both presumably in anticipation; still open.

COVENTRY [LNW] op 9 April 1838 *(T 11th)*; original station replaced by 1840; still open. C JUNCTION in LNW co tt 1856.

COVENTRY ARENA op 18 January 2016 (Joe Brown); still open.

COW BANK – see SEACROFT.

COWBIT [GN/GE] op 2 September 1867* *(GN)*; clo 11 September 1961 *(Peterborough Standard 28 July)*.

* = GN minutes say op 1st, but that a Sunday, no Sunday service.

COWBRIDGE [TV] op 18 September 1865 *(T 20th)*; re-sited on extension to Aberthaw 1 October 1892 *(South Wales Star 7th)*; clo 26 November 1951 *(RM January 1952)*.

COWCADDENS [GU] op 14 December 1896**; still open.

COWDEN [LBSC] op 1 October 1888 *(co n T 28 September)*; still open.

COWDENBEATH [NB]

C OLD: op 4 September 1848 *(co n Perthshire Courier 31 August)*; OLD added 1 June 1890 *(Cl)*; clo 31 March 1919 *(Cl)*. Engine based at Kelty worked miners' trains which called here long after public closure *(Locos of LNER Part 8B*, RCTS, 1971). Was C JUNCTION 1862 to 1890 *(Brad)*.

COWDENBEATH op 2 June 1890 *(Fife Free Press 24 May*, where listed as C, stop on new circular route) as C NEW; renamed 14 June 1965 tt; still open.

COWES [IWC] op 16 June 1862 *(Hants Adv 21st)*; clo 21 February 1966 *(RM March)*. Noted 1939 and 1947 in SR tt as nearest station for Osborne House.

COWLAIRS [NB] op by 1 April 1858 co tt, when only trains from Glasgow shown; first in *Brad* July 1859. From line opening 21 February 1842 trains between here and Glasgow Queen Street were cable hauled; *Glasgow Evening Post 30 June 1879* said that in 1840 it was a great feat to put ticket platform within speaking range of station inspector's office; note in *Brad* says all down trains stop at ticket platform; from the start there many references in the press to 'Cowlairs station' though most would have applied to the incline workings; however from 23 January 1846 *(Glasgow Herald)* there was a sprinkling of adverts for sale / letting of properties that referred to nearness of Cowlairs station and only make sense if passenger use was possible. The earliest certain reference found is for 19 June 1848 when a man who had been robbed at Bishopsbridge followed the thief back to Cowlairs where both alighted and the thief was handed over to the police there *(Glasgow Herald 16th)*. More than one site involved: Edinburgh & Glasgow co ½ *(Edinburgh Evening Courant 28 August 1861)* said ticket platform and passenger shed here now ready for use; had involved considerable changes at top of incline.

Sunday evening 17 August 1879 part of tunnel outside Glasgow Queen Street collapsed during work to enlarge station, blocking line to Cowlairs. Traffic temporarily run from College Street station: line to Cowlairs (previously goods only) branches off a little to east of Bellgove, passes the Alexandra Park, goes under Springburn Road and joins main line about 200 yards north of Cowlairs. Temporary provision at Cowlairs on this line for passengers from Edinburgh needing to change. Ticket collection at Bellgrove. *(Glasgow Evening Citizen 18th)*.Traffic will be resumed today *(Glasgow Herald 27 August 1879)*.

Clo 7 September 1964 *(Cl)*.

COWLEY near Uxbridge [GW] op 1 October 1904 *(RCG)*; clo 10 September 1962 *(RM October)*.

COWPEN [Stockton & Hartlepool]: possible early station; no tt evidence seen; see 10 February 1841**.

COWPEN LANE – see BEBSIDE.

COWTON [NE] op 31 March 1841**; clo 15 September 1958 *(RM October)*.

COX GREEN [NE] op 1 June 1853 *(Durham Chronicle 3rd)* as COXGREEN, included amongst 'stations' but not in fare list, so perhaps originally a 'halt', which would explain why first in *Brad* November 1854 as COXGREEN CROSSING; CROSSING dropped 1857 tt *(Cl)*; altered to two words July 1931 co tt *(JS)*; clo 4 May 1964 *(Cl)*.

COXBANK [GW] op 23 June 1934 *(Chester Divn Rpt 1934)*; HALT; clo 9 September 1963 *(T 9th)*; {Audlem – Adderley}.

COXBENCH [Mid] op 1 September 1856 *(Mid; T 12th- line)*; clo 1 June 1930 (Sunday) *(Mid)*. excursions continued until 13 September 1952 or later *(mentioned RM January 1953)*.

COXHOE [NE] {map 33}

COXHOE op 11 July 1835 (see 1835 A**); clo November 1837; reop 20 June 1838; clo 1 April 1902 (Tuesday) *(RCG; Sunderland Daily Echo 31 March)*.

C BRIDGE: line op 13 October 1846 *(NE maps)*, nd, August 1847; description of formal opening, 12th, in *Yorks Gaz (17th)* said stations not yet built – would that have prevented stops?; BRIDGE added 1860 *Brad*, by January 1861 NE co tt; clo 9 June 1952**.

COXLODGE [NE**]** op 1 June 1905 *(co n Newcastle Daily Chronicle 1st)*; clo 17 June 1929 *(Sunderland Daily Echo, Tuesday 11th – last train will run Saturday night)***.** Fawdon at/near later.

Also see Section 7:4 (Seaton Burn) and 7:6 f.

COXWOLD [NE] op 1 June 1853**; clo 2 February 1953 *(RM March)*; later excur for shopping and football *(RM February 1955)*.

CRABLEY CREEK [NE] probably op between June 1843 and July 1844 Tuesdays only; see 2 July 1840** for details of opening and later service; {Broomfleet – Brough}.

CRADLEY HEATH [GW] op 2 March 1863 *(RAIL 1089/7)* as C; became C H & C 1 July 1899 *(hbl 13th)*, C 6 May 1968, C H 1 June 1981 tt *(Cl)*; still open.

CRADOC [N&B] op 1 March 1877 *(N&B Minutes;* not in *Brad* until November 1877); clo 15 October 1962 *(BR WR notice Port Talbot Guardian 12th)*.

CRAGG MILL [NE]: line op 29 March 1847 (see 1847**); a station here probably opened with line as BELFORD – see line note. Its existence under this name would have been brief; perhaps closed, more likely kept for market and other special trains. Although it did not appear in *Brad* until 1875 there was earlier use. Earliest examples of various uses found: 14 February 1849 – first train each way to stop at 'the Cragg Mill' for those attending ploughing match *(advert Newcastle Courant 2nd)*, similar January 1862; 'Crag

Mill station' mentioned in advert for sale of farm machinery by private treaty – only makes sense if possible for prospective buyers to come here, at least on market days *(ibid 21 January 1850)*; 3 May 1860 all trains to stop for farm sale, plus a special evening one from here to enable farmers from Kelso to reach Tweedmouth in time to make their connection *(ibid April 20)*; 6 January 1863 'Cragg Mill' in list of places to be served by an excursion *(Kelso Chronicle 5th)*; on Macaulay's Map 1854 (not 1851); on first edition OS map of about 1866 as CRAGMILL (S. Bragg); market stops clearly in operation by February 1871, when in wtt (A. Young); first in *Brad* November 1875; Tuesdays & Saturdays; last there October 1877, and *hb* 1878a 'closed'; sometimes C M Siding; {Belford – Smeafield}.

CRAIG HOUSES (non-tt): railwaymen's wives; op 3 December 1951, Saturdays only *(wtt supp RAIL917/24)*; used to 1972 or later; {Glencarron – Achnashellach} *(U)*.

CRAIG MERTHYR COLLIERY (non-tt): see GRAIG MERTHYR – correct spelling.

CRAIG-Y-NOS PENWYLLT [N&B] op 3 June 1867 *(Brecon County Times 8th)* as P; renamed 1 February 1907 *(hbl 24 January)*; clo 15 October 1962 *(BR WR notice Port Talbot Guardian 12th)*. Home some distance from station so temporary platform on siding near it, trains stopping at her pleasure *(North London News 19 June 1880)* – dates of use unknown. Until 1919 it included private waiting room for Dame Adeline Patti (presume added after 1880), later restored as a museum.

CRAIGELLACHIE

For **first station** of this name see DANDALEITH.

CRAIGELLACHIE [GNS] op 1 July 1863 *(Banffshire Journal 23* and *30 June)* as STRATHSPEY JUNCTION; renamed C JUNCTION 1 June 1864 *(Cl)*, C 1897/8 *(Brad)*, but thus already *hb* 1872; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

CRAIGEND [LNE] (non-tt): HALT; workmen; 1928-1942; {Campsie Glen – Strathblane}; *(@JS)*.

CRAIGENDORAN [NB]

Station on lower line op 15 May 1882 *(Scotsman 16th)*, C PIER in *Brad* until 1922/3, then C; still open.

C West Highland platforms (separate station in *hb*) op 7 August 1894 *(T 7th)*, C in *Brad*; clo 15 June 1964 *(not included in tt from that date)*. From 1922/3, *Brad* just used C for both.

Wtt (e.g. 4 May 1936 and 17 June 1963) continued to show C PIER as separate. PIER platforms last used 10 September 1972 wtt.

CRAIGLEITH [Cal] op 1 August 1879 *(RCG; co n Edinburgh Evening News 1st)*; became C for BLACKHALL 1 July 1922 *(hbl 13th)*; clo 30 April 1962 *(RM May)*; {map 19}.

CRAIGLEITH HOSPITAL: an internet item (which see for full details, including maps) claims that a PLATFORM [Cal] was provided near Crew Junction for reception of wounded at Military Hospital at Craigleith; doubts were expressed by some contributors about its existence though one did say it was only occasionally used, which could account for the scarcity of evidence. All press items seen by this writer merely say that wounded on the occasions described were transported by ambulance and private cars, making no reference to a platform, whether used or available but not used. These were: *Scotsman, 2nd edition 28 September 1914*, which said first party had arrived at Princes Street at 2 a.m. that day; *same paper 26 October* and *4 November 1914*; *Edinburgh Evening News 19 October 1914*; *Daily Record 24 May 1915*, which referred to some of the survivors of the Quintinshill accident, who were hurried away without anyone on the platform being allowed to speak to them, in order to give them a chance to recover from the shock they had suffered. Thereafter no press reports gave any indications of how casualties were conveyed. However, other records not seen might support the claim; thus a conclusive answer is not possible.

CRAIGLOCKHART [NB] op 1 June 1887 *(NB list)*; clo 1 May 1890, replaced for duration by Edinburgh Exhibition NB; reop 1 January 1891 *(Cl)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*; clo 10 September 1962 *(BR notice Ed Sub*.

CRAIGLON BRIDGE [GW] op 1 February 1932 *(Cl 29)*; HALT; clo 21 September 1953 *(BR WR notice August)*; {Pembrey – Pinged}.

CRAIGMYLE [GNS] (non-tt): private for Craigmyle House; op ?; clo 1887; {Glassel – Torphins} *(GNS)*.

CRAIGNACAILLEICH* [Cal] (non-tt): PLATFORM; railwaymen, schoolchildren; at least 1922 *(U)* to summer 1959 wtt which shows 5.15 p.m. Glasgow-Oban calling all Saturdays to set down railway employees; {Callander – Strathyre}.

* = spelling from ticket *(JB)*; CRAIGNACAILLEACH *(July 1938 and 30 June 1952 wtts)*.

CRAIGO [Cal] first in *Brad* February 1851 (reported nearly complete *Montrose ... Advertiser 22 November 1850; Montrose Standard 24 January 1851* – trains shunted here and Laurencekirk to allow continued working after accident to cattle train on 21st); clo 11 June 1956 *(Brechin Advertiser 5th)*.

CRAIL [NB] op 1 September 1883 *(Fifeshire Journal 6th)*; clo 6 September 1965 *(Aberdeen Press 20 August)*.

CRAKEHALL [NE] op 19 May 1856 *(RCG- line)*; clo 1 March 1917 (Thursday) *(RCH)*; reop 24 October 1921 *(RCH Re-opening of Stations…. Supplementary No. 1, March 1922)*; clo 26 April 1954 *(T 20th)*.

CRAMLINGTON [NE]: op 1 March 1847 *(Kelso Chronicle 5th)*; still open.

CRAMOND BRIG – see BARNTON.

CRANBROOK [SE] op 4 September 1893 *(Canterbury Journal 2nd)*; clo 12 June 1961 *(T 12th)*.

CRANBROOK near Exeter: op 13 December 2015 *(Wikepedia item citing Exeter Express & Echo 13th)*; still open {Whimple – Pinhoe}.

CRANFORD [Mid] op 1 March 1866 *(Cambridge Independent Press 3rd)*; clo 2 April 1956 *(RM May)*.

CRANK [LNW] first in *Brad* April 1858; became HALT 1940 *(Brad)*; clo 18 June 1951 *(RM August)*.

CRANLEIGH [LBSC] op 2 October 1865 *(T 3rd)*; CRANLEY to 1867 tt *(Cl)*; clo 14 June 1965 *(Cl)*. 1938 *hb*: C for EWHURST.

CRANLEY GARDENS [GN] op 2 August 1902 *(RCG; Hampstead & Highgate Express 2nd)*; clo 29 October 1951, reop 7 January 1952 *(T 18 December 1951)*; clo 5 July 1954 *(RM July)*.

CRANMORE [GW] op 9 November 1858 *(Western Daily Press 12th)*; clo 9 September 1963 *(Weston 13th)*.

CRATHES [GNS]

C CASTLE PLATFORM (non-tt) op 8 September 1853 *(GNS)*; at 14 m 25 ch from Aberdeen; replaced by >

CRATHES (public) op 1 January 1863 *(GNS; co n Aberdeen Press 17 December 1862)*; at 13m 76 ch as public replacement for Mills of Drum; clo 28 February 1966 *(BR notice ibid 1st)*. Until 1914 Burnett family could stop any train. *RM October 1960* said had become HALT; not thus BR tts.

CRAVEN ARMS [SH Jt] op 21 April 1852 *(co n Hereford Times 24th)*; became C A & STOKESAY 1879 *(LNW circular 30 July* – 'in future'), reverting 6 May 1974 *(BR notice)*; still open. C A JUNCTION 1862 to 1879 *(Brad)*, and thus LNW co tts 1864 to 1874 at least.

CRAWFORD [Cal] op 1 January 1891 *(RCG)*; clo 4 January 1965 *(RM February)*.

CRAWLEY near Durham [S&D] op 1 September 1845 *(S&D*; see 1843**); clo 31 October 1845 (Friday); reop 1 April 1846 *(G&S)*; last in *Brad* December 1846; see PARK HEAD for possible later service; {map 30}.

CRAWLEY near Horsham [LBSC] op 14 February 1848 *(Hants Chron 12th)*; re-sited slightly nearer London 28 July 1968 *(Cl)*; still open.

CRAY [N&B] first evidence for use in *Brecon County Times Saturday 10 July 1869* which says 'in future' trains will stop at the 'Cray station' on Wednesdays and Saturdays for Brecon and Neath markets – taken literally would mean first 13 July but adveet *ibid 3 July* referred to proposed station already in use Wednesdays and Saturdays so at start of month? – 1st on Thursday; not seen in any time-table *ibid* before end of 1869, no tts *ibid* for 1870; first in *Brad* February 1870*; clo 15 October 1962 *(BR WR notice Port Talbot Guardian 21 September)*.

* = but mentioned as a station in advert for a sale 24 April 1869 – *Brecon County Times*, probably in anticipation.

CRAYFORD [SE] op 1 September 1866 *(Gravesend Reporter 1st)*; still open.

CREAGAN [Cal] op 24 August 1903**; see 25 May 1953**; clo 28 March 1966 *(Aberdeen Press 11th)*.

CREDENHILL [Mid] op 30 June 1863 *(Hereford J 27th)*; clo 31 December 1962 *(T 31st)*.

CREDITON [LSW] op 12 May 1851** *(Trewman 15th)*; still open. On extension of line to Barnstaple 1 August 1854 essentially stayed in same place (R. Maund, *Chron 107).*

CREECH ST MICHAEL [GW] op 13 August 1928 *(Som Gaz 18th)*; HALT, though this at first omitted *hb*; clo 5 October 1964 *(Cl)*; {Durston –Creech junction}.

CREEKMOOR [SR] op 19 June 1933 *(Poole 22nd)*; HALT; clo 7 March 1966 *(Shepton 11th)*; {Poole – Broadstone}.

CREETOWN [PPW Jt] op 12 March 1861 *(Galloway 15th)*; clo 14 June 1965 *(RM July)*.

CREIGIAU [Barry] op 16 March 1896 *(Aberdare Times 21st)*; clo 10 September 1962 *(Cl)*.

CRESSAGE [GW] op 1 February 1862**; clo 9 September 1963 *(T 9th)*.

CRESSING [GE] op 2 October 1848** as BULFORD; renamed 1 February 1911 *(RCG)*; aot request; still open.

CRESSINGTON [CLC] op non-tt April 1872 *(D&C 10)*; public 1 March 1873 *(Whittle from GN records)*; C & GRASSENDALE 1877 *(Cl; RCG ref January)* to clo 17 April 1972 *(Liverpool Echo 23 March)*; reop 3 January 1978 as C *(ibid 3rd)*; still open.

CRESSWELL near Stoke-on-Trent [NS] op 7 August 1848 *(Staffordshire Advertiser 5th)*; clo 7 November 1966 *(Birmingham Daily Post 8 October)*.

CRESWELL

CRESWELL – see ELMTON

C & WELBECK [GC] op 1 June 1897 *(GC dates)*; & W added 1 September 1897 *(hbl 28 October* –original *RCG* entry was C for W); clo 11 September 1939 *(G&S)*.

C DERBYS op 25 May 1998 *(BLN 821)*, same site as earlier ELMTON & C; 'fun day' 24 May; still open. Just C BR opening leaflet.

CREW GREEN [SM] op 21 June 1871 *(co n Oswestry 21st, report 28th)* as CREWE G; spelling amended 1920 *(co tt February 1920)*; finally clo 3 October 1932 *(co tt)*. See 13 August 1866** (Criggion branch) for full details. Became C G for COEDWAY and ALBERBURY 1 January 1918 *(hbl 24th)* and thus *Brad* to closure.

CREWE

CREWE [GJ; LNW] op 4 July 1837 *(T 6th)*; still open. C JUNCTION some tables 1851/2 to 1885/6 *(Brad)*, LNW co tt 1864, but not 1868; was C BRIDGE in one opening description *T 6th*.

CREWE [Manchester and Birmingham] terminus op 10 August 1842 *(GJ co n T 9th- line)*; separated from GJ line by gate, opened to allow passage of through trains; about 1846 absorbed into main station.

Also [LMS] **non-tt station** on branch from here, used by railway workmen probably from 1926 (clo of North Staffs works at Stoke); however platform at Wistaston Road (south side of Chester line) may not have been installed until 1927 – so trains may originally have detrained elsewhere in works area (presumably north of Chester line); variously C WORKS, CARRIAGE WORKS, WISTASTON ROAD, C EMC / DED; clo 24 April 1989 *(BLN 632)*. Public open days – e.g. 24 April 1972.

Also (non-tt): temporary platform in front of the 'engine room' for visit of Prince of Wales to works 26 January 1866 *(Staffs Advertiser 27th)*. When Duke of Cambridge visited here to open the Victoria Park (a gift to the town by the LNW) his special train stopped at the entrance to the Locomotive Office, where they had lunch, and a temporary platform was provided at the park *(Manchester Courier 11th)*. Another 21 April 1913 for royal visit *(Staffs Advertiser 26th)*.

CREWKERNE [LSW] op 19 July 1860**; still open. Early *Brad* was C for BRIDPORT/for BEAMINSTER and BRIDPORT, then C for BEAMINSTER until 1929/30 but just C in LSW co tt 1914.

CREWS HILL [GN] op 4 April 1910 *(Luton Times 8th)*; still open.

CRIANLARICH

CRIANLARICH [NB] op 7 August 1894 *(T 7th)*; became C UPPER 1951 tt *(JS)*, reverted to C 1 November 1965; still open.

C LOWER [Cal] op 1 August 1873 *(Oban Times 9th)*; LOWER added 1953 *(JS)*; clo 28 September 1965**.

CRIBBWR FAWR COLLIERY PLATFORM: work begun by 15 March 1918; workmen's service started by 10 May 1918; still in wtt February 1930, absent September 1930. For details of service see PORT TALBOT OLD DOCK.

CRICCIETH [Cam] op 20 September 1867**; see 3 November 2013**; still open.

CRICK – see KILSBY & CRICK; WELTON.

CRICKLADE [MSWJ] op 18 December 1883 *(Bath Chron 20th)*; clo 11 September 1961 *(T 9th)*.

CRICKLADE ROAD LEVEL CROSSING: (non-tt); railway staff 1948 – 1962; LEVEL not always included; {Highworth branch, Stanton – Hannington} *(IU)*.

CRICKLEWOOD

CRICKLEWOOD [Mid] op 2 May 1870 *(West London Observer 7th)* as CHILDS HILL & C; renamed 1 May 1903 *(hbl 23 April)*; still open.

C FREIGHT DEPOT (non-tt): exhibition; 13, 14 April 1989 *(@JF)*.

CRIEFF [Cal] op 14 March 1856 *(Tayside)*; but much public use on formal op day, 12th – two free trips from here carried 1,200 passengers and such was anxiety to travel that for the second, after the carriage doors had been locked, many of both sexes scrambled up the sides and threw themselves head-first through the windows – even so no casualties *(Perthshire Advertiser 20th)*; re-sited on extension of line to Comrie 1 June 1893 *(Glasgow Herald 1st)*; clo 6 July 1964 *(Strathearn Herald Saturday 11th* – last train last Saturday). Later specials ran, probably for cadets attending summer camp in this area. Wtts show: 8.45 a.m. to Edinburgh on Friday 31 July 1964; 9.15 p.m. to Liverpool and 10.45 p.m to Wigan on Saturday 15 August 1964 (G. Borthwick).

Ticket platform, only reference seen: *Scotsman 26 April 1876* – derailment.

CRIEFF JUNCTION – see GLENEAGLES.

CRIGGION [SM]

CRIGGION op 21 June 1871 *(Shrewsbury 23rd)*; finally clo 3 October 1932 *(co tt)*. See 13 August 1866** (Criggion branch) for full details.

Tickets issued by PS&NWR show this as BREIDDEN *(ZSPC 11/373 at Kew)*; no tt support.

C QUARRY SIDINGS is listed by *RCG* at 1912 reop, with same facilities as C and in *hb*, added 1914a; shown as between Criggion and Kinnerley but *RAC* has Quarries beyond Criggion. Not in RCH distance diagrams; presumably persistent error.

CRIGGLESTONE [LY] op 1 January 1850 *(Bell's Weekly Messenger 5th)*; became C WEST 2 June 1924 *(Rly Gaz 23 May)*, reverted 12 June 1961 *(RM April)*; clo 13 September 1965 *(T 4th)*.

CRIMDON – see HART.

CRIMPLE [NE] first in *Brad* November 1867; last May 1869 and last trains shown tts *Knaresborough Post May*, where C JUNCTION; {physical junction *IA*}.

CRIMSTONE [NB]: line op 15 August 1849** and C probably op with it; clo by May 1852, first time *Brad* gave line details (was in Edinburgh tt Feb 1850); {Duns – Edrom}. Alias CRUMSTANE.

CROESOR JUNCTION [WH] (ng): in use by July 1923, footpath access; stops shown in wtt by 14 July 1924 *(WHH 5, 25)*; request; in co tt 26 September 1927 *(NGSC 2)*; see 31 July 1922** for details of service and closure; semi-formally TAN-LAN before advertised; {map 76}.

CROFT near Leicester [LNW] opened 1 November 1877 *(LNW Officers 17900)*; closed 4 March 1968 *(Coventry Evening Telegraph 5 February)*.

CROFT near Darlington; {map 36}

Early [S&D] – see 1825**: co notice of 16 October 1826 *(S&D)* says Union Coach will use Black Swan Inn, near Croft branch.

CROFT [S&D] on branch: *co n Durham Chronicle (24 October 1829)* said branch would be opened to the public for all purposes of traffic on 27th; no evidence that anyone ran passenger coach on it, though press said would be benefit to those visiting the spa. According to *S&D Pass* it op end September 1833; decision to discontinue service taken 13 December 1833 – actually clo ?; reop 1 February 1837 when William Walton was given a year's contract to run service; replaced by >

C SPA [NE], on main line, op 31 March 1841**; SPA added 1 October 1896 *(hbl 29th)*; served by Richmond line branch trains only after 15 September 1958; clo 3 March 1969 *(RM March)*.

CROFT BANK – see HAVENHOUSE.

CROFTFOOT [LMS] op 1 April 1931 (G. H. Robin, *True Line May 1992; LMS PCC 192)*; still open.

CROFTHEAD – see:
FAULDHOUSE & C [NB], 1845 – 1930;
KENNISHEAD [GBK Jt], 1848 – present;
NEILSTON [GBK Jt], 1855 – 1966.

CROFTON near Wakefield [LY] op 1 November 1853 *(LY)*; clo 30 November 1931 *(LNW Record)*.

CROFTON [MC] (non-tt): see 10 May 1843 section of 1840**; mentioned as station in *Carlisle Journal 6 May 1843*; private station, built for Sir M. H. Brisco of Crofton Hall; 1919 and 1920 company traffic notices show certain passenger trains calling here instead of Curthwaite, no purpose shown – thus wider use? – no mention in *Brads* seen but some trains shown as not stopping at Curthwaite; notices also included excursions calling here. Weekly notice says to be closed 1 March 1921 (*JNMC*); *hb* added 1899a, still 'P' 1925, goods only 1929; {Curthwaite – Wigton} *(RM October 1903; U)*.

CROFTON PARK London [LCD] op 1 July 1892 *(London Evening Standard 27 June)*; still open. *Hb* 1904: C P for LADYWELL.

CROFTON SOUTH [Dearne Valley] (non-tt): all branch trains booked to call without qualification 28 October 1940 wtt; in use 1942-3; purpose ?; {Calder Bridge – Ryhill} *(U)*.

CROGEN HALL [GW] (non-tt): 1920s; private HALT for local landowner; open briefly and of single-coach length; {Llandrillo – Llanderfel} (*Rails through Bala*, A. Bodlander *et al*, Bridge Books, 2011, illustration page 47). Same site as SHOOTING PLATFORM?

CROMBIE [NB] (non-tt): see BRAESIDE.

CROMDALE [GNS] op 1 July 1863 *(Banffshire Journal 23* and *30 June)*; clo 18 October 1965**.

CROMER

CROMER [MGN] op 16 June 1887 *(co n Norfolk Chronicle 11th)* as C BEACH; renamed 30 October 1969 *(Cl)*, 'forthwith' *ER Circular 41 of that date*; still open.

C HIGH [GE] op 26 March 1877 *(T 27th)*; HIGH added 27 September 1948 *(RM November)*; clo 20 September 1954 *(Diss Express 27 August)*.

C LINKS [Norfolk & S] op 14 May 1923 *(D&C 5; in Brad June)*; HALT; clo 7 April 1953 *(RM May)*; {Overstrand – Cromer}.

CROMFORD

For [**C & High Peak**] service – see May 1833**.

CROMFORD [Mid] op 4 June 1849 *(Derbyshire 9th)*; still open. C for WIRKSWORTH 1894 *Brad*, but not Mid co tt.

CRONBERRY [GSW] op 1 May 1876 *(RCG)*; clo 10 September 1951 *(RM October)*.

CROOK [NE] probably op early 1844, market only (see 1843**) (first in *Brad* July 1844); full use January 1845 tt. On 30 December 1843 orders were given for building a temporary station here, designed so that it could later be converted into railwaymen's cottages; on 15 July 1846 orders were given to send a redundant platform from Stockton, in order to fill the need for one here. When line was extended to Tow Law 1 September 1845 Crook station was left on a stub line; map evidence shows that this was still so in mid-1850s; on 22 September 1856 S&D minutes said building of new station was to be proceeded with *(RAIL 667/62)*; no exact op date found but *Durham County Advertiser 15 January 1858* said new station had been erected. Clo 8 March 1965 *(RM April)*.

CROOK OF DEVON [NB] op 1 May 1863 *(co n Dunfermline Saturday Press 2nd)*; clo 15 June 1964 *(RM July)*. *Hb* 1904 C of D for FOSSOWAY.

CROOK STREET – see under BOLTON.

CROOKSTON [GSW] op 1 July 1885 *(co n Glasgow Herald 6 June)* – pre-opening use for Middle Parish Sabbath School 20 June from Paisley Canal *(Paisley & Renfrewshire Gazette 20th)*; clo 1 January 1917 *(Cl)*; reop 10 February 1919 *(RCH)*, but only back in tt May 1923 (relevant table previously nd); clo 10 January 1983 *(RM March)*; reop 30 July 1990 – trains at half-fare Saturday & Sunday 28th & 29th *(BLN 640)*; still open.

CROPREDY [GW] op 1 October 1852 *(Oxford Journal 2nd)*; clo 17 September 1956 *(BR WR n Banbury Advertiser 29 August)*.

CROSBY – see BLUNDELLSANDS.

CROSBY GARRETT [Mid] op 1 May 1876 *(Bradford Observer 4th)*; clo 6 October 1952 *(final BR notice Penrith Observer 30 September)*. Originally to be closed 7 July *(27 May 8f)*, then reprieved to 4 August *(8 July 8e)*, reprieved until further notice *(5 August 3c)* – all *BR notices Penrith Observer* but presumably some sort of last-minute local notices would have preceded reprieves – dates given here were governed by paper's Tuesday publishing date. *Yorkshire Post 12 September (6f)* said that promise had been given that trains would stop in an emergency if village cut off by snow (did this ever happen?).

CROSS GATES near Leeds [NE] op 22 September 1834**; still open. *Hb*: one word before 1877.

CROSS GATES – see FORD & CROSSGATES.

CROSS HANDS [GW] op 9 July 1928 *(W D Press 7th)*; HALT; clo 23 November 1964 *(Bristol E P 21st)*; {map 121}.

CROSS HANDS near Llanelli – see 1887**.

CROSS INN near Llantrisant [TV] op 6 September 1869 *(Cardiff T 11th)*; clo 31 March 1952 *(Rly Exec WR n Western Mail 17th)*.

CROSS INN (others) – see AMMANFORD; BRYN TEIFI; CLARBESTON ROAD.

CROSS KEYS near Risca [GW]

CROSS KEYS (a) 18 June 1851 ordered stop at level crossing here as soon as booking arrangements complete *(Mon min)*; first in weekly tt *Merlin* 15 August 1851; only on 21 January 1863 did they order station for here *(Mon min)*; clo 30 April 1962 *(T 6 April)*.

CROSS KEYS (b) op Saturday 7 June 2008 *(South Wales Argus* via internet and M. Preskett); still open. One word in paper cited; by 2016 two words in public tt.

CROSS LANE [LNW]: line op 17 September 1830**, nd, 1 January 1831; clo 20 July 1959 *(RM August)*. C L BRIDGE early tts.

CROSS SLACK [PW] first in *Brad* June 1870; last November 1873; replaced by St Annes-on-Sea.

CROSSENS [LY] op 20 February 1878 *(Southport Vis 20th)*; clo 7 September 1964 *(RM October)*.

CROSSFLATTS op 17 May 1982 *(RM June)*; still open.

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

CROSSFORD [GSW] op 1 March 1905 *(RCG; Northern Whig 28 February)*; clo 3 May 1943 *(RM January 1944)*.

CROSSGATEHALL [NB] op 1 August 1913 *(NB list)*; HALT; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*; clo 22 September 1930 *(Scotsman 15th)*; {Smeaton – Ormiston}.

CROSSGATES FIFE [NB] op 4 September 1848 *(co n Perthshire Courier 31 August)*; FIFE added 1 July 1923 *(hbl 12th)*; clo 26 September 1949 *(Fife Free Press 24th)*.

CROSSHARBOUR [Dock] op 31 August 1987 *(T 1 September)*; & LONDON ARENA added 14 August 1995 *(AB Chron)*; clo by bomb during evening of 9 February 1996 *(T 10th)*; reop 15 April 1996 *(Rly Obs June)*; & L A dropped from London Connections map valid 11 June 2006; still open.

CROSSHILL near Ayr [GSW] op 24 May 1860 *(co n Glasgow Herald 22nd)*; reduced to Tuesdays only August 1861 *Brad*; last trains shown March 1862.

CROSSHILL Glasgow [Cal] op 1 March 1886 *(Scotsman 2nd)*; clo 1 January 1917 *(RM February)*; reop 1 April 1919 *(RCH)*; still open.

CROSSHILL & CODNOR [Mid] op 2 June 1890 *(RCG; Sheffield Independent 3rd)*; clo 1 January 1917 *(T 29 December 1916)*; reop 3 May 1920 *(Mid)*; clo 4 May 1926**.

CROSSHOUSE [GSW] op 26 July 1872 (*Whittle from Airey's notes, RCH)*; at/near site of earlier Busby; clo 18 April 1966 *(RM May)*.

CROSSLEE – see HOUSTON.

CROSSMICHAEL [PPW Jt] op 12 March 1861 *(Galloway 15th)*; clo 14 June 1965 *(RM July)*. At first two words *hb*, altered 1877.

CROSSMYLOOF [GBK Jt] op 1 June 1888 *(Ayr Advertiser 5th)*; still open.

CROSSROADS – see DUNDEE.

CROSSWAYS [GW] op 8 April 1929 *(wtt supp)*; HALT; clo 12 February 1951 *(Cl)* – see 1951**; {Ciliau Aeron – Llanerch Aeron}.

CROSTON

CROSTON [LY] op 2 April 1849 *(Southport Vis 7th)*; still open.

C ROYAL ORDNANCE DEPOT [LMS] (non-tt): for workmen building Ulnes Walton WD Depot; op 27 January 1941; clo July/August 1941; {Croston – Midge Hall} *(WW II)*.

CROUCH END [GN] op 22 August 1867**; clo 29 October 1951, reop 7 January 1952 *(T 18 December 1951)*; clo 5 July 1954 *(RM July)*.

CROUCH HILL [TH Jt] op 21 July 1868 *(L; co ½ T 30 September- line)*; clo 31 January 1870**; reop 1 October 1870 *(Cl)*; still open.

CROW PARK near Newark [GN] op 1 November 1882 *(GN)*; clo 6 October 1958* *(RM November)*. GN co tt 1909, and *Brad* to 1955: C P for SUTTON-ON-TRENT.

* = appears to be one of those stations whose service faded away; August 1951 *Brad* shows one train each way, weekdays at least; by 15 September 1952 weekday service northbound had been withdrawn; thereafter tts checked always show a Sunday train northbound and a weekday train southbound during the summer (present 4 May 1953, 11 June 1956 and August 1958; absent 4 February 1957 and February 1958)..

CROW PARK [LSW] (non-tt): workmen; op about July 1918; HALT; clo by July 1920; {Bursledon – Swanwick} *(U)*.

CROW ROAD [Cal] op 1 October 1896 *(co n Glasgow Herald 28 September)*; clo 6 November 1960**.

CROWBOROUGH [LBSC] op 3 August 1868 *(T 4th)* as ROTHERFIELD; renamed C 1 August 1880 *(Cl)*, C & JARVIS BROOK 1 May 1897 *(RCG)*, C 12 May 1980 tt *(Cl)*; still open.

CROWCOMBE [GW] op 31 March 1862 *(W Som F P 5 April)* as C HEATHFIELD; became C 1 December 1889 *(hbl 23 January 1890)* but already just C in B&E wtt 1886; clo 4 January 1971 *(Som Gaz 8th)*. See 20 July 2007**.

CROWDEN [GC] op 1 July 1861 *(GC); Glossop Record, 22 June 1861*, refers to new station 'at Woodhead' (then nearest settlement) as nearly ready – following issues missing from microfilm at Glossop Library (E. Bredee); clo 4 February 1957 *(RM March)*. *Hb* 1890 (only): CROWDON.

CROWHURST [SEC] op 1 June 1902 *(RCG; Sussex Agricultural Press 6th)*; still open.

CROWLAND – see POSTLAND; ST JAMES DEEPING.

CROWLANDS [LNE (ex-GE)]: station partly built 1900 and idea revived mid-1930s between Chadwell Heath and Romford but WW2 meant never completed *(BLN 4 December 2021)*.

CROWLE

CROWLE [GC] op 13 September 1859 *(Sheffield Daily News 16th)*; C CENTRAL 1 July 1923 *(hbl 12th)* to 20 February 1969 *(Cl)*; still open. GC co tt 1903: C for EPWORTH and BELTON (and still thus 1923).

CROWLE [Ax Jt] op 10 August 1903 *(RCG; Leeds Mercury 11th)*; clo 17 July 1933 *(ibid 28 June)*.

CROWN POINT – see under NORWICH.

CROWN STREET – see under SILVERDALE.

CROWTHORNE [SE] op Saturday 29 January 1859 as WELLINGTON COLLEGE; first day included special trains for those going to see Queen Victoria open the College and all up and down trains from then on *(co n Reading Mercury 29th)*; re-sited ½ mile north early on *(C/W* – V. Mitchell & K. Smith, *Country Branch Lines between Reading and* Guildford, Middleton, 1988) – *SE, p 68*, refers to expenditure of £1,500 on 'improvements' in 1860 (occasion of removal?); still open. According to *RCH dist ref 30 November 1907* had been renamed from W C for SANDHURST to W C for CROWTHORNE but former not seen in *Brad*, where it had become W C for C 1895/6; it became C 17 June 1928 *(hbl July)*. C for Wellington College according to notices in *Brad*.

CROXALL [Mid] op 8 June 1840 (item in *Staffordshire Advertiser Saturday 6th* says 'on and after Monday next, the 8th inst ...')* as OAKLEY & ALREWAS; renamed O 1 November 1849 co tt *(Mid)*, February 1849 *Brad (JS)*, (thus *Tuck* June 1843): renamed O 1 December 1856 *(Mid)*; clo 9 July 1928 *(Mid; Tamworth Herald 7th* – all stops here 'expunged' from tt beginning 9th). According to *Lichfield Mercury 21 June 1929 5c* Birmingham Anglers' Association had been given five-year lease of river hereabouts and arranged with LMS for one train each way from / to New Street to stop Sundays only; nothing further known.

* = many papers, e.g. *Aris (8th)* seem to have copied this, leaving out 'the 8th', thus suggesting that 15th was to be opening date.

CROXDALE [NE] first in *Brad* May 1876*; clo 26 September 1938 *(Hartlepool Northern Daily Mail 24th* – last train tonight).

* = but inspected 2 February 1876 *(Berwickshire News 8th)*; outcome unknown. Station apparently in use by 8 April (report of inquest *Durham County Advertiser 14th)*.

CROXLEY

CROXLEY [Met/LNE] op 2 November 1925 *(T 2nd)* as C GREEN; only Met after 4 May 1926; renamed 23 May 1949 *(Cl)*; still open.

C GREEN [LNW] op 15 June 1912 *(T 7th)*; after 17 May 1993 only one train each way per day, early morning; last train Friday 22 March 1996 *(RM November)*. Allegedly temporary closure for bridge repair but last replacement road service ran 26 September 2003 *(Silverlink Train Services Ltd letter dated 1 October 2004* – via R. Maund).

CROY [NB] op 21 February 1842 *(co n 19th)*; at first 'trial' station; still open.

CROYDON – see CENTRAL, EAST, SOUTH, WEST CROYDON, WOODSIDE (for racecourse) and Croydon Tramlink (Section 7). Early tts tended to show indiscriminately as e.g. SOUTH C/C SOUTH.

CRUCKTON [SM]: listed with line op 14 April 1911 *(RCG)* and shown 'P' 1912 *hb* but co tt reproduced *RM September 1911* says 'not yet open'; BoT conditional approval to open 8 July 1913, presumably opened soon after *(S&M Chron)*; first trains shown *Brad* October 1913; aot request; clo 6 November 1933 *(Cl)*. See 13 August 1866** for other relevant information.

CRUDEN BAY [GNS] op 2 August 1897 *(co n Buchan Observer 3rd, item ibid 4th)*; clo 31 October 1932 *(LNE notice Aberdeen Press 12th* - said clo for winter months but in fact never reopened). Later excursions – e.g. St Mary's Church, Ellon's Sunday School Trip late 1933; also specials Second War, though replaced by road transport before end of war (GNS Society's *Review* August 2005). PORT ERROLL in description in Buchan paper of 4th.

CRUDGINGTON [GW] op 16 October 1867 *(Liverpool Mail 27th)*; clo 9 September 1963 *(T 9th)*.

CRUMLIN

C LL [GW] op 23 December 1850**; LL added 1 September 1881 *(RCG dist 31 July 1882)*; clo 30 April 1962 *(T 6 April)*. Platform only ordered for here 15 April 1857 *(Mon min)*; early arrangements primitive?

CRUMLIN [Newport, Abergavenny & Hereford], temporary station pending completion of viaduct, op 20 August 1855**. Replaced by >

C HL [GW] op 8 October 1857, after line had been opened through *(Star of Gwent Saturday 17th* – Thursday of last week); HL added 1 September 1881 *(RCG dist 31 July 1882)*; clo 15 June 1964 *(RM August)*.

C VALLEY(S) COLLIERY (non-tt) [GW**]: PLATFORM**; miners; application for facilities noted by Traffic Committee 6 January 1921; clo 6 November 1961 *(Div Manager Cardiff letter KU4.4102 23 Jan 1962)*; {Hafodyrynys – Pontypool}.

CRUMLIN BURROWS [RSB] (non-tt): HALT; op 9 November 1910 *(RSB/GW Officers' Conference minutes, 243/2* – M. Hale); clo ?; {C B Colliery shown by *RAC* about ¼ mile north-east of Jersey Marine}.

CRUMPSALL [LY] op 1 September 1879* *(Manch Cour 2nd)*; clo 17 August 1991 *(BLN 660)* for conversion to Manchester Tramlink (Section 6).

* = perhaps used 30 August – see HEATON PARK – paper said stretch of line as far as Heaton Park was used then.

CRUMSTANE – see CRIMSTONE.

CRYMMYCH ARMS [GW] op 12 July 1875 *(GW)**; clo 10 September 1962 *(Cl)*.

* = *co ½ of Whitland & Taf Vale, South Wales Daily News 2 September* said line op for passengers on 12th and inspected (satisfactory) by Captain Rich on 15th – no explanation given.

CRYNANT [N&B]

CRYNANT op 3 June 1867 *(Brecon County Times 8th)*; see 15 July 1880**; clo 15 October 1962 *(BR WR notice Port Talbot Guardian 12th)*.

C COLLIERY (non-tt): op 2 March 1931 'for colliery trains only' *(GW ir)*; HALT; clo ?; {Crynant – Crynant New Colliery} *(U)*.

C NEW COLLIERY (non-tt): HALT; miners; at least 1938 to 1954; {Crynant Colliery – Brynteg} *(U)*.

CRYSTAL PALACE

CRYSTAL PALACE [LBSC] op 10 June 1854 *(co n T 9th)*; became C P LL 1933/4 *(Brad)*, reverted 13 June 1955 *(ER commerc circ June)*; still open. *Hb* made two of it: C P EAST on line from Sydenham; C P WEST from Norwood; added LL 1938.

Notice T 14 March 1855 – on and from 12 March additional accommodation for local traffic will be provided by extra 19 weekday trains to and from the **WESTOW HILL** station at the Crystal Palace, as if W H was some sort of extension/overflow to main station; notice *T 29 June 1855* says weekday trains use C P, Sunday W H; *Brad* July 1855 – June 1856 (inclusive), has note that Sunday trains run to WESTOW HILL (timing same as weekdays). Street map suggests this perhaps just short of main station – originally two stops, one for direct entry, another for the grounds, run together with extension of line 1 December 1856? or (more likely?) two names for same station, with different entrances?

East London service added 23 May 2010**; still open.

C P HL & UPPER NORWOOD [LCD] op 1 August 1865 *(co n T 31 July)* as C P HL; & U N added 1 November 1898 *(RCG)*, HL not always included thereafter; clo 1 January 1917 *(RM February)*; reop 1 March 1919 *(T 24 February)*; clo 22 May 1944 *(T 22 April)*; reop 4 March 1946 *(RM May)*; clo 20 September 1954 *(T 20th)*. Tickets *(JB)* show even greater variety of names, including addition of SOUTH SIDE on some SEC examples.

CRYTHAN [South Wales Mineral] (non-tt): PLATFORM; miners; op ?; clo by September 1938; {Tonmawr – Briton Ferry} *(U)*.

CUDDINGTON [CLC] op 22 June 1870 *(CLC)*; still open.

CUDWORTH [Mid] op 1 July 1840** *(Mid; Leeds Intelligencer 4th*, describing formal opening on 30 June) as BARNSLEY (at C for inhabitants of B in paper cited); renamed C for B 1 August 1854 co tt, C 1 May 1870 co tt; no evidence for any early re-siting but new buildings and extended platforms when line widened 1899-1900; [HB] op 27 July 1885 *(co ½ T 21 August)* to a separate platform here; moved to another platform 2 October 1905; clo 1 January 1968 *(RM February)*. From the start often C or C BRIDGE in press and popular usage, though clearly recognised as station to serve Barnsley. For full details of most of the above see item by J. Gough, *Chron October 2014*.

CUERDLEY [St Helens] first in *Brad* March 1856; last January 1858; {Fidlers Ferry – Widnes}.

CUFFLEY [GN] op 4 April 1910 *(Luton Times 8th)*; became C & GOFFS OAK 25 May 1910 *(hbl 28 April)*, reverted March 1971**; still open.

CUILHILL – see BARGEDDIE.

CULCHETH

CULCHETH [GC] op 1 April 1884 *(Wigan Observer 2nd, item and tt)*; clo 2 November 1964 *(Liverpool Echo 22 October)*.

Also see 13 April 1846**.

CULGAITH [Mid] op 1 April 1880 *(Lancaster Gazette 4th)*; clo 4 May 1970 *(RM June)*.

CULHAM [GW] op 12 June 1844 *(London Evening Standard 15th)* as ABINGDON ROAD; renamed 2 June 1856 *(Cl)*; still open.

CULKERTON [GW] op 2 December 1889 *(Stroud N 6th)*; clo 5 March 1956 *(Cl)*; 11 June 1956 wtt shows stop to set down railwaymen; reop to public as HALT 2 February 1959 *(Wilts 7th)*, though *Brad* did not add 'Halt' until May 1959; clo 6 April 1964 *(W D Press 6th)*.

CULLEN [GNS] op 3 May 1886**; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

CULLERCOATS {map 26}

CULLERCOATS (a) [NE] op 27 June 1864**; re-sited on deviation 3 July 1882 *(Morpeth Herald 8th)*; clo 10 September 1979 *(Cl supp 2)* for conversion to >

CULLERCOATS (b) [TWM] op 11 August 1980 *(Newcastle Evening Chronicle 11th)*; still open.

CULLINGWORTH [GN] op 7 April 1884 *(Leeds Times 12th)*; clo 23 May 1955**.

CULLODEN

For first station of this name see ALLANFEARN.

C MOOR [High] op 1 November 1898 *(High)*; clo 3 May 1965 *(Aberdeen Free Press 16 April)*. *Brad* ? to 1955, but not LMS tt 1930, *Murray* 1948 nor *hb*: C M for CROY.

CULLOMPTON [GW] op 1 May 1844 *(Taunton 8th)*; clo 5 October 1964 *(Som Gaz 5 September)*. At first COLLUMPTON (tts, *hb*) but CULLUMPTON in op n for South Devon, 30 May 1846 *(Exeter to Newton Abbot)*, CULLOMPTON in op description *(Trewmans)*; *Brad* to present form 1867, *hb* 1892a.

CULMSTOCK [GW] op 29 May 1876 *(Tiverton Gazette 30th)*; HALT at closure 9 September 1963 *(Express & E 9th)*.

CULRAIN [High] op 1 July 1870 *(High)*; still open.

CULROSS [NB] op 2 July 1906 *(Dundee Courier 2nd)* – also see note in Cairneyhill entry; clo 7 July 1930 *(Scotsman 16 June)*. Since used: 21 June 1992, for celebration of 400th anniversary of grant of Burgh's Royal Charter *(Dundee Courier 20th)*; 1 August 1992 for special public trip to Dunfermline; platform adjacent to car park at west end of town (photograph *RAIL)*; for shuttle to open days at nearby Longannet Power Station, where a platform was provided 12 and 13 September 1992 *(Dundee Courier 14th)*; perhaps other use 1992.

CULTER [GNS] op 8 September 1853 *(co n Aberdeen Press 14th)*; clo 28 February 1966 *(BR notice ibid 1st)*.

CULTS [GNS] op 8 September 1853 *(co n Aberdeen Press 14th)*; *co n ibid 2 May 1855* said that station removed to new site on east side of Den of Cults and on and after this date (notice dated 26 April – actual date of removal?) would be used; clo 28 February 1966 *(BR notice ibid 1st)*. Had become C HALT according to *RM October 1960* but not thus in any tt seen.

CULWORTH [GC] op 15 March 1899 *(Buckingham Advertiser 18th)*; clo 29 September 1958 *(LNW Record)*.

CUMBERLAND STREET [GSW] op 20 August 1900 *(RCG)* as EGLINTON STREET – *North British Daily Mail 21st* said partially into use yesterday, far from complete, meantime used as substitute for Main Street, demolished to allow widening of line; renamed 2 June 1924 *(Cl)*; often shown in tts as GLASGOW E S/C S; clo 14 February 1966 *(Cl)*.

CUMBERNAULD [Cal]

CUMBERNAULD (a) op 7 August 1848 *(co n T 7th- line)*; trains last shown October 1849 *Brad*.

CUMBERNAULD (b) first in *Brad* May 1870; still open.

CUMBERNAULD ROAD – see STEPPS.

CUMMERSDALE [MC] line op 10 May 1843, this mentioned as intended station in *Carlisle Journal 6th* but no other evidence for use until first in *Brad* October 1858 – short-lived early station or intended station that was not provided? even if no station, casual stops here in early years cannot be ruled out (see 1840**). Originally Saturdays only; all days May 1879; clo 18 June 1951 *(Cl)*. After closure one workmen's train, morning and evening, Monday to Friday *(Rly Obs August 1951, p 180)*; this ceased ? – stops shown 9 September 1963 wtt. In *hb* 1862 as C DEPOT, 1877 goods only, 1890 'P'.

CUMMERTREES [GSW] 23 August 1848**; clo 19 September 1955 *(RM October)*. 15 June 1959 wtt shows stops here for linemen.

CUMMINGSTON [High] op 10 October 1892 *(Dundee Advertiser 7th)*; station completely burnt (arson in attempt to cover up burglary) 24 July 1898 *(ibid 26th)*, effect on service nil or minimal – continued to be included in local press tts and notices for special events; clo 1 April 1904 *(co n Forres, Elgin ... 16 March)* though last trains shown June 1904 *Brad*; {Burghead – Hopefield}.

CUMNOCK [GSW]

CUMNOCK (a) op 20 May 1850 *(co n Glasgow Gazette 18th)* as OLD C; renamed 10 January 1955 *(ER Commerc Circ)*; clo 6 December 1965 *(RM January 1966)*.

CUMNOCK (b) op 1 July 1872 *(co ½ T 18 September- line; alterations notice Ardrossan ... Herald 29 June)*; clo 10 September 1951 *(RM October)*.

Also see NEW CUMNOCK.

CUMWHINTON [Mid] op 1 May 1876 *(Mid; co n T 1st- line)*; clo 5 November 1956 *(RM December)*. *Brad* ? to 1955 but not LMS tt 1930 nor *hb*: C for WETHERAL.

CUNNINGHAMHEAD [GSW]: line op 4 April 1843 *(co ½ 1110/149)**, nd, 21 September 1843 advert for farm 'in immediate vicinity of station' at C *(Caledonian Mercury)* – does not cover passenger use beyond doubt, advert 2 May 1844 for connecting bus from Stewarton village to C or S station *(Ayr Advertiser)*, September 1844 *(Murray)* – in *Brad* July 1845, first time orthodox table provided; STEWARTON when first in major tts; clo 22 May 1848 *(Cl)*; back in tt November 1850; renamed 1 September 1873 *(Cl; RCG ref July)*; clo 1 January 1951 *(RM February)*.

* = not included in description of formal opening on 3rd *(Caledonian Mercury 6th).*

CUPAR [NB] op 20 September 1847**; still open.

An item in e.g. *St Andrews Citizen 23 September 1893*, on death of Countess of Rothes said that when Queen Victoria had made a visit to the Tay Bridge, the Countess had claimed the ancient privilege of presenting the monarch with a pair of slippers as he / she entered the Kingdom of Fife and a small **temporary platform** had been erected near Cupar so that she could perform this task. No exact date or corroboration found.

[other temporary platform item moved to Coupar Angus]

CURLING POND – see CARSBRECK.

CURRIE [Cal] op 1 August 1874 *(Edinburgh Evening News 3rd)*; clo 1 November 1943 *(LMS notice Scotsman 15 October* – after Saturday 30 October).

CURRIEHILL

CURRIEHILL (a) [Cal] op 15 February 1848 *(Caledonian Mercury 17th)* as CURRIE; renamed 1 May 1874 *(Cl; RCG ref July)*; clo 2 April 1951 *(RM May)*. Cal co tt 1913: CURRIE HILL.

CURRIEHILL (b) op 5 October 1987 *(BLN 572)*; still open.

CURRY MARSH [LMS] (non-tt); op 1 January 1923; clo 1927; alias HALT No 2; workers at Miners' Safety Factory; {Thameshaven branch} *(Thameshaven)*.

CURTHWAITE [MC]: op 10 May 1843 *(Carlisle Journal 6th)*; see 1840** for line habits; clo 12 June 1950 *(RM October)*; BR (LM) Special Traffic Notice for week starting Saturday 31 July 1954 shows stop at 7.15 a.m. on Thursday 5 August to set down from Workington; {map 134}.

CUSTOM HOUSE London

CUSTOM HOUSE [GE]* op 26 November 1855 *(co n T 26th)*; *hb* made separate GE and London & St Katherines Dock stations of it; clo 29 May 1994 in connection with Jubilee line extension *(BLN 734)*; reop 29 October 1995 *(RM February 1996)*; clo 10 December 2006 – last train Saturday 9th *(RM February 2007)*. GE co tt 1882, 1914: VICTORIA DOCK C H. For renaming to C H see March 1971**.

* = belonged to GE, also used by PLA.

CUSTOM HOUSE [Dock] op 28 March 1994**; still open. FOR EXCEL added London Connections map valid from 20 May 2001.

CUSTOM HOUSE [Elz] added 24 May 2022 (BBC News); still open.

CUSTOM HOUSE Liverpool – see CANNING.

CUTHLIE [DA] op 1 February 1900 *(Arbroath Herald 1st)*; clo 1 January 1917 *(Cl)*; back in *Brad* September 1917, Saturdays only; reop fully 1 January 1918 *(RCH)*; clo 2 December 1929 *(co n Dundee Courier 16th)*.

CUTLERS GREEN [GE] op 1 April 1913 *(T 1st)*; HALT; clo 15 September 1952 *(RM October)*.

CUTNALL GREEN [GW] op 9 July 1928 *(GW source Cl pap)*; clo 5 April 1965 *(Cl)*; {Hartlebury – Droitwich}. Became HALT 1952 *(Brad)* and so shown BR ticket *(JB)* but not in *hb*. Hampton Lovett pre-opening *(RAC)*.

CUTSYKE – see CASTLEFORD.

CUTTY SARK [Dock] op 3 December 1999 *(LRR 22)*; still open. Always FOR MARITIME GREENWICH on London Connections map.

CUXTON [SE] op 18 June 1856 *(Gravesend Reporter 21st)*; still open.

CWM [GW] op 19 April 1852 *(co n Merlin 16th)*; in *Merlin* as Cymmerthych (*Star of Gwent* Cwmmertych, 1854); early arrangements primitive? – 13 August 1857 it was resolved to replace two level crossings here with a bridge; unnecessary to provide platforms since 'station' would probably only be temporarily maintained; does this also mean no platform here previously or that re-siting due to replacement of crossings meant that replacement station would only be temporary? However, list of cheques signed 14 January 1858 includes one for £78 9 3d on platform here *(Mon min)*; clo 30 April 1962 *(T 6 April)*.

CWM BARGOED [Taff Bargoed Joint] op 1 February 1876 *(S Wales 2nd* – see note, Dowlais Cae Harris); clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*.

CWM BLAWD – see 1887**.

CWM BRIDGE – see 1 June 1904**.

CWM CLYDACH – see CLYDACH-ON-TAWE.

CWM CYMMER – see CYMMER.

CWM PRYSOR [GW] op 1 September 1902 *(dist t supp 657)*; HALT from 1953 tt *(Cl)* but thus 1938 *hb*; aot request; clo 4 January 1960 *(RM March)*.

CWM-Y-GLO [LNW] op 1 July 1869 *(Carnarvon 3rd)*; for clo see September 1939**.

CWMAMAN [GW] {map 86}

C COLLIERY and C CROSSING:

Op to public 1 January 1906**; both HALTS; see April/May 1921**; finally clo to public 22 September 1924 *(Cl)*.

CWMAVON (GLAM)

C GLAM [RSB] op 25 June 1885 *(Cambrian 26th)*; GLAM added 1 January 1902 *(hbl 23rd)*; clo 3 December 1962 *(BR WR notice Port Talbot Guardian 23 November)*. *Hb*: CWM AVON until 1904, and RSB ticket thus *(JB)*.

C YARD [GW] (non-tt); miners; see 1920**; in wtt supp 17 March 1924 was C HALT; {Tonygroes – Maesmelyn}.

CWMAVON MON [GW] op 2 October 1854**; MON added 1 January 1902 *(hbl 23rd)*. Downgraded to halt status 19 April 1915, back to full station 3 March 1919 *(GW circs RAIL 253/535, 271/4)*. Became HALT 8 June 1953 *(Cl)*; *hb* 1941a had said it was now Halt but *hbl* January 1942 said 'read C MON', so 1941 presumably error. Clo 30 April 1962 *(T 6 April)*.

CWMBACH [GW]

CWMBACH (a) op 13 July 1914 *(Aberdare Leader 11th*)*; HALT; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*.

* = *Western Mail (2 July)* said it had opened day before: item concerned this and new footbridge to Aberaman; presumably ahead of events with halt since various items in Aberdare paper make Monday 13th the opening day.

CWMBACH (b) op 3 October 1988 *(Aberdare)* – free publicity service on 2nd; still open.

C COLLIERY (non-tt): 1899 to ?; {adjoining public station} *(RAC)*.

CWMBRAN

CWMBRAN (a) [Monmouthshire] op 1 July 1852 *(Merlin 2nd)*; early arrangements probably primitive – 21 January 1863 decided to provide station here *(Mon min)*; originally C WORKS *(Brad)*, WORKS soon dropped; replaced on new line by >

CWMBRAN (b) [GW] op 1 August 1880 *(co n Merlin 31 July)*; clo 30 April 1962 *(Cl)*.

CWMBRAN (c) op 12 May 1986 *(RM April)*; south of old Lower Pontnewydd; still open.

Also see UPPER PONTNEWYDD.

CWMCARN [GW] op 2 March 1925 *(co n Western Mail 25 February)*; clo 30 April 1962 *(T 6 April)*; {Cross Keys – Llanbradach}. Near site of earlier Chapel Bridge, but exact site of latter had been bypassed by deviation line *(RAC)*.

CWMDU [PT] op 9 June 1913 *(RCG)* – four months before inspected; replaced GARTH (which see); clo 12 September 1932 *(RM October)*.

CWMFFRWD [GW] op 13 July 1912 co tt *(GW H)*; HALT; clo 30 April 1962 *(T 6 April)*.

CWMFFRWDOER [GW] op 13 July 1912**; clo 5 May 1941 *(co handbill RAIL 1014/33)*.

CWMGORSE [GW]: station built about 1923 between Clydach and Gwaun-cae-Gurwen but never provided with service *(U)*.

CWMLLYNFELL [Mid] op non-tt 7 December 1896 as GWAUN-CAE-GURWEN COLLIERS PLATFORM *(Mid)*; renamed C and made public 1 July 1909 *(RCG)*; clo 25 September 1950 *(RM November)*.

CWMMAWR [BPGV] op 29 January 1913 *(Carmarthen Journal 7 February)*; clo 21 September 1953 *(T 16th)*.

CWMMERTYCH – see CWM

CWMNEOL [GW] op 1 January 1906**; see April/May 1921**; HALT; clo 22 September 1924 *(Cl)*; {map 86}.

CWMRHYD-Y-GAU [GW] (non-tt): HALT; miners; op 14 January 1935 *(wtt supp)*; clo by October 1945 *(U)*; {Pontwalby – Glyn Neath}.

CWMSYFIOG [BM; GW]

CWMSYFIOG (a), at 17 m 21 ch, op 1 February 1908 *(RCG)* as C & BRITHDIR; renamed 1 July 1924 *(GW circular18 June)*; clo to public 5 July 1937; reop 6 December 1937 for miners (non-tt) as C COLLIERY HALT *(co n dated 30 November)*; clo 31 December 1962 *(U)*.

CWMSYFIOG (b) replacement public C HALT, at 17 m 50 ch, op 5 July 1937 *(co n dated 'July')*; clo 31 December 1962 *(T 31st)*;

CWMTWRCH WELL [LMS] op 16 December 1935*; HALT; clo 25 September 1950 *(RM November)*; {Gwys – Ystalyfera}.

* op from weekly engineering notice; LMS handbill, cited by *Rly Gaz 27th* said 14th, which was formal op (J Gough).

CYFARTHFA [GW/Rhy] (non-tt): workmen; at least 1897 to 1915; {branch from Abercanaid} *(U)*.

Also see mention under DOWLAIS WORKS.

CYFRONYDD [Cam] (ng) op 6 April 1903**; aot request; clo 9 February 1931 *(LMS PCC 188)*.

CYMMER

C AFAN [RSB] op 2 November 1885 *(S Wales 3rd)* as C, temporary; replaced 1888; renamed CWM CYMMER 1 July 1924 *(GW circular18 June)*, CYMMER AFAN 17 September 1926 *(GW circular 3011)*; amalgamated with C General as C A January 1950 *(Cl)*; became request 1965/8 tt; clo to general public 22 June 1970 but school use to 14 July 1970 (last train) *(RM September)*.

C CORRWG [GW] op to public March 1918** (see for full details); CORRWG added 17 September 1926 *(GW circular 3011)*; clo to public 22 September 1930 *(Cl)*.

C GENERAL [GW] op 19 July 1880 *(co op n Cambrian 16th)* as C; to C for GLYNCORRWG 1 July 1924 *(GW circular18 June)* – but already this in GW co tt April 1891 (dropped at some point between?), C G 1926 *(Brad; hbl ref January 1927)* amalgamated with C Afan, above, January 1950; line through here clo 13 June 1960.

CYMMERTYCH – see CWM.

CYNFAL [Talyllyn]: HALT; earliest evidence of existence *hbl 29 Sep 1946*; not in *Brad*; public or private? (*hb* rarely distinguished in later years); see December 1866**; {Towyn Pendre – Rhydyronen}.

CYNHEIDRE – see 1887**.

CYNGHORDY [LNW] op 8 June 1868 *(LNW Officers)*; aot request; still open.

CYNONVILLE [RSB]: originally men at old Cynon and Argoed Collieries (seved by tramways south of line) joined/alighted direct from lineside: stop (then non-tt) shown as 'CYNON COLLIERY and PONTRHYDYFEN ARGOED' in fare table in *Cd 187* (1899) plus workmen's weekly ticket for A P would almost certainly have been at junction with Argoed Colliery siding *(RAC maps 153 and 154)*, north of later Cynonville. *RSB Traffic Manager's Report*, 11 September 1902 said up side platform had been provided and down side should be (£25 from second-hand materials), but no evidence that latter provided. *GW/RSB minutes*, 2 June 1910, authorised platforms for CYNON NEW PIT, further south, later or now CYNONVILLE about 8 chains north of junction (nearby Cynonville Garden Village promoted in 1910 by Colliery Co); *minutes 25 October 1912* recommended provision of waiting-room and booking-office since demand had arisen from ordinary passengers; in co public tt 10 July to September (inclusive) 1911, perhaps in error; first in *Brad* October 1912 – all this suggests slippage from workmen's to public station; HALT; clo 2 January 1956 *(Cl)*.

CYNWYD [GW] op 16 July 1866 *(D&C 11; Rtn- line)*; clo 14 December 1964**.

CYPRUS [Dock] op 28 March 1994**; still open.

DACRE [NE] op 1 May 1862 *(T 5th)* as D BANKS; renamed 1866 tt *(Cl)* but 1890 *hb*; clo 2 April 1951 *(T 7 March)*.

DAGENHAM

D DOCK [LTS] op 1 July 1908 *(RCG)*; on slightly different location from about 1865/6 to about 1875/6 (J.E. Connor, *London's Disused Stations, Volume 7, The Midland Railway)*; still open.

D EAST op [LTS] 1 May 1885 *(Globe 2nd)*; EAST added 1 May 1949 *(Mid)*; [Dist] use from 2 June 1902 to 1 October 1905 and 12 September 1932 on; see 1 January 1969**: still open.

D HEATHWAY op [LMS] 12 September 1932 *(Chelmsford Chronicle 26 August)* as H; renamed 1 May 1949 *(Mid)*; only used by LT trains; see 1 January 1969**: still open.

DAGGONS ROAD [LSW] op 1 January 1876 *(LSW*; in tt *Salisbury 1st)*; op as ALDERHOLT; renamed DAGGENS ROAD 1 May 1876 *(Cl)*; spelling amended 1903/4 *(Brad*), 1904 co tt *(JS)*; clo 4 May 1964 *(Hants Chron 9th)*.

DAILLY [GSW] op 24 May 1860 *(co n Glasgow Herald 24th)*; clo 6 September 1965 *(BR notice Belfast Telegraph 1 July)*.

DAILUAINE [LNE] op 18 November 1933 *(GNS)*; HALT; aot request; clo 18 October 1965**; {Aberlour – Carron}.

DAIMLER [LNW; LMS] op to workmen 19 March 1917 *(LNW Record)*; first in public tt 11 June 1956; HALT; clo 18 January 1965 *(Birmingham Daily Post 10 December 1964)*; {Coundon Road – Foleshill}.

DAIRSIE [NB] op 17 May 1848 *(co n Perthshire Courier 18th- line)*; clo 20 September 1954 *(Fife Herald 25 August)*.

DAIRY HOUSE – see THE AVENUE.

DAISY BANK & BRADLEY [GW] op 1 July 1854 *(co n Wolverhampton Chronicle 5th)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*, reop 3 February 1919 *(RCH; GW Mag April)*; & B added 1919; clo 30 July 1962 *(Birmingham Daily Post 23rd)*. DAISEY BANK until 1866 *(Brad)*, 1898a *(hb)*.

DAISY FIELD [LY]: line op 22 June 1850; not in description of line *(Blackburn Standard 19th)*, nor *co n ibid 22nd*; first in *Brad* November 1851. However there was earlier use though continuity until appearance in *Brad* not guaranteed: see BLACKBURN DARWEN STREET for details. Clo 2 April 1917 *(Leeds Mercury 22 March)*; reop 5 May 1919 *(RCH)*; clo 3 November 1958 *(LNW Record)*. Spelling as in LY co tt 1 May 1899 and *Brad* August 1958. *Hb* at first DAISEY FIELD, then DAISY FIELD; 1908a DAISYFIELD (*LNW Record* thus at closure).

DAISY HILL [LY] op 1 October 1888 *(Wigan Examiner- co n 29 September, item 6 October)*; still open.

DALANREOCH – see 1957**.

DALBEALLIE – see KNOCKANDO.

DALBEATTIE [GSW] op 7 November 1859 *(Dumfries 5th)*; clo 14 June 1965 *(RM July)*.

DALCHONZIE [Cal] op 17 July 1903 *(Dundee Courier 18th* – siding at D opened for passengers yesterday*)*; always PLATFORM *(Brad)*; HALT *(hb* 1938); aot request; clo 1 October 1951 *(Strathearn Herald 15 September* – HALT).

DALCROSS [High] op 7 November 1855**; clo 3 May 1965 *(Aberdeen Evening Express 16 April)*.

DALE BANK [Ashover] (ng) op 7 April 1925 *(Derby Daily Telegraph 8th)*; request; clo 14 September 1936**; {map 59}.

DALEGARTH [Raven] (ng) op 11 July 1920 (start of summer tt) at Dalegarth Cottages; extended to present site 12 August 1926 *(Whitehaven News 19th)*; see 1960**. *Hb*: 1925 BOOT, 1938 B D, 1949a D.

DALGETY BAY op 28 March 1998 *(BLN 823)*; still open.

DALGUISE [High] op 1 June 1863 *(Perthshire Journal 3rd)*; clo 3 May 1965 *(RM June)*.

DALHOUSIE [NB] op 1834 (see 1831 A**); SOUTH ESK until 1847 tt *(Cl)*; clo 1 August 1908 (Saturday) *(RCG*)*; replaced by Newtongrange; {map 18}.

* = *NB list* has 31 July, presumed last day. *Dalkeith Advertiser 6 August* has Saturday (1st) as day of opening of Newtongrange.

DALKEITH [NB] op 1838 (see 1831 A**); clo 1 January 1917 *(RM February)*; reop 1 October 1919 *(Cl)*; see April/May 1921**; clo 5 January 1942 *(LNE notice Scotsman 24 December 1941)*; {map 18}.

Ticket platform 100 yards long adjoining junction to be used for Volunteer Review 25 August 1881; trains to go non-stop to Edinburgh from there. *(Daily Review, Edinburgh 24th)*. That day only.

DALMALLY [Cal] op 1 May 1877 *(Glasgow Herald 2nd)*; still open.

DALMARNOCK

DALMARNOCK (a) [Cal] op 1 November 1895 *(Glasgow Herald 30 October)*; closed 5 October 1964 *(BR ScR notice Wishaw Press 25 September)*.

DALMARNOCK (b) op 5 November 1979 *(Wishaw Press 2nd)*, same site as (a); see 10 December 1994**; clo 4 June 2012 for improvement; due to reopen 24 November 2012 *(Scotrail leaflet)*; however, delayed; actually reopened 20 May 2013 (Glasgow *Herald 21st)*; still open.

DALMELLINGTON [GSW] op 7 August 1856 *(co n North British Daily Mail 8th)*; clo 6 April 1964 *(Irvine Herald 20 March)*.

DALMENY [NB]

DALMENY (a) op 1 March 1866 *(co n Edinburgh Evening Courant 28 February)*; replaced by new station on Forth Bridge line >

DALMENY (b) op 5 March 1890 as FORTH BRIDGE *(Falkirk Herald 1st)*; renamed later 1890 tt (reported in Dunfermline press 28 June – *JS*); still open. *Hb* 1892, NB co tt 1900 and *Brad* to 1919: D for SOUTH QUEENSFERRY.

DALMUIR

DALMUIR [NB] op 31 May 1858 *(T 7 June)*; re-sited 11 chains west 17 May 1897 *(Cl)*; PARK May 1952 to August 1973 (D. Lindsay's NB *Register)*; still open. Aot D JUNCTION *(hb)*.

D RIVERSIDE [Cal] op 1 October 1896 *(co n Glasgow Herald 28 September)*; RIVERSIDE added May 1952 *(Cl; ref RM July)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*.

DALNACARDOCH [High] (non-tt): 1 April 1901 a special train brought several directors and officials to here to inspect progress on the doubling of the line *(Northern Chronicle ... 3rd)*; {Dalnaspidal – Struan}.

DALNASPIDAL [High] first in *Brad* and tts *Dundee Advertiser* June 1864; clo 3 May 1965 *(Aberdeen Evening Express 16 April)*. Platforms retained after closure 'apparently to allow [station] to be used as a source of help if heavy snow blocked adjacent A9 road' (D. Stirling, *BackTrack January 2003)*.

DALRADDY CROSSING [High] (non-tt); railwaymen, families; dates ?; {Kincraig – Aviemore} *(U)*.

DALREOCH [DB Jt] first in *Brad* May 1852; still open.

DALRIACH FARM [GNS] (non-tt): temporary station for Volunteer Camp at farm of Nether Mains, about 500 yards away, arrivals 19 June 1885; about 1½ miles from Kemnay, towards Monymusk *(Aberdeen Press 19th)*.

DALRY [GSW] op 21 July 1840 *(GSW)*; moved from north to south of bridge on Blair Road, new site decided early February 1873 (article by A. Hamilton in *Sou'west Journal 49)*; eventually opened 10 July 1878 *(Ardrossan ... Herald Saturday 13th* – opened Wednesday); still open.

DALRY JUNCTION [GSW] opened with Kilmarnock branch 4 April 1843 (stop at 'junction station-house' mentioned in report of formal opening (3rd) in *Caledonian Mercury, 6th*. According article cited above used as Dalry station for trains from Ayr that reversed here (before main station) and as exchange station, lasting until end of 1859 (first in *Brad* November 1850; last December 1859). Perhaps part kept as ticket platform for excursion trains – certainly stop here for ticket collection mentioned in report on accident 22 May 1867 *(London Daily News 29 August)*.

DALRY ROAD [Cal] op 2 July 1900 *(RCG; Glasgow Herald 2nd)* – paper said it was to be made ticket-collecting place for terminus; clo 30 April 1962 *(RM May)*.

Ticket platform: see non-tt entry at end of Edinburgh Caledonian entries (MORRISON STREET); presumably closed when above into use; according to *U* was then DALRY MIDDLE JUNCTION.

DALRYMPLE [GSW] op 1 November 1856 *(GSW)*; clo 6 December 1954 *(RM January 1955)*.

DALRYMPLE JUNCTION – see MAYBOLE JUNCTION.

DALSERF [Cal] op 1 December 1866 *(Hamilton 1st)* as AYR ROAD; renamed 1 July 1903 *(hbl 9th)*; clo 1 October 1951 *(RM November)*.

DALSTON near Carlisle [MC] op 10 May 1843**; also see 1840**; aot request; still open; {map 134}.

DALSTON London

D JUNCTION [NL] op 1 November 1865 *(T 2nd)*; clo 30 June 1986 – last train Friday 27th *(RM September)*.

East London service opened fully 23 May 2010**; still open. Link to Highbury & Islington op 28 February 2011 *(RM May)*.

D KINGSLAND op 16 May 1983 *(Rly Obs July)*; see 1 June 2010**; still open. BR ticket for D K ROAD *(JB)*. There were pre-opening references as D RIDLEY ROAD since that was originally intended site but was found to be unsuitable (see Tony Jervis *Chron 105)*.

Also see KINGSLAND.

DALTON near Barrow-in-Furness [Fur] op 24 August 1846**; intermittent early use; still open.

DALTON – see ERYHOLME.

DALVEY [Inverness & Aberdeen Junction] temporary terminus west of Forres op 22 December 1857 *(Banffshire Journal 29th)*; reduced to one train each way, including Sundays, (mainly for mail?) when line extended to Elgin 25 March 1858 *(co n Banffshire Journal 30 March)*; still one each way April tt *(ibid, Elgin Courant)*; no trains May tts either paper.

DALVEY near Grantown

DALVEY [GNS] op 1 July 1863 *(Banffshire Journal 23* and *30 June)*; clo 1 September 1868 (Tuesday) *(co notice Elgin Courant 28 August* – on and after 1 September present Advie and Dalvey stations will be closed and new Advie opened). Same site as/near D Farm?

D FARM op 15 June 1959 *(RM August)*; HALT; request; clo 18 October 1965**; {Advie – Cromdale}.

DALWHINNIE [High] op 9 September 1863 *(Scotsman co n 9th, item 10th)*; still open.

DAMEMS [Mid] op 1 September 1867 *(Mid; Nottinghamshire Guardian 31 August*, dealing with Mid tt changes*)*; clo 23 May 1949 *(RM September)*.

DANBY [NE] op 2 October 1865 *(Leeds Mercury 3rd)*; still open.

DANBY WISKE [NE]

DANBY WISKE (a): op 1 August 1841 *(Leeds 21st)*; last in *Brad* June 1842.

DANBY WISKE (b) op 8 December 1884 *(York Herald 9th – op yesterday)*; clo 15 September 1958 *(Hartlepool Northern Daily Mail 22 August)*.

DANDALEITH [GNS] op 23 December 1858 – date given by *T 29th*, *Brad Sh*, and Sir M. Barclay Harvey in his history of the GNS; Vallance's history of the line (D&C 1989) gives this date on page 40 but in the appendix says 24 December; *GNS* also gives 24th, but this is rare example of date not given a contemporary source. *Elgin Courier 24th* said formally op yesterday and one extra train ran, with a goodly number of passengers – thus some use 23rd, full use 24th. Op as CRAIGELLACHIE; renamed 1864; aot request; HALT status from 10 October 1931 *(LMS PCC 224)*, though staffed *(GNS)*; after 7 June 1953 *Brad*, before/with November 1953, reduced to one train, to Elgin, per day; clo 5 March 1962 *(RM April)*.

DANE ROAD [MSJA] op 20 July 1931 *(LMS PCC 207)*; D R SALE until 1935/6 *(Brad)*; clo 27 December 1991 *(BLN 671)* for conversion to Manchester Tramlink (Section 6).

DANESCOURT op 4 October 1987**; still open.

DANYGRAIG

DANYGRAIG [RSB] op 14 March 1895 *(co n S Wales Daily Post 12th)*; aot Dan-y-graig *(hb)*; re-sited to east 7 May 1899, when RSB opened own line to Swansea (see *RAC* atlas); replaced, on GW line alongside, by >

DANYGRAIG [GW] op 11 September 1933 *(Port Talbot Guardian 8th)*; HALT; clo 28 September 1936 *(T 14th)*.

DANZEY [GW] op 1 July 1908 *(RCG; Banbury Advertiser 25 June)* as D for TANWORTH; altered 6 May 1968; still open.

DARBY END [GW] op 21 August 1905 *(Birmingham Mail 21st)*; HALT; clo 15 June 1964 *(Birmingham Daily Post 6 May)*; {Old Hill – Windmill End}].

DARCLIFFE/DARKCLIFFE – see DOVECLIFFE.

DARCY LEVER [LY]: line op 20 November 1848**, this first in *Brad* January 1849; clo 29 October 1951 *(Cl)*.

DARESBURY [Birkenhead] op 18 December 1850 *(D&C 10, co n Chester Chronicle 14th - l)* as MOORE; renamed 5 April 1861 *LNW dates)*; clo 7 July 1952 *(LMR M1 weekly notice and ER Comm Supt Circ 229 Cl pap)*.

DARFIELD [Mid] op 1 July 1840** *(Mid; co n T 27 June- line)*; station not specifically included in any of papers cited in note but that not conclusive – was in *Brad* August when line first shown there; re-sited 45 chains north 30 June 1901, new station opening at noon *(Mid)*; clo 17 June 1963 *(RM June)*.

DARLASTON [LNW]

DARLASTON (a) op 4 July 1837 *(T 6th)* as D and thus in opening description in *The Times but* variously JAMES' BRIDGE and JAMES'S BRIDGE in *co n Gore's Liverpool General Advertiser 29 June 1837, 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).

James's Bridge was present in advert for special trains from Birmingham to Stafford and back 31 November 1842, provided for supporters of two of candidates for Staffordshire County Coroners' posts *(Wolverhampton Chronicle 30th)* but not known if station then in regular use; supporters given free tickets outward but back would only return, plus card entitling to free refreshment at various listed inns if they actually voted for both of the pair. Adverts said would be same other days if election lasted beyond the first day but it did not because all the others withdrew to avoid expenses of contest. One other candidate also organised special (see item *ibid 7 December)*.Back, as D GREEN November 1854 *Brad*; soon shed GREEN, though briefly D in one table, D GREEN in another. Renamed JAMES BRIDGE 14 September 1863 *(JS, W Mid)*, J B for D 1 November 1887 *(W Mid)*, D & J B March 1889 co tt *(W Mid)*, D 1 December 1913 *(hbl 29 January 1914)*; clo 18 January 1965 *(BR LM notice Walsall Observer 11 December 1964)*.

DARLASTON (b) op 14 September 1863 *(co n Birmingham Journal 12th)*; clo 1 November 1887 (Tuesday) *(Birmingham D Post 2nd)*; {on loop between D (a) and Wednesbury}.

DARLEY near Harrogate [NE]: line op 1 May 1862; clearly not op with it *(Leeds Mercury 2nd)* but cited as within 10 minutes walk in advert *ibid* 25 August (perhaps based on planned station), though not in *Brad* until February 1864; clo 2 April 1951 *(T 7 March)*.

DARLEY DALE [Mid] op 4 June 1849 *(Derbyshire 9th)*; moved from south to north of level crossing 1873/4 *(Mid)*; DALE added 1890; clo 6 March 1967 *(Birmingham Daily Post 6 January)*. LMS tt 1947 (Brad printing): D D for WINSTER.

DARLINGTON

DARLINGTON [NE] op 31 March 1841 *(Yorkshire Gazette 3 April*, where described as temporary station at the Bank Top); re-sited slightly west 1 July 1887 *(Northern Echo 1st)*; *Leeds Mercury 1st* explained how this was made main station, reducing North Road to 'station of call' for Tebay and Auckland lines; D BANK TOP October 1868 *(Brad)* to September 1934 tt *(JS)*; still open.

Ticket platform, only reference seen: accident *(Northern Echo 12 November 1870)*.

NORTH ROAD [S&D; NE] first regularly served 10 October 1825 *(poster S&D)*; original arrangements varied (see 1825**); in co notice 16 October 1826 *(S&D)* Talbot Inn given as enquiry point for Union coach; probably first fixed station was on west side of North Road, re-sited 1842 *(Cl)*. (Building of temporary replacement station authorised 15 May 1840; almost immediately planning for permanent station began; 1 April 1842 they arranged for road to new station to be 'for the present' through goods yard of old one, suggesting that new nearly ready – *RAIL 667/11,12,13)*; still open. Originally D, then became D N R October 1868 tt *(JS)*, N R September 1934 tt *(JS)*. For a long time *hb* called it D HOPE TOWN OR NORTH ROAD; eventually separated into D N R, passenger, and D H T, goods.

In both cases simplified names sanctioned 'forthwith' by BR circular 2 November 1970 – catching up exercise.

RISE CARR ROLLING MILLS (non-tt): shown 'P' 1912 *hb*; probably error – deleted 1914 appendix.

For special station for 1925 Centenary see last paragraph of 1825**.

DARNALL [GC] op 12 February 1849 *(Sheffield Independent 10th)* erratically DARNAL in *Brad* until 1855; still open. Became D for HANDSWORTH 1 July 1896 *(hbl 9th)* (thus LNE tt 1933 and *hb* 1938), reverting 1955 *(Brad)*.

DARRAN & DERI [Rhy] op 1 September 1868 *(D&C 12- line)*; DARRAN until 1905 *(Brad)*; clo 31 December 1962 *(T 31st)*.

DARRAS HALL [NE] op 1 October 1913 *(Newcastle Evening Chronicle 27 September)*; clo 17 June 1929 *(Weekly Despatch [London] 2nd* – after next Saturday week – [would be last day]).

DARSHAM [GE] op 1 June 1859 *(T 2nd)*; still open. D for YOXFORD in GE co tt 1914, LNE tt 1933 and *Brad* ? to 1955 but not thus *hb* 1938.

DARTFORD [SE] op 30 July 1849 *(co n The Era 29 July)*; still open. 1870 became D JUNCTION, 1871 D J for FARNINGHAM; D 1879/80 *(Brad)*.

DARTMOUTH [GW]: see KINGSWEAR.

DARTMOUTH ARMS – see FOREST HILL.

DARTON [LY] op 1 January 1850 *(Bell's Weekly Messenger 5th)*; still open.

DARVEL [GSW] op 1 June 1896 *(co ½ 1110/149; Ardrossan ... Herald 29 May)*; clo 6 April 1964 *(Irvine Herald 20 March)*.

DARWEN

DARWEN [LY]: op 3 August 1847 *(co n Blackburn Standard 4th)*; op as OVER DARWEN; renamed 1 December 1883 *(Cl; RCG ref January 1884)*; still open.

Also see LOWER DARWEN.

DATCHET [LSW] op 22 August 1848 *(co n T 24th)*; still open. Originally DATCHETT, *Brad* and *Topham*.

DAUBHILL [LNW]: line op 13 June 1831**, nd, though needs of incline haulage meant trains had to stop here; first certain mention, as 'Daubhil-bar Station', in *Northern Star 18 April 1840* in connection with arrival of a leading Chartist 'Friday last' (10th or 17th?), also in *Bolton Chronicle 3 October 1840* in report of prosecution for trespass of man who had intended to catch train from 'Daub-hill' but had turned back when it rained and walked along line on 18 September; however possible that passengers could join / leave here earlier (perhaps from line opening) – there was a stationary engine here to serve the incline and report of accident in *Morning Chronicle 26 February 1839* referred to a passenger train stopped here (but perhaps only for operational reasons). Replaced on deviation to avoid incline in 1885. *Bolton Evening News Saturday 31 January* said that old station would be closed about 11 a.m. on Sunday morning and new opened at 5.30 p.m; *Wigan Observer 4th* confirmed that new was available for first time on Sunday 1st, thus by accepted convention this closed 2 February 1885 *(LNW Officers 26900)*, replaced by one later renamed RUMWORTH & D.

DAUNTSEY [GW] op 1 February 1868 *(Wilts 23 January)*; clo 4 January 1965 *(RM February)*.

DAVA [High] op 1 November 1864 *(High)*; clo 18 October 1965**.

DAVENPORT [LNW] op 1 March 1858 *(?;* first in *Brad* March); clo for winter months 1 October 1859 *(co n Rochdale Observer 1st)*,but not back in *Brad* until January 1862; still open.

DAVENTRY [LNW] op 1 March 1888 *(LNW Officers 30089, 30105; Banbury Guardian 1st)*; clo 15 September 1958 *(Coventry Evening Telegraph 25 August)*.

DAVIDSONS MAINS [Cal] op 1 March 1894 *(Glasgow Herald 1st)* as BARNTON GATE; renamed 1 April 1903 *(hbl 23rd)*; clo 7 May 1951 *(RM June)*.

DAVIE'S DYKE [WMC] op 2 June 1845**; last in *Brad* April 1848 (but see 1848**); DAVIES DYKES in *co n Scotsman* 22 April 1846; {map 16}.

DAVIES STREET – see BOND STREET.

DAVIOT [High] op 19 July 1897 *(Inverness Courier 20th* – local passengers between Carr-Bridge and Daviot carried free on first day); clo 3 May 1965 *(Aberdeen Evening Express 16 April)*.

DAWLEY & STIRCHLEY [LNW] op 10 June 1861** as S; renamed 1 July 1923 *(hbl 12th)*; clo 2 June 1952 *(RM August)*. S for D in LNW co tts until at least 1909.

DAWLISH [GW]

DAWLISH op 30 May 1846 *(Trewman 4 June)*; still open.

Breach in sea-wall after first train eastward had passed on Sunday 31 January 1869 resulted in westbound trains stopping at the Warren and road transport taking passengers on to Dawlish. Temporary repairs allowed trains through on 4 February *(item Exeter Flying Post 3 February; co ½ ibid 24 February – claimed no cessation of passenger traffic – strictly true)*.

Western Times (18 December 1858) referred to new **excursion platform** here. Nothing else known.

D WARREN prob op 1 August 1905 *(Ex & NA; adverts for a local hotel in Ex & Plym appeared regularly from 5 August 'trains now stop')*; re-sited 17 chains north 23 September 1912 *(GW Mag November)*; clo 1 January 1917 *(Express & E 29 December 1916)*; reop 5 May 1919 *(RCH)*; still open. Variously early THE W, W HALT, THE W PLATFORM.

Temporary siding hereabouts used for Volunteers' shooting competition 27, 28 June 1865 *(Exeter & Plymouth Gazette 30th)*

DAWSHOLM

DAWSHOLM [Cal] op 1 October 1896 *(RCG)*; clo 1 May 1908 (Friday) *(RCG; Scotsman 30 April* – after today); {map 15}.

Also see KELVINDALE.

DAYBROOK [GN] op 1 February 1876 *(Notts Guardian 4 February)*; BESTWOOD & ARNOLD until 1876 tt *(Cl)*; clo 4 April 1960 *(Cl)*. RCH sources give various combinations of D for A and B (PARK); LNE tt 1933, 1947 – D for A.

DDUALLT [Festiniog] (ng) first in *Brad* May 1879; in last years tt suggests intermittent use; aot request; last trains shown in *Brad* May 1937; left, trainless, to line closure 18 September 1939** so perhaps calls made.

DEADWATER [NB] op privately by March 1877 as D FOOT CROSSING *(U)*; op to public as D 1 March 1880 *(NC)*; became HALT 9 September 1955 *(RM October)*; clo 15 October 1956**.

DEAL [Dover & Deal Joint/SE]* op 1 July 1847 *(co n T 30 June)*; still open.

* = as 1895 *hb* – later [SEC].

DEAN [LSW] op 1 March 1847 *(W Fly P 6th- line)*; still open.

DEAN LANE [LY] op 17 May 1880 *(Manch Cour 17th)* as D L NEWTON HEATH; renamed 7 May 1973 *(LMR WON)*; clo 4 October 2009 for conversion to Manchester Tramlink (Section 7).

DEANSGATE [MSJA] op 20 July 1849 *(Manchester Courier 21st)* as KNOTT MILL; renamed K M & D 1882 *(RCG ref April)*, D 3 May 1971; still open. Often KNOT M, all sources, early. MSJA special ticket for Wembley: MANCHESTER K M *(JB)*.

DEANSIDE [GP Jt] op 1 June 1903 *(RCG; Paisley & Renfrew Gazette 6th)*; clo 1 January 1905 (Sunday) *(RCG)*; {Cardonald – Kings Inch}.

DEARHAM [MC]

DEARHAM op 1 June 1867 *(D&C 14)*; clo 29 April 1935 *(LNW Record)*.

D BRIDGE op 1840**; aot request; BRIDGE added intermittently in early years; clo 5 June 1950 *(RM July)*; {map 134}.

DEBDEN op [GE] 24 April 1865 *(Herts Guardian 9 May)* as CHIGWELL ROAD; renamed C LANE 1 December 1865 *(Cl)*; clo 22 May 1916** *(T 2nd)*, reop 3 February 1919 *(RCG)*; renamed D 25 September 1949 *(Cl)*; transferred to [Cen] 25 September 1949 *(T 26th)*; still open.

DECHMONT

DECHMONT (a) [EG] first in *Brad* October 1850, Wednesdays only; see 29 November 1851**; last December 1861 *wtt*; {Uphall – Livingston}.

DECHMONT (b) op 19 June 1905 *(GM circular 12 June)* on a private hospital line but trains advertised and publicly available, worked by [NB]; see April/May 1921**; clo 1 August 1921 (P.B. Russell, *RM September 1921*; after close of business on *30 July GM circular 478)*; {Uphall to Bangour branch}.

DEE STREET op 6 February 1961 *(BR notice Aberdeen Evening Express 1st)*; clo 28 February 1966 *(ibid 31 January)*; {Banchory – Glassel}.

DEE-SIDE [GW] (non-tt): HALT; in use 1913; purpose ?; {Berwyn – Glydyfrdwy} *(U)*.

DEEPCAR [GC] op 14 July 1845 *(co n Sheffield 12th)*; clo 15 June 1959 *(RM July)*; later excur – e.g. Easter Monday 30 March 1964 *(BLN no. 8)*. DEEP CAR in *Brad* until 1865/6 and, westbound, in *op notice*. GC co tt 1903, LNE tt 1933, *Brad* to 1955: D for STOCKSBRIDGE.

DEEPDALE/D STREET – see PRESTON.

DEEPDENE – see DORKING.

DEEPFIELDS & COSELEY [LNW] op 1 July 1852 *(Staffs Advertiser 3rd)* as D; & C added August 1854 co tt *(W Mid)*; replaced ¼ mile south 10 March 1902 *(W Mid)* by station later renamed COSELEY.

DEFFORD [Mid] op 24 June 1840 *(Chelt Chron 27th)*; clo 4 January 1965 *(Tewkesbury Register 1st)*. D for PERSHORE in *LMS list* 1933, but not seen thus elsewhere.

DEFIANCE [GW]

D WEARDE op 1 March 1905 *(April wtt supp)*; HALT; replaced on different alignment by >

DEFIANCE op 1 August 1905 (date of realignment from GW records – *RAC*); became PLATFORM 1 May 1906 *(Cl)*; clo 27 October 1930 *(GW source Cl pap)*; used in strawberry season to 1954 *(U)*.

DEGANWY [LNW] op 1 May 1866 *(LNW Officers 1037, 18 April, 'recommended')*; DEGANWAY until 1870 *Brad*, 1875/82 LNW co tt, but DEGANWY 1867 *hb*, DEGANAWAY 1872; aot request; still open.

DEIGHTON

DEIGHTON (a) [LNW], Kirkburton branch, op 1 September 1871 *(LNW Officers 6933)*; clo 28 July 1930 *(Yorkshire Post 9th)*.

DEIGHTON (b), main line, op 26 April 1982 *(RM June)*; still open.

DELABOLE [LSW] op 18 October 1893 *(Cornish & D P 21st)*; clo 3 October 1966 *(Cornish & D P 8th)*.

DELAMERE [CLC] op 22 June 1870 *(CLC)*; still open.

DELNY [High] op 1 June 1864 *(Aberdeen People's Journal 4th)*; DELNEY until 1865/6 *Brad*, and thus *hb* 1865a; clo 13 June 1960 *(RM July)*.

DELPH [LNW] op 1 September 1851 *(Huddersfield 6th)*; clo 2 May 1955 *(T 11 March)*.

DEMONS BRIDGE [LNE] (non-tt) op 14 December 1941 *(LNER letter13 August 1945 Cl pap)*; ordnance factory workers; 4 May 1942 wtt showed trains from Grangetown and Hartlepool; absent from working BR NER wtt by October 1945 *(WW II)*; trains also from Saltburn and Seaham at other times; {Stillington – Shildon}. In *U* see HEIGHINGTON.

DEN COTTAGE (non-tt) PLATFORM briefly here between Carmont and Stonehaven so that ganger's daughter Louisa could travel to and from school at latter during summer term 1951; *wtt notice* shows added 7 May to 17 June (inclusive); clo ? – presumably out of use when ganger left job soon after. (A press reference, not seen by compiler, exists but names wrong child. (Article by Bob Drummond, *True Line 99)*.

DENABY

DENABY [Dearne] op 1 December 1913 *(co n South Yorkshire Times 29 November)*; HALT (see 1912 June 3**); clo 1 January 1949 (Saturday) *(RM March)*; all trains still called for railway staff according to 18 June 1951 wtt, where shown as HALT. LMS tt 1930 and *Brad* to closure: D for CONISBOROUGH and MEXBOROUGH.

D & CONISBOROUGH [HB] op 1 December 1894 *(RCG; South Yorkshire Times 7th)*; clo 1 February 1903 (Sunday) *(RCG)*.

DENBIGH [LNW] op 5 October 1858 *(T 7th)*; original temporary station replaced by permanent to south December 1860 *(LNW; also see Stewart Smith, Chron January 2021)*; see 17 August 1879**; clo 30 April 1962 *(Cheshire Observer Saturday 5 May* – last previous Saturday); later excur *(U)*.

DENBIGH HALL [L&B] temporary terminus op 9 April 1838 *(T 11th)*; clo when line extended for full use 17 September 1838 *(co n T 17th)*.

DENBY [Mid] op 1 September 1856 *(Mid; T 12th- line)* as SMITHY HOUSES; became DENBEY 1 November 1856 wtt *(Mid)*, DENBY 1 February 1878 co tt *(Mid)*; clo 1 June 1930 (Sunday) *(Cl)*; excursions to 7 June 1961 or later *(Mid)*.

DENBY DALE [LY] op 1 July 1850 *(Huddersfield Chronicle 6th)*; became D D & CUMBERWORTH 1883/4 *(Brad)* reverted 12 June 1961 *(RM April)*; still open. Paper called it Thurstonland.

DENHAM [GW/GC]

DENHAM op 2 April 1906 *(T March 5)*; still open. Became D for HAREFIELD 1 October 1907 *(hbl 24th)*, and thus LNE tt 1933, GW tt 1947 and *hb* 1938, until 1955 *(Brad)*, apart from brief period about 1928/30, when just D.

D GOLF CLUB op 22 July 1912 *(GC dates; South Bucks Standard Thursday 25th* – has been erected) as PLATFORM; altered 20 September 1954 tt *(GW H)*; still open.

DENHEAD [DA] op 1 February 1900 *(Arbroath Herald 1st)*; clo 1 January 1917 *(Cl)*; reop, Saturdays only, September 1917 *Brad*; reop fully 1 January 1918 *(RCH)*; clo 2 December 1929 *(co n Dundee Courier 16th)*. Used Saturday 7 June 1930 by Sunday School picnic excursion from Newton Panbride Carnoustie *(Arbroath Herald 13th)*; paper referred to it going into Kelly Den, beauty spot nearby – Den = Scottish name for valley, English version de(a)ne; similar use 13 June 1931 *(ibid Friday 5 June* – tomorrow week).

DENHOLME [GN] op 1 January 1884 *(York Herald 2nd)*; clo 23 May 1955**.

DENMARK HILL (see 1866**).

[LBSC platforms] op 13 August 1866 *(T 14th)*.

[LCD platforms] op 1 December 1865 *(co n T 1st)*. All still open.

DENNY [Cal] op 26 March 1858 *(co ½ report, T 22 March*, said proposed to open 26 March. Report of meeting at Perth on 26th, *T 29th*, said government certificate had been received and trains were running); clo 28 July 1930 *(Kirkintilloch Herald 30th)*. See 1939**: e.g. connection to Larbert for excursion to Blackpool shown in special train notice 1 July 1939 *(IU)*.

DENNYLOANHEAD [KB] op 2 July 1888 *(NB list; Paisley & Renfrewshire Gazette 7th- line)*; clo 1 February 1935 (Friday) *(LMS-LNE clo notice Scotsman 23 January)*.

DENSTONE: temporary platform 8 August 1872 for Garden Party (fund raising for future school) 8 August 1872 *(Grantham Journal 10th)*. Next use found was by special trains on 29 July 1873, for the consecration of St. Chad's College Chapel and installation of first principal *(co n Staffs Advertiser 26th)*; public op 1 August 1873 *(NS-K)* as D CROSSING; renamed 2 April 1923 co tt *(JS)*; aot request; clo 4 January 1965 *(RM March)*.

DENT [Mid] op 6 August 1877 *(Kendal Mercury 11th* – Monday last); clo 4 May 1970 *(RM June)*; probably used by trial charter excursion that ran 9 June 1974 *(AB)*; reop weekend Dales Rail 3 May 1975**; reop fully 14 July 1986 *(Settle)*; see 16 October 1989**; still open. Excur while closed *(U)*.

DENTON [SEC] op Sunday 1 July 1906 *(item and tt, Gravesend Reporter ... 30 June)* as D HALT; D ROAD 1914 tt to 1919 tt, then D HALT again *(Cl)*; clo 4 December 1961 *(T 8 November)*; {Gravesend – Hoo Junction}.

DENTON near Manchester [LNW] first in *Brad* February 1851; reduced to only one train per week, northbound, Fridays 11 May 1992 tt – to avoid costs of closure procedures; altered to Saturdays only 18 May 2003 tt; to Fridays, southbound only,

23 May 2004 tt; one northbound, Saturday only, February 2007 tt; one northbound Fridays 14 December 2008tt; to one Saturday train each way 20 May 2018; no trains between 18 August 2018 and 12 February 2019 – industrial action (Joe Brown); still in use.

DENVER [GE] op January 1847 *(EC*; first in *Brad* then); beyond the then terminus of full service, as D ROAD GATE, Tuesdays & Saturdays only; full service 26 October 1847 as D when line extended; clo 1 February 1870 (Tuesday) *(Norfolk News Saturday* – GE has shut up this station this month), reop 1 July 1885 *(Cl)*, now only used by branch trains to Stoke Ferry; aot request; clo 22 September 1930 *(Cl)*.

DENVILLE – see WARBLINGTON.

DEPTFORD [SE] op 8 February 1836 *(Herapath March)*; original temporary terminus replaced 24 December 1838 when line extended to Greenwich *(Cl)*; clo 15 March 1915 *(RCH)*; reop 19 July 1926 *(sig/inst 24/1926)*; still open.

DEPTFORD BRIDGE [Dock] op 20 November 1999 *(RM January 2000)*; still open.

DEPTFORD ROAD – see SURREY QUAYS.

DERBY

DERBY [Midland Counties] temporary station from Nottingham op 4 June 1839 *(co n Nottingham Review 7th)* >

DERBY [Birmingham & Derby Junction] temporary op 12 August 1839 *(co n T 8th)* >

Both temporaries replaced by permanent **DERBY** [Mid] op 11 May 1840 *(Derbyshire 11th)*; became D MIDLAND 25 September 1950 *(Mid)*; reverted 6 May 1968 *(JS)*; still open. D STATION STREET 1867 to 1904/6 *(Brad)*.

Also (non-tt) temporary platform for one of six excursions in special trains provided by Midland for British Association members meeting at Nottingham to visit railway works here 25 August 1866 *(Derby Mercury 29th)*. Another for Royal Agricultural Show at Osmaston Park 13 – 18 July 1881 (inclusive) *(Nottinghamshire Guardian 8th)*.

Ticket platforms:

Derwent Bridge to north: earliest reference seen – *Bell's New Weekly Messenger24 August 1845;* accident – train from Leeds pushed in too fast. Closed 19 September 1892 *(Mid Trains Office Diary)*.

London Road to south into use 17 June 1867? (provided when Litchurch & Spondon line built?) included in inspection report for that line *(Mid)* but perhaps already in use; closed 1 December 1900 wtt *(Mid)*.

South only reference seen: *Nottinghamshire Evening Post 11 February 1881*: ticket platform near Osmaston Road under water yesterday.

West: into use? Closed 1 December 1900 co wtt.

D FRIAR GATE [GN] op 1 April 1878 *(Derby Mercury 3rd)*; F G added 1881 tt *(Cl)*; clo 7 September 1964 *(RM October)*.

There was an excursion platform here, exact dates not known. Op by *25 September 1900 (Daily Telegraph* – mention in item about fire) that morning. *Ibid 7 July 1914* – ref to temperance excursion from here. *Ibid 9 September 1940* departure of troops.

D NOTTINGHAM ROAD [Mid] op 1 September 1856 wtt *(Mid)*; clo 6 March 1967 *(Birmingham Daily Post 6 January)*.

D RACECOURSE SIDING [GN] (non-tt); op 16 March 1885 for horses and attendants only *(race)*; used to 1938 at least *(U)*; {Breadsall – Friar Gate}.

D RAMSLINE (non-tt): HALT; op 20 January 1990 *(AZ)* for football supporters; only used four times *(BLN 813)*, all in first season; however, included in lease to Central Trains dated 17 September 1995 (R. Maund); alias BASEBALL GROUND.

DERBY ROAD Ipswich [GE] op 1 May 1877 *(Ipswich Journal 3rd)*; still open. At times IPSWICH D R in *hb* and early ticket thus *(JB)*.

DEREHAM

DEREHAM [Norfolk] op 15 February 1847 *(Norwich Mercury 20th)*; station in Norwich Road. >

DEREHAM [Lynn & Dereham] op 11 September 1848 *(Norfolk News 16th)*, station in Swan Lane. >

Relations between companies bad. Probably concentrated on one station >

DEREHAM [GE], 1849 *(GE Journal October 1979)*. This clo 6 October 1969 *(RM October)*; later excur *(U)*.

DERKER op 30 September 1985 *(AZ)* and just D in tt supplement of that date, but in 12 May 1986 and 29 September 1986 tts only was D-ROYTON *(AB, Chron)*; clo 4 October 2009**.

DERRY ORMOND [GW] op 20 August 1866 *(Denbigh Herald 25th)* as BETTWS; renamed 1873/4 *(RCG ref January 1874)*; clo 22 February 1965 *(BR public notice)*.

DERSINGHAM [GE] op 3 October 1862 *(T 6th)*; clo 5 May 1969 *(RM July* – photo caption).

DERWEN [LNW] op 22 September 1864**; clo 2 February 1953 *(RM March)*. At first BRYN seems to have been alternative name in some circles: *hb* 1865a has entry B, same as D and early ticket has B or D *(JB)*.

DERWENTHAUGH – see GATESHEAD.

DERWYDD ROAD [GW] op 24 January 1857** *(Carmarthen 23rd)*; aot request; clo 3 May 1954 *(Cl)*.

DESBOROUGH & ROTHWELL [Mid] op 8 May 1857** *(Mid; co ½ T 13 August- line)* as D; for R added 1 October 1857 co tt *(Mid)*, altered to D & R 1 November 1899 *(hbl 25 January 1900)*; clo 1 January 1968 *(RM February)*.

DESFORD [Mid] op 18 July 1832 *(Mid; in fare list Leicester Chronicle 21st description of opening)* as D LANE; renamed by 26 April 1833 *(Mid* – from local press); resited about 150 yards west 27 March 1847 *(Cl)*; see December 1847**; clo 7 September 1964 *(RM October)*.

DESS [GNS] op 2 December 1859 *(co n, item Aberdeen Press 30 November)*; clo 28 February 1966 *(BR notice ibid 1st)*. *RM October 1960* said had become HALT but not seen thus any tt.

DETTON FORD SIDING [CMDP] op 21 November 1908**; clo 26 September 1938 *(T 9 August;)*; {Cleobury Town – Stottesdon}.

DEVILS BRIDGE [VoR] (ng) op 22 December 1902** (see for full detail); to preservation 1989.

DEVIZES [GW] op 1 July 1857 *(Bath & Chelt 8th)*; clo 18 April 1966 *(Coventry Evening Telegraph 4th)*.

DEVONPORT {map 114}

DEVONPORT [GW] op 4 May 1859**; became D ALBERT ROAD 26 September 1949 *(Cl)*, reverted 7 September 1964 *(WR GIC A1/166)*; still open.

D KINGS ROAD [LSW] op 17 May 1876 *(W D Merc 18th)*; K R added 26 September 1949 *(Western Morning News Friday 23 September 1949)*; clo 7 September 1964 *(Cl)*. D & STONEHOUSE until 1916 *(Brad)* but just D in LSW co tt 1914.
[LSW] boat trains: first America Line vessel arrived 9 April 1904; services ceased from 28 May 1910 – poorly patronised, now agreement by which GW handled traffic (see PLYMOUTH MILLBAY DOCKS); perhaps later naval specials *(LSW)*. NEW QUAY and OCEAN QUAY added 1910a *hb*; strangely, 1912 *hb* has line to STONEHOUSE POOL with O Q and N Q as intermediate 'stations' (all three 'P'); same to 1929; 1938 and 1956 books only show O Q (at Stonehouse Pool) – inertia? double entering? available if wanted? See *Kittridge* – no mention of renewal of use after 1910.
Also see DOCKYARD; KEYHAM.
DEVONS ROAD [Dock] op 31 August 1987 *(T 1 September)*; still open.
DEVONS ROAD LOCO SHED [NL] (non-tt): workers' service to / from Broad Street; began ?; ended with effect from September 1963 *(wtt; PSUL)*.
DEVONSHIRE STREET MILE END – see LONDON.
DEVYNOCK & SENNYBRIDGE [N&B] op 3 June 1867 *(Brecon County Times 8th)*; & S added 1 August 1913 *(hbl 23 October)*; clo 15 October 1962 *(BR WR notice Port Talbot Guardian 21 September)*. Defynock in paper cited for opening.
DEWSBURY {map 55}
DEWSBURY [LNW] op 18 September 1848 *(co n Leeds Times 16th)*; became D WELLINGTON ROAD 2 June 1924 *(Rly Gaz 23 May)*, reverting 20 February 1969 *(Cl)*; still open.
D CENTRAL [GN] op 9 September 1874 *(Bradford Observer 10th)*; replaced 12 April 1880 on extension to Batley *(GN* – see BATLEY CARR); CENTRAL added 1951 *(Cl)*; clo 7 September 1964 *(Cl)*.
D MARKET PLACE [LY] op 1 April 1867 *(Yorkshire Post 2nd)*; clo 1 December 1930 *(Cl)*. M P added 2 June 1924 *(Rly Gaz 23 May)* but *Brad* included in at least one table from start/soon after and thus LY co tt 1912.
Also see THORNHILL.
DEYHOUSE – see BARRY LINKS.
DIAL HOUSE – see 20 August 1883**.
DICCONSON LANE & ASPULL [LY] op 1 May 1869 *(Wigan Observer ... 1st)*, as D's L; became D L 1870 *(Brad)*; & A added 1 July 1895 *(hbl 11th)*; clo 2 April 1917 *(Leeds Mercury 22 March)*, reop 5 May 1919 *(RCH)* as HALT; clo 1 February 1954 *(Liverpool Echo Saturday 30 January* – from Monday).
DIDCOT
D PARKWAY [GW] op 12 June 1844 *(London Evening Standard 15th)*; PARKWAY added 29 July 1985 *(RM October)*; still open. D JUNCTION in *Brad* 1844/5 to 1858/9, GW co tt to 1891/1902 (not always all tables), *hb* 1877 to 1904.
D ORDNANCE DEPOT [GW] (non-tt): wtt shows in use for workers by 1917, 18 June 1951 wtt shows one Monday-Friday train each way from/to Oxford; still in September 1952 wtt; perhaps more than one stop within depot, no guarantee of continuity; start? end? {branch from Foxhall Junction, Didcot}.
DIDSBURY [Mid] op 1 January 1880 *(RCG; co n Manchester Courier 27 December 1879)*; clo 2 January 1967 *(T 8 December 1966)*.
DIGBY near Sleaford [GN/GE] op 1 August 1882 *(GN/GE)*; clo 11 September 1961 *(RM September)*.
DIGBY & SOWTON op 29 May 1995 *(BLN 758)*; about 300 yards south of earlier Clyst St Mary; still open.
DIGGLE [LNW] op 1 July 1850 *(T 8th- line)* and this in July tt; clo 7 October 1968 *(RM November)*.
DILLWYN alias D & BRYNTEG [N&B] (non-tt): HALT/PLATFORM; miners; op before / with July 1923 wtt as D & B PLATFORM; later NANTYCAFYN COLLIERY HALT; reverted ?; clo 15 October 1962 *(BR WR notice Port Talbot Guardian 12th)*; {Crynant – Brynteg} *(part U)*.
DILSTON flag station [NC]: (non-tt); see 10 March 1835**; {Hexham – Corbridge} – according to R. N. Forsythe *(from* photo, *Fawcett Collection at York)* this was probably at SE side of bridge 74, well away from nearest level crossing.
DILTON MARSH [GW] op 1 June 1937 *(Wiltshire Times 29 May)* as HALT; renamed 5 May 1969 *(GW H)*; clo 6 March 1994 *(BLN 726)*; reop 30 April 1994 *(BLN 733)*; still open.
DINAS near Caernarfon
D CAERNARVON [LNW] op 15 August 1877 *(LNW Officers 17506*)*; became D JUNCTION 1912 *(RCH ref July)*, D C 26 September 1938 *(hbl October)*; clo 10 September 1951 *(RM October)*.
* = minutes called it station at LLANWNDA JUNCTION – not known if name actually applied, e.g. for short time after opening.
D JUNCTION [WH] (ng) op 15 August 1877 *(Cambrian 17th)*; clo 1 November 1916, reop 31 July 1922**; often just D in co usage. Last train 26 September 1936.
DINAS – see under BLAENAU.
DINAS MAWDDWY [Cam] op 30 September 1867 *(co n Merioneth 12 October)*; clo 17 April 1901 (Wednesday) *(co n dated 17 April in Cambrian News 26th)*, reop 31 July 1911 *(RCG)*; clo 1 January 1931** (Thursday) *(T 13 December 1930)*. Schools excursions to Aberystwyth until 1939 (G. Williams, article, *GW Journal 59)*. *Brad* and *Brad Sh* initially spelled this and company MOWDDY, but *Merioneth notice* called station just D and spelled company MAWDDWY.
DINAS POWYS [Barry] op 20 December 1888 *(S Wales 21st)*; still open. At first DINAS POWIS; altered to DYNAS POWIS 1898/9, DINAS POWIS 1922 *(Brad)*; settled 12 May 1980 tt. *Hb* always DINAS POWIS.
(Non-tt): special train 12 May 1902 for party from Bristol Centre of Marine Engineering and others from Riverside Station to a temporary platform at a point on the Barry Railway opposite St Andrew's House west of Dinas P for a day of entertainment provided by Sir Thomas and Lady Morel *(Western Mail 14th)*.
DINAS RHONDDA [TV] replaced Pandy on 2 August 1886 *(hbl 15 December)*; clo 1 April 1917 (Sunday); back in *Brad* July 1919; still open. RHONDDA first added 1 November 1927 *(hbl January 1928)*, omitted body of tt 12 May 1980 *(C/W)*, back 28 May 2000 tt *(AB Chron)*.
DINGESTOW [GW] probably op 5 October 1857**; DINASTOW 1866 to 1868 *(Brad)* and *hb* thus 1867 (only); clo 30 May 1955** *(Cl)*.

DINGLE PARK ROAD [LO] op 21 December 1896 *(co n Liverpool 18th)*; clo 31 December 1956 *(T 29 September)*. Closed by fire in tunnel 23 December 1901 as train due at 5.32 was arriving *(Bolton Evening News 26th)*; *Manchester Courier Monday 10 February 1902* said station had been inspected on Saturday and 'will be reopened ... on Monday' (that day or 17th?).

DINGLE ROAD [TV] op 1 March 1904 *(Evening Express 27 February)*; see 1904**; ceased to be HALT 5 May 1969 *(GW H)*; still open.

DINGWALL [High] op 11 June 1862 *(co n Inverness Courier 12th)*; still open.

DINMORE [SH Jt] op 5 December 1853**; clo 9 June 1958 *(BR notice Kington Times 6 June)*.

DINNET [GNS] op 17 October 1866 *(Aberdeen Press 24th)*; clo 28 February 1966 *(BR notice ibid 1st)*.

DINNINGTON & LAUGHTON [South Yorkshire Joint] op 1 December 1910** *(RCG)*; clo April 1926 *(Cl)*; reop 25 July 1927 *(T 21st)*; clo 2 December 1929 *(Mid)*. Two pre-opening excursions 20 June 1910, one to Doncaster for miners' rally, the other Wesleyan Sunday School outing to Cleethorpes *(S Yorks Joint)*.

DINSDALE [NE] op 1 July 1887 *(RCG; Leeds Mercury 1st)*; replaced Fighting Cocks; about ½ mile south of old; still open.

DINTING [GC]

DINTING (a) op as GLOSSOP 25 December 1842 *(co n Manch 24th)*; *GC dates* says 24th – was this a directors' trip (other sections on this line received formal openings the day before the public and many papers including *Leeds Mercury 31st* said it had opened then but gave no details that would help) or might it have been one of those cases where some trains ran a day earlier than advertised? Renamed D 9 June 1845 *(Cl)*; clo 1 February 1847 and name transferred to >

DINTING (b) op 9 June 1845 as GLOSSOP JUNCTION, ¾ mile east of above; renamed D February 1847 tt *(JS)*, G & D 10 July 1922 *(hbl 13th)*, D 26 September 1938 *(hbl October)*. Still open.

Based on *GC* and *Brad* September 1846, which includes both DINTING and GLOSSOP JUNCTION on main line, both with times and fares, and has note that trains left GLOSSOP ten minutes before advertised departure time from G Junction.

Also see EM Johnson, *Scenes from the Past, Woodhead Part 1*, Foxline, 1996.

DINTON [LSW] op 2 May 1859 *(Salisbury 7th)*; clo 7 March 1966 *(RM April)*.

DINWOODIE [Cal] first in *Brad* May 1853; clo 13 June 1960 *(RM July)*.

DIRLETON [NB] op 17 June 1850 *(Edin)*; clo 1 February 1954 *(RM March)*.

DISLEY [LNW] op 9 June 1857 *(Stockport 5th)*; still open.

DISS [GE] op 2 July 1849 *(T 5th)*; still open.

DISTINGTON [CW Jc] op 1 October 1879 *(D&C 14; Carlisle Express 4th- line*; in description of 'line now open' *Cumberland Times 11th)*; clo 13 April 1931 *(LNW Record)*. Unadvertised service still in wtt 20 July 1931, not present 18 July 1932 wtt; ended? 1936-1939 (last 26 August) excursions to Workington Central and Carlisle *(JNMC)*.

DITCHAM PARK – see WOODCROFT.

DITCHFORD [LNW] op 2 June 1845 *(Northampton Mercury 5th)*; clo 1 November 1924 (Saturday) *(ibid 7th)*; railwaymen and families continued to use – 10 September 1951 wtt, 11 September 1961 wtt and 9 September 1963 wtt all show one signal stop each way to take up/set down members of crossing keeper's family (could go to and from Wellingborough).

DITCHINGHAM [GE] op 2 March 1863 *(D&C 5; T 5th- line*; included in inspection report); aot request; clo 5 January 1953 *(T 5th)*.

DITTON [LNW]: line op 1 July 1852 *(T 10th)*, nd, August 1852; re-sited about 250 yards west 1 May 1871 *(LNW Officers 6555)*; D JUNCTION until J dropped 7 May 1973 *(WR General Instruction Circular 409)*; clo 29 May 1994 *(RM September)*.

DITTON MARSH – see ESHER.

DITTON PRIORS [CMDP] op 21 November 1908**; HALT from 1 October 1923 *(Cl)* – but already treated as such; clo 26 September 1938 *(T 9 August)*.

DIXON FOLD [LY]: for op see 29 May 1838**; continuous use in early years not certain; is in September 1845 tt, first with detail since July 1843, as CLIFTON (supported by timings and OS evidence, L Crowther). May 1847 tt this name was transferred to another station, which see under CLIFTON (now 8/10 minutes to Stoneclough, previously 5), no sign of D F; perhaps D F remained open but omitted from *Brad*; in *Topham* May 1848 (first issue) but not back in *Brad* until July 1848. Clo 2 August 1926 by coal crisis, reop 7 March 1927 *(Cl)*; clo 18 May 1931 *(LMS PCC 200)*.

DOBCROSS [LNW] op 1 January 1912 *(LNW Officers 43577)*; clo 2 May 1955 *(T 11 March)*. HALT according to *hb* 1938 and not included there previously (usually sign of Halt) – see 1905**.

DOCKERS LANE – see BERKSWELL.

DOCKING [GE] op 17 August 1866 *(T 18th)*; clo 2 June 1952 *(RM June)*.

DOCKYARD Devonport [GW] op 1 June 1905 *(Western Morning News 3rd)* as HALT; renamed 5 May 1969 *(GW H)*; aot request; still open; {map 114}. Devonport Tunnel pre-op *(RAC)*.

DOCTOR DAYS BRIDGE JUNCTION – see under BRISTOL.

DODDERHILL [BG] op November 1841** *(Mid)*; clo 4 November 1844? (see line note).

DODDINGTON & HARBY [GC] op 1 January 1897 *(RCG)*; clo 19 September 1955 *(BR ER internal notice August)*.

DODNOR [IWC] (non-tt): platform between Newport and Cement Mills; exact dates ?; certainly used in First War by men from Camp Hill prison sent to work on island's defences; (A. Stroud, *Yesterday's Papers, Volume Two* ... from *The Isle of Wight County Press*, Oakwood, 2008).

DODWORTH

DODWORTH (a) [GC] op 1 July 1854 *(co ½ T 26 July)*; clo 29 June 1959 *(Coventry Evening Telegraph 16th* – facilities for excursions will be retained for time being).

DODWORTH (b) op 15 May 1989, same site as (a) *(RM July)*; still open.

DOE HILL [Mid] op 1 May 1862 *(Nottinghamshire Guardian 9th)*; clo 12 September 1960 *(T 12th)*.

DOG LANE – see DUKINFIELD.

DOGDYKE [GN]: decision to have a station made in April 1849 *(GN)*; first tt evidence May or June 1849 *(Topham)*; clo 17 June 1963 *(RM July)*.

DOLARDDYN CROSSING [Cam] (ng): line op 6 April 1903; not known if this there at outset. Co working tt July 1904 (OPC 1977 reprint) says: 'On Mondays all Up and Down trains will stop at the Crossing at Dolarddyn to pick up or set down passengers to or from Welshpool. Passengers must take Cyfronydd tickets. Trains will also stop at Dolarddyn on other days for picnic parties'. Became regular daily stopping place 16 March 1929 *(wtt evidence – TTS, March 1966, p 86)*, first in *Brad*, full use, 8 July 1929; aot request; clo 9 February 1931 *(LMS PCC 188)*; {Castle Ceireinion – Cyfronydd}.

DOLAU [LNW] op 1 December 1865**- line; HALT 6 September 1965 to 5 May 1969 *(Cl)*; still open.

DOLCOATH [GW] op 28 August 1905 *(GW H)**; HALT; clo 1 May 1908 (Friday) *(wtt supp)*; {map 111}.

* = *Cornubian 26th August* has item that suggests had been provided but does not specify would open on Monday; *ibid 2 September* 'The HALTE at Dolcoath siding is near completion'; not in *Brad* until October. Should *26 August item* have said 'was to be provided' or something similar?

Excursion of Royal Cornwall Institution and Royal Polytechnic Society to **DOLCOATH MINE** and Carn Brea provided with one special stop from each direction by West Cornwall Railway on 30 August 1869 *(Cornubian 3 September)*.

DOLDDERWEN CROSSING [Corris] (ng): occasional stop *(NGMW)*; not in *Brad*; line clo 1 January 1931 *(T 13 December 1930)*.

DOLDOWLOD [Cam]: excursions 19 and 20 September 1864 to Talyllyn for Brecon races; public op 21 September 1864 *(D&C 11; co n Hereford J 24th- line)*; clo 31 December 1962 *(T 31st)*.

DOLEHAM [SEC] op 1 July 1907 *(Hastings ... Observer 6th, two items)*; GUESTLING until 1908 *(Brad)*; HALT until dropped 5 May 1969 *(SR App)*; still open.

DOLGARROG [LNW] op 18 December 1916 *(LNW Officers 44979; N Wales Weekly News 21st)*; clo 26 October 1964 *BR LM notice N Wales Weekly News 8th)*; reop 14 June 1965 *(item ibid 10th)*; aot request; see 2015/16**; still open.

Also see Section 7. 5.

DOLGELLAU

DOLGELLAU [GW] line op 4 August 1868 from Bala *(Carnarvon 15th)* but station not in final location because had been delays in buying land needed; declared complete 18 August *(Pratt)*; clo 18 January 1965**. Originally DOLGELLY; altered to DOLGELLEY 24 June 1896 *(Cl; RCH dist ref 30 January 1897)*, to DOLGELLAU 12 September 1960.

Ticket platform in use 1886 and November 1905 *(U)*.

DOLGELLY [Cam] temporary terminus, wooden platform at west end of goods yard, op 21 June 1869 from Barmouth* *(Cambrian News 26th)*; clo when line extended to meet GW, 1 August 1869 *(ibid 7th*; R. Maund *Chron July 2018)*.

* = *Carnarvon 19 June* confirms existence of temporary and need to walk between stations but does not give opening date.

DOLGOCH

DOLGOCH [Talyllyn] (ng) before / with 1 August tt 1867 (*Boyd p 120)* – not in original inspection report (see December 1866**); see 6 October 1950**.

D QUARRY SIDING [Cam] (non-tt): co notice, week ending 2 March 1918 said train had gone from Whittington to here and back with prisoners of war (spent day working at quarry?).

DOLLAR [NB] op 3 May 1869 *(Edinburgh Evening Courant 4th)*; clo 15 June 1964 *(RM July)*.

DOLLIS HILL op [Met] 1 October 1909 *(RCG, Harrow Observer 8th)*; [Bak] added 20 November 1939; Met last use 7 November 1940 *(Ug)*; transferred to [Jub] 1 May 1979 *(Daily Mirror 30 April)*; still open. Became D H & GLADSTONE PARK 1931 *(L; RCH dist ref 19 October 1931)* but 1932/3 *(Brad)*; reverted 1933 *(L)* but *RCH dist ref 22 February 1939* and *Brad* still D H & G P 1948, when it ceased to give details of LT services.

DOLPHINTON

DOLPHINTON [Cal] op 1 March 1867 *(Caledonian Mercury 2nd)*; clo 12 September 1932 *(Motherwell Times 9th)*, reop 17 July 1933 *(Cl)*; clo 4 June 1945**.

DOLPHINTON [NB] op 4 July 1864 *(Selkirk 7th)*; clo 1 April 1933 (Saturday) *(co n Scotsman 23 March)*.

DOLRHYD MILL [Welshpool & Llanfair] (non-tt): private; op about 1920; clo ?; {Heniarth – Llanfair} *(Railway's Guide Book @JF)*.

DOLSERAU [GW] op 8 February 1935 *(Chester Divn Rept 1935)*; HALT; clo 29 October 1951 *(Cl)*; {Bontnewydd – Dolgellau}. *Hb* 1938: D for TORRENT WALK HALT, but not seen thus *Brad*.

DOLWEN [Cam] op 11 August 1859**; became HALT 1957 *(Brad)*; clo 31 December 1962 *(T 31st)*.

DOLWYDDELAN [LNW] op 22 July 1879 *(Cambrian 25th)*; aot request; see 2015/16**; still open. Spelling DOLWYDDELEN in use by June 1880 *(Brad)*, at request of Lady Willoughby *(LNW Officers 19539)*; reverted to ...AN 12 May 1980.

DOLYGAER [BM] op 19 March 1863**; clo 31 December 1962 *(T 31st)*. Aot Dol-y-gaer *(hb)*. HALT in *hb* 1938 and 1956 and on BR ticket *(JB)* but not in tt.

DOLYHIR [GW] op 25 September 1875 *(GW- line)*; clo 5 February 1951 *(RM October)* – see 1951**. Originally DOLYHIR OR DOLHIER *(hb)*; *Brad* at first DOLYHIER, to DOLYHIR 1882/3.

DOLYWERN [Glyn] (ng) op 16 March 1891 *(Carnarvon & Denbigh Herald 20th)* as replacement for Queens Head Inn on line reopening; clo 6 April 1933**; {map 79}.

DON STREET Aberdeen [GNS] op 1 August 1887 *(co n Aberdeen Press 7 July* – said new station at 'Don Street, Woodside'); clo 5 April 1937 *(ibid 5th* – last train 3rd).

DONCASTER:

DONCASTER [GN] temporary station op 7 September 1848 *(Leeds Intelligencer 9th)*; replaced to north (much dispute about the exact distance), probably on 16 September 1850. D CENTRAL 1 July 1923 *(hbl 12th)* to January 1951 tt *(JS)*; still open.

Line from Swinton [SY, at first operated by Mid] opened 10 November 1849 *(GC; T 13th- line)*: *Lincolnshire Chronicle Friday 23 November 1849*: South Yorkshire line opened without ceremony Saturday last [plus a week]; to relieve pressure on main station a ticket platform has been erected at **Cherry Lane Junction**, at which down trains will stop for ticket collection. Then on to main station. How long did this last?

Were all Cherry items same or nearby sites?
Ticket platforms:
Cherry Lane Junction, see above.
Main station: first and last references seen: *Sheffield Independent 14 May 1862* – fatal accident here, a short distance from platform. *Yorkshire Post 8 September 1900* – unruly passenger on 30 August.
Also see HEXTHORPE.
Racing, especially St Leger
St Leger excursion trains used **CHERRY TREE** 16-19 September 1851 (and perhaps had done so in 1850); *notice Sheffield Independent 13 September 1851* said to **CHERRY TREE LANE SIDINGS** near Shakespeare's Head. Platforms at **CHERRY TREE JUNCTION**, initially for third-class passengers from Sheffield (1851 on), **SHAKESPEARE (e**xample of notice that this would be used 16, 18, 19 September 1863 – St Leger Week – for specials to/from London was in *The Times* on the 7th**)** and **MARSHGATE SIDINGS** (1859 on), by 1867 **LOCO SIDINGS, MARSHGATE HORSE DOCK, CHERRY TREE GOODS SIDINGS and ST JAMES SIDINGS**. (See article by P Scowcroft, *RCHS Journal, November 1983, p 266-275)*. GN Special Working Notice for departures of trains after St Leger 12 September 1877 also mentioned **NEW GOODS SIDINGS; SIDINGS UNDER THE CLOCK; MS&L's MARSH-GATE STATION**. Ticket *(JB)* exists; **SOUTH DOCK** (1899). Also see *Away (p 85-7)*and article *Early Days at Doncaster Railway Station*, P. L. Scowcroft, RCHS *Journal*, March 1990, page 5 on.
Likely that some of the names above referred to same sites.
JAMES BRIDGE [GC], previously Cherry Lane, used starting with St Leger meeting of 5 to 8 September 1899; after opening of GC line to London, they were able to run excursions from many places *(RM October 1899)*; used as ST J B 13 September 1923 *(JB)*; still in use St Leger Week 1955 for all specials from Sheffield, Manchester and west *(Rly Obs October 1955, p 319)*; station still there 1971 but use then not certain *(AB)*.
WORKS PLATFORM DECOY SIDING D [GN] (non-tt): when wagon shops moved to Carr, about 1¾ miles south-east of Doncaster in 1889 (works completed February, worknen's platform ready April – *GN*), a shuttle service from Central was provided for workers; in July 1939 wtt as RED BANK; certainly still operating 25 September 1954; works closed 1965 (B. Wilson; LNE ticket, *JB)*.
Also see EDLINGTON; HEXTHORPE.
DONIBRISTLE [LNE] (non-tt): HALT for Admiralty workmen; op 2 March 1942 *(LNE circular ST3074 of 27 January)*; clo 2 November 1959 *(U)*; added 'P' 1944a *hb*, December 1959a 'temporarily closed', January 1962a 'closed'; {Inverkeithing – Aberdour}.
DONIFORD HALT: see 20 July 2007**.
DONINGTON ROAD [GN/GE] op 6 March 1882 *(co n Stamford Mercury 3rd)*; clo 11 September 1961 *(RM September)*.
DONINGTON-ON-BAIN [GN] op 1 December 1876 *(RCG; T 28 November- line)* as DONNINGTON-on-B; altered 1 January 1877 *(Cl)*; clo 11 September 1939**, reop 4 December 1939; clo 5 November 1951 *(Daily Mirror 5th)*.
DONISTHORPE [AN Jt] op 1 May 1874 *(LNW notice T 1st)*; clo 13 April 1931 *(Leicester Evening Mail 8th)*.
DONNINGTON [LNW] op 1 June 1849 *(Shrewsbury 8th)*; *LNW Officers 5972, 6443* show that change to D WOOD was recommended 16 November 1870, reversion to D decided 19 April 1871; clo 7 September 1964 *(Birmingham Daily Post 11 July)*.
DONYATT [GW] op 5 May 1928 *(Chard 5th)*; HALT; clo 5 February 1951 *(Chard 3rd)*, reop 7 May 1951 *(BR notice Chard 5th)* – see 1951**; clo 10 September 1962 *(Chard 15th)*.
DORCHESTER
D SOUTH [LSW] op 1 June 1847 *(Salisbury 5th)*; originally a terminus, through trains having to reverse; through westbound platform added 5 May 1879, eastbound 28 June 1970; SOUTH added 26 September 1949 *(Cl)*; still open.
D WEST [GW] op 20 January 1857 *(W Fly P 27th)*; WEST added 26 September 1949 *(Cl)*; still open.
DORE & TOTLEY [Mid] op 1 February 1872 *(Sheffield Independent 2nd)*; renamed D March 1971**, back to D & T 3 April 2008 *(BLN 1065.431)* though not thus in national tt until 14 September 2008; still open.
DORKING
DORKING [LBSC] op 11 March 1867 *(co n T 11th)*; NORTH added 9 July 1923 *(hbl 26 April)*, dropped 10 July 1967still open.
D DEEPDENE [SE] first seen in November 1850 tts *South Eastern Gazette** as BOX HILL; first in *Brad* December 1850 as BOX HILL & LEATHERHEAD ROAD; renamed B H 1851 tt *(Cl)*; clo 1 January 1917 *(RM February)*; reop 1 January 1919 *(co wtt RAIL 975/20)*; renamed DEEPDENE 9 July 1923 *(hbl 26 April)*; DORKING added 11 May 1987 (AA Jackson); still open.
* = not in October tts – *Sussex Advertiser* did not include until later.
D WEST [SE] op 4 July 1849 *(Hants Chron 7th)* as D; became D TOWN 9 July 1923 *(hbl 26 April)*, D WEST 11 May 1987 (AA Jackson); still open.
DORMANS [LBSC] op 10 March 1884 *(co n Pall Mall Gazette 8th)*; still open. According to *hbl 26th* became D PARK 1 January 1899 – not seen thus in any tt.
DORNOCH [High] op 2 June 1902 *(co n Inverness Courier 3rd)*; clo 13 June 1960 *(T 8th)*.
DORNOCK – see EASTRIGGS.
DORRIDGE [GW] op 1 October 1852 *(Oxford Journal 2nd)*; as KNOWLE (but D in inspection report); renamed K & D 1 July 1899 *(hbl 13th)*, K 6 May 1968 *(Cl)*, D 6 May 1974 *(BR notice)*; still open.
DORRINGTON [SH Jt] op 21 April 1852 *(co n Hereford Times 24th)*; clo 9 June 1958 *(BR notice Kington Times 6 June)*.
DORSTONE [GW] op 1 September 1881**; finally clo 8 December 1941. Annual excursions 1950 to 1952 (e.g. *T 18 August 1950)*.
DORTON [GW] op 21 June 1937 *(RM August)**; HALT; clo 7 January 1963 *(Birmingham Daily Post 2nd)*.
* = *Bucks Herald, Friday 25th*, said would open Monday (28th) – paper a week behind?
Also see POLLICOTT.
DOSELEY [GW] op 1 December 1932 *(Chester Divn Rept 1932)*; HALT; clo 23 July 1962 *(RM August)*.
DOUBLEBOIS [GW] op 1 June 1860 *(Lake's Falmouth Packet 2nd)*; clo 5 October 1964 *(Cl)*.
DOUGLAS – see HAPPENDON.

DOUGLAS WEST [Cal] op 1 October 1896 *(RCG; Hamilton Herald 18 September)*; clo 5 October 1964 *(RM October)*.
DOULTING [GW] (non-tt): op ?; clo by 1906 *(U)*; quarry workers?; {Shepton Mallet – Cranmore}.
DOUNE [Cal] op 1 July 1858 *(Stirling Observer 1st, co n + description of formal op 28 June)*; clo 1 November 1965 *(Rly Obs November)*.
DOUSLAND [GW] op 11 August 1883 *(Tavistock 17th)*; clo 5 March 1956 *(T 5th)*.
DOVE BANK – see UTTOXETER.
DOVE HOLES [LNW] op 15 June 1863 *(LNW Officers)*; still open.
DOVECLIFFE [GC] op 4 September 1854**; first in *Brad* as SMITHLEY, DARLEY MAIN & WORSBOROUGH *(GC* says S FOR …, but no 'for' *Brad*); DARCLIFFE October 1859, DARKCLIFFE December 1859, DOVECLIFFE March 1860; clo 7 December 1953 *(RM January 1954)*. *Hb* used various combinations of above. GC co tt 1903: D for D M and W. LMS tt 1933 and *Brad* ? to closure: D for W.
DOVENBY [MC] (non-tt): private station for Ballentine-Dykes of Dovenby Lodge; op 1867 (P. Anderson, *British Railways Illustrated*, July 2002, p 470); added 'P' to *hb* 1896/9; see *RM October 1903*; clo 29 April 1935 *(LNW Record)*; {Dearham - Papcastle}. M&C ticket for D LODGE *(JB)*.
DOVER {map 133}
D HARBOUR [LCD] op 1 November 1861 *(T 2nd)*; originally a temporary station; permanent not completed by February 1865 *(SE)*; became D TOWN & H 1863, reverted to D H 1 June 1899 *(hbl 13 July)*; clo 10 July 1927 (Sunday) *(Cl)*.
D PRIORY [LCD] op 22 July 1861 *(co n T 22nd)*; still open. D TOWN (P) in *Brad* until 1863, at times CHARLTON in co minutes *(Hasenson)*.
D TOWN [SE] op 7 February 1844 *(co n T 5th)*; inspection report, dated 1 February, *(T 8th)* shows that temporary station would have been used at first – even that not erected at time of inspection; TOWN added SE co tt December 1861 *(JS)* but 1 June 1899 *(hbl 13 July)*; clo 12 January 1877 by landslip, reop 12 March 1877 *(Cl)*; originally terminus; platforms on through line op 1 October 1885; clo 14 October 1914 (Wednesday) *(RCH)*. Converted to ambulance station, according to *Sussex Agricultural Express 14th*.
MILITARY PLATFORM (non-tt) built on this site, dates of use unknown: *Dover Express 3 May 1929* said that had just been covered with tarmac and suggested ready for use; parallel with Beach Street; shown on Map 86A, R. Harman and G. Nichols, *Atlas of the Southern Railway*, Ian Allan, 2016.
Ticket platform: op with line? Inquest on coastguard killed walking on line near Shakespeare Tunnel (had to in order to patrol his part of coast) *Dover Telegraph Saturday 3 May 1845* – accident last Sunday night. Attempted elopement thwarted *(Gravesend Reporter 10 April 1869)*. Mention in report of inquest, *Dover Express 7 March 1902*. Out of use?
D PRINCE OF WALES PIER [SEC] (non-tt): built by Dover Harbour Board to take ocean-going liners, especially those for emigrants; initially Hamburg to America vessels; the ambition was to make the port a major harbour for transatlantic as well as cross-channel vessels but this never happened. Railway link passed BoT inspection 24 June 1904 *(Dover Express 1 July)*; rail link to Victoria first operated 8 July when special train was waiting for passengers when ship berthed alongside *(ibid 15th)*; sprinkling of later ordinary passenger use – e.g. on 31 September 1909 65 left for South Africa *(ibid 1 October)*.
Many British and foreign royal and VIP uses – e.g. - King of Portugal left 27 November 1909 *(ibid 3 December)*.
Various special uses: in September 1908 about 400 of the Eucharistic Congress *(ibid 18th)*. In April 1910 the *Cairnrona* carrying a large number of emigrants from Eastern Europe suffered a boiler fire and explosion and put in here, landing its occupants; when they were told to re-board to be taken to London there was such a disturbance from some of them (fearing that they were to be taken on to America in the damaged ship) that armed marines were put aboard; eventually the protesters were taken to London by special train *(ibid 9th, 15th)*. Party of about 150 French people for a day trip to see Coronation procession *(Dover Chronicle 1 July 1911)*. Belgian refugees and wounded arrived after fall of Antwerp *(Dover Express 16 October 1914)*.
The last use seen, an isolated one, 23 September 1915, when King George V arrived here by train and then embarked on a launch to inspect the harbour *(Evening Mail 24th, more detail in Whitstable Times 2 October, a week behind)*.
It was arranged that the Royal Navy would take over this, giving greater use of the Admiralty Pier (see *Dover Express 6 December 1907, 29 October 1909)*. However, station there (MARINE, below) was not completely finished and gales sometimes meant that cross-channel ships had to be diverted to the Prince of Wales Pier – e.g. for 36 hours, Saturday night to Monday morning March 25-27 1911, made worse by diversions from Folkestone *(ibid 31st)*. Room here was limited so a temporary station was built for their passengers' use use on the west side of the pier, near the shore and first used 23 November 1911 *(ibid 24th)*.
A **special platform** in the road outside the entrance to the pier was used 15 October 1909 when the Prince of Wales's train stopped here to receive an address from the mayor before going on to the main pier station *(ibid 22nd)*.
[There were many press references to passengers being landed here but these mainly concerned those carried on mainly-cargo boats. Only those with clear reference to railway use have been included here.]
D WESTERN DOCKS had its origin in **D ADMIRALTY PIER** [Joint SE/LCD]. **SE** platform op 19 October 1861 *(Dover Express 26th)* and it then became possible for travellers to step straight from train to ship. Station not in *Brad* until February 1862 and earliest mention seen in SE notices in *T* is in paper of 26 September 1862 – even then, not always mentioned later, so exact nature of use not known. **LCD** platform opened 30 August 1864 *(Hasenson; Dover Express 3 September)*.
Also (non-tt) temporary platform opposite Lord Warden Hotel for stop there for luncheon by Empress of Germany, when she travelled from Pier station 3 May 1876 *(London Daily News 4th)*.
Between July 1897 and August 1901 station became **DOVER PIER** in *Brad*. The Admiralty Pier was extended at an angle ('the elbow') in 1910; and new station on this had a trial 'last Tuesday' (probably 1 November) 1910 *(Dover Chronicle Saturday 5th;)*, first arrival of ferry 1 p.m. 11 November *(ibid 12th* – 'this Friday'); described as temporary by paper (widening of Admiralty Pier on reclaimed land needed for final Marine station): 18 April 1914 reported *(ibid)* that rails to final Marine station had been connected and sidings into use for spare boat trains. Unfortunately the temporary was occasionally made unusable by gales and its construction made original portion unusable too, because of deflection of the waves in those gales. As a result ferries were sometimes diverted to the Prince of Wales Pier: e.g. 'last Thursday' *(Friday 20 January 1911)*. From night of 3 August 1914 all passenger ferries were withdrawn or diverted to Folkestone but station continued in use for refugees and military.

Completed as **MARINE** – nearly ready for use *(Dover Express 25 December 1914)*; converted into a hospital where worst cases treated, others sent on elsewhere by rail, first patients arrived 31 December *(Dover Chronicle 2 January 1915)*; now complete except for a few details and has been in use as a receiving hospital for many months *(D Express 31 December)*. First public use 18 January 1919 *(LCD; Whitstable Times 25th* reported resumption of Ostend Ferry on that date) but still under Admiralty control; would cease at end of month *(D Express 23 May 1919)*. *SEC Special Instructions 1 October 1919* said that three platforms on old pier retained but only be used when easterly gales meant boats being berthed on western side. WWII: last [civilian] passenger service 3 September 1939 *(D Express 19 April 1946)*; King George VI left by special train after visit 10 April 1940 *(ibid 12th)*; item about Dover in 1940 *(ibid 27 December1940)* said that busy during Dunkirk evacuation but when that over Marine station closed. Use resumed ? - canteen for railway staff opened 2 November 1944 *(ibid 3rd)*; quite a lot coming back to work there *(ibd 5 January 1945)*; mention of leave train on 5 November 1945 *(ibid 9th)*. Regular passenger service resumed 15 April 1946, with special inaugural one on 13th by *Golden Arrow (ibid 19th)*.

Reamed **D W D** 1979 tt; at times boat trains only; clo 25 September 1994, though continued to be used by unadvertised trains to Faversham, last running 19 November 1994; after that, classified as empty stock movements *(BLN 746)*. Also see R. Maund *(Chron October 2017)*; R. Harman and G. Nichols, *Atlas of the Southern Railway*, Ian Allan, 2016, Map 86A. Includes information from *@JF*.

Also see SHAKESPEARE CLIFF; ARCHCLIFFE JUNCTION HALT (on part of site of TOWN).

DOVER STREET – see GREEN PARK.

DOVERCOURT [GE]: op 15 August 1854**; became HARWICH D 15 March 1883 *(JS)*, H D BAY 1 May 1913 *(hbl 24 April)*, D B 1926 *(Brad)*, D 14 December 1972 *(Cl)*; still open. At first DOVER COURT *(hb)*. RCH sources seen omitted 'HARWICH' but this was in GE co tt 1914.

DOVEY JUNCTION [Cam] op 14 August 1867 *(Merioneth 17th)*; originally GLAN D J; booking office clo 1 January 1902 for a time since council would not provide access road, but station remained open*; became D J 1 July 1904 *(RAIL 92/74, folio 114)*; still open.

* = threatened closure of station as well in 1902 *(Cambrian Railways Traffic & Works Committee minutes 8903, 9013 – RAIL 92/12)*. Minutes do not appear to have been rescinded.

DOWDESWELL – see ANDOVERSFORD.

DOWLAIS

D CAE HARRIS [Taff Bargoed Joint] op 1 February 1876 *(S Wales 2nd)**; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*. D Cwm Cinnel Street preop *(RAC)*. According to *GW circular 18 June 1924* would become D CAEHARRIS on 1 July, but this form not in GW co tt 1932, nor seen *Brad*, but was in 1925 *hb*, and tickets thus.

* = paper's account includes mention of unusual formal opening on 31 January: 'first' trains started out from either end; bigwigs had 'special' train to take them back to Cardiff from Dowlais; no indication of how those on Cardiff-bound one got home.

D CENTRAL [BM] op 23 June 1869 *(co n Merthyr Telegraph 26th)*; CENTRAL added 1 July 1924 *(GW circular 18 June)*; September 1939 *Brad* 'service suspended' (operating August 1939); still suspended January 1940; trains December 1940; from 30 June 1952 advertised as workmen's trains though carried all comers; 'clo' 2 May 1960 but continued unadvertised until last, Friday 6 May 1960 *(RM July; Chron 6)*.

D HIGH STREET [LNW] op 11 May 1885 *(S Wales 6th,)*; H S added June 1893 tt *(JS* – supported by *Brad* – still D January 1893); clo 6 January 1958 *(Western Mail 6 January 1958* – last Saturday).

Dowlais Iron Company's line from **D JUNCTION** on TV line to **D IRONWORKS** op 21 August 1851 *(T 23rd)* – see Map 87a; line owned by ironworks company, operated by TV. Closure eventually resulted from accident 27 December 1853, when coach ran down incline before rope was attached; at that time not clear whether TV was still responsible for operating service or iron company had taken over for itself *(Cardiff & M G 31 December 1853, 7* and *14 January 1854)*. *Return* shows 22 passengers carried in first half of 1854 so service probably resumed and stopped again when BoT inspector came to investigate – *Monmouthshire Beacon 14 January 1854* said government had given orders that no more trains should run until proper carriages and 'breaks' were provided. *Brad* showed trains up to and including May 1854 – inertia? did they hope to reopen service? – some of the local press tts were still showing times in November 1854. Not just workers' service: *Returns* show that they carried 2,149 passengers, including 158 first-class, in second half of 1853.

DOWLAIS WORKS (private, non-tt):7 August 1884 two special trains brought members of Institution of Mechanical Engineers from Cardiff on visit here via 'Rhymney line' [= Taff-Bargoed Joint]; once the train had entered 'sphere' of works they alighted and divided into three groups for guided tour. Afterwards they rejoined trains at 'Ivor Tip station', went by LNW via Morlais Tunnel to **CYFARTHFA** where they were shunted into yard behind blast furnaces; after their tour here they rejoined specials at 'canal head' and returned to Cardiff via Rhydycar Junction, Merthyr and GW. Involved use of private lines. {See *RAC Atlas Map 168* and *Junction Diagram 63*}.

1938 *hb* has 'P' for **GUEST, KEEN & BALDWIN'S NEW WASHERY**; probably error – 1944a 'delete'.

Also see PANT.

DOWLAIS TOP

DOWLAIS TOP [BM] op 1 August 1867** *(BM, body of book; Cardiff T 27 July- line)*; clo 31 December 1962 *(T 31st)*.

DOWLAIS TOP [LNW] op 1 January 1873 *(LNW Officers 8645, 8919)*; clo 11 May 1885, replaced by D HIGH STREET (see above).

DOWLOW [LMS] op to workmen first half of 1920, to public 4 November 1929 *(U; in item about alterations for December, Derby Daily Telegraph Thursday 7th)*; HALT; clo 1 November 1954** *(Buxton Advertiser 29 October)*.

DOWN STREET [Cen] op 15 March 1907 *(L)**; clo 22 May 1932 *(co n Sunday Mirror 15th* – on and from Sunday 22nd). At first D S MAYFAIR according to some sources, but not thus *Brad* 1907.

* = note on Covent Garden also applies here.

DOWNFIELD CROSSING [GW] op 12 October 1903 *(Stroud N 16th)*; HALT; clo 2 November 1964 *(W D Press 2nd)*.

DOWNHAM MARKET [GE] op 27 October 1846 *(Norfolk News 31st)*; MARKET added 12 May 1981 tt; still open.

DOWNHOLLAND [LY] op 2 September 1887 *(Southport Guard 8th)* as BARTON; renamed 2 June 1924 *(Rly Gaz 23 May)*; clo 26 September 1938 *(Liverpool Echo Friday 23rd*, citing tt changes in winter tt from Monday next*)*.

DOWNTON [LSW] op 20 December 1866 *(Salisbury & Winchester Journal 22nd)*; clo 4 May 1964 *(Hants Chron 9th)*.

DR DAYS BRIDGE – see under BRISTOL.

DRAX

DRAX [HB] op 27 July 1885 *(op tt NER I)*; clo 1 January 1932 (Friday) *(Sheffield Daily Telegraph 10 December 1931)*. Excursion 14 October 1933 during Hull Civic Week *(RM February 1934, pp 153-4)*.

DRAX [NE] op 1 May 1912 *(Hull Daily Mail 3rd)* as D HALES; altered 12 June 1961 *(RM April)*; clo 15 June 1964 *(T 25 March)*.

DRAYCOTT near Cheddar [GW] op 5 April 1870 *(Shepton 8th)*; clo 9 September 1963 *(Weston 13th)*.

DRAYCOTT & BREASTON [Mid] op 1 April 1852 co tt *(Mid)*; & B added 7 August 1939 *(hbl September)*; clo 14 February 1966 *(Long Eaton Advertiser 18th – last train Saturday 12th)*.

DRAYCOTT CAMP [MSWJ] (non-tt); army camp; September 1914 to 1931 at latest; {branch from Chiseldon} *(U)*.

DRAYTON near Chichester [LBSC] op 8 June 1846 *(Hants Chron 13th- line, in description of inspection Brighton Gazette 4th* – to be station for Goodwood); clo 1 June 1930 (Sunday) *(LMS PCC 150)*.

DRAYTON near Norwich [MGN] op 2 December 1882 *(co n Norwich Mercury 2nd)* as COSTESSEY & D; renamed 1 February 1883 *(Cl)*; clo 2 March 1959 *(T 2nd)*. Was D for COSSEY from 1883 (thus Mid co tts), D for COSTESSEY about 1905 and thus later LMS and LNE tts and *Brad* to 1955.

DRAYTON GREEN [GW] op 1 March 1905 *(GW Mag March 1908)*; clo 27 August 1994 (main line resignalling meant diversion via Greenford loop with local stations served by bus), reop 3 October 1994 *(BR leaflets)*. Op as HALT, became D G 5 May 1969 *(GW H)*; still open.

DRAYTON PARK

DRAYTON PARK (a) [Met GNC] op 14 February 1904 *(Globe 15th)*; clo 5 October 1975 (Sunday) for reconstruction *(T 30 August)* >
DRAYTON PARK (b) [BR] op 16 August 1976 *(T 16th)*; still open.

DREGHORN [GSW] op 22 May 1848 *(co ½ T 23 August- line)*; last in *Brad* October 1850; back May 1868; clo 6 April 1964 *(Irvine Herald 20 March)*.

DREM [NB] op 22 June 1846 *(co n T 23rd- line; Newcastle Guardian 27th, description of formal opening 18th)*; still open. D JUNCTION until 1890 *(Brad)*.

DRIFFIELD [NE] op 7 October 1846**; still open. D JUNCTION 1864/5 to 1890 *Brad* and thus NE co tt 1880.

Also (non-tt) for Yorkshire Agricultural Show between Little Driffield and Elmswell 3, 4, 5 August 1875 some return trips were to start from MALTON BRANCH END, others from sidings near the CAKE MILL *(co n York Herald 31 July)*.

Ticket platform, only references seen: *Driffield Times 30 November 1878* – man without ticket jumped onto ticket platform from train not stopping there; killed. *Ibid 22 January 1898*: inquest on man found badly injured under ticket platform near goods warehouse.

DRIGG [Fur] op 19 July 1849**; still open. *Brad* 1850s to 1955 but not LMS tt 1930 nor *hb*: D for WASTWATER.

DRIGHLINGTON [GN] op 20 August 1856 *(T 7th, 21st)* as D & ADWALTON; renamed 12 June 1961 *(RM April)*; clo 1 January 1962 *(Cl)*.

DROITWICH

D ROAD [Mid] op 24 June 1840 *(Chelt Chron 27th)*; ROAD added 10 February 1852 *(Cl)*; clo 1 October 1855 *(Cl)*; later used 18 August 1862 for the Bromsgrove Literary and Mechanics' Institution fete at Spetchley Park (their notice *Worcester Journal 16th)*; other times? {goods *IA*}.

D SPA [GW] op 18 February 1852 *(Worcester Chronicle 18th)*; new station 'close by' op 3 June 1899 *(Morning Post 5th)*; SPA added 1 October 1923 *(hbl 25th)*; still open.

DROMORE – see GATEHOUSE OF FLEET.

DRONFIELD

DRONFIELD (a) [Mid] op 1 February 1870 *(Sheffield Independent 2nd)*; clo 2 January 1967 *(Mid)*; later excur and e.g. 15-19 February 1972 owing to bad weather and gritters' strike *(Mid)*.

DRONFIELD (b) op 5 January 1981 *(T 5th)*; still open.

DRONGAN [GSW] first in *Brad* March 1875; clo 10 September 1951 *(RM October)*.

DRONLEY [Cal] on Dundee & Newtyle deviation line op 16 October 1860 *(co n Dundee, Perth ... Advertiser 16th)*, in *Brad* November; clo 10 January 1955 *(T 28 December 1954)*. 1863 *Brad* DRONLEY (index), DRONLY (table); latter altered 1866 *(JS)*.

DROXFORD [LSW] op 1 June 1903 *(Hants Teleg 5th)*; clo 7 February 1955 *(Hants Chron 12th)*. LSW co tt 1914, *Brad* to closure and *hb* always: D for HAMBLETON *(RCH dist ref 31 May 1917* for change to this).

DROYLSDEN [LNW/LY]: see 13 April 1846**; clo 7 October 1968 *(RM November)*. *Hb*: originally DROYLESDEN; 1883 separate entries for LNW and LY; 1890 D JOINT; 1904 D.

DRUM [GNS] first seen tt for 2 January 1854 *(Aberdeen Journal 11th;* probably was opening date – *Aberdeen Press 11th* said that a few friends of 'mine host' had celebrated opening at the Drum Arms on Monday 2nd); clo 10 September 1951 *(Aberdeen Evening Express Saturday 8th* – last train today).

DRUMBURGH [NB]: op 3 September 1856**; clo 4 July 1955 *(RM September)*.

Line through here to Port Carlisle op 22 June 1854; *Newcastle Journal (24th)* said directors contemplated erecting platform here; no evidence that they did. However trains brought many here on 31 August 1855 for the cutting of the first sod of the line to Silloth by Sir James Graham: *co n Carlisle Patriot (25th)* invited all comers – dinner tickets cost 7s 6d, including Pint of Wine and railway fare to and from Drumburgh. *Carlisle Journal (30 May 1856)* said that any who doubted they were building Silloth line should take a ticket to Drumburgh and see for themselves but nothing else seen to suggest there was a station here then, but it would have made sense for some trains to stop here for those building new line. At least Drumburgh got its station: other 'contemplated' platforms at Grinsdale and Boustead Hill never seem to have materialised.

DRUMCHAPEL [NB] op 1 May 1890 *(co n Glasgow Evening Post 30 April)*; still open.

DRUMCLOG [Cal] op 1 May 1905 *(RCG; Hamilton Herald 3rd)*; clo 1 July 1909 (Thursday), reop 1 November 1909 *(Cl)*; clo 1 January 1917 *(Cal wtt 11 July 1921)*; reop 4 December 1922 *(Cl)*. 1930/1 *Brad* note added: closed for day at 6 p.m., then used as halt; note removed 1933/4. Clo 11 September 1939 *(LMS notice Motherwell Times 8th* – already scheduled for closure, *ibid 1st* carried notice of closure for 25 September).

DRUMDOW [GSW] (non-tt): HALT; at least 1922 to 1928; purpose ?; {Trabboch – Annbank} *(U)*.

DRUMFROCHAR op 24 May 1998 *(RM August)*; still open.

DRUMGELLOCH

DRUMGELLOCH (a) op 15 May 1989 *(RM July)*; clo 9 May 2010, in connection with re-instatement of line to Bathgate *(Insight* – ScotRail's customer newsletter).

DRUMGELLOCH (b) due to open 12 December 2010, 600 yards east of earlier Drumgelloch and just west of Clarkston closed 1956 but delayed *(Scotsman 13 December)*, though included in tts without comment. Actually op Sunday 6 March 2011 *(Scotsman 7th)*; still open.

DRUMLEMBLE [Camp] (ng) op 17 August 1906**; request; clo by May 1932 *(Camp)*.

DRUMLITHIE [Cal] op 1 November 1849** (clearly opened with line – *Stonehaven Journal 6th* – said had become a market town as a consequence); clo 11 June 1956 *(Brechin Advertiser 5th)*.

DRUMMUIR [GNS]

DRUMMUIR op 21 February 1862 *(co n Elgin Courier 21st)*; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

D CURLERS' PLATFORM (non-tt) op about December 1884; clo ? *(GNS)*.

Also see MILEPOST items.

DRUMPARK [LMS] op 1 May 1934 *(Coatbridge Leader 5th)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*; {Langloan – Baillieston}. Bargeddie (b) here later.

DRUMPELLIER – see BLAIRHILL.

DRUMRY op 6 April 1953 *(RM May)*; still open.

DRUMSHORELAND [NB] op 12 November 1849 *(co n Glasgow Morning Journal 8th)* as BROXBURN; see 29 November 1851**; became D for B 1 May 1870 *(co n Scotsman 30 April)* and thus *Murray* 1948 and *Brad* to closure; clo 18 June 1951 *(West Lothian Courier 25 May)*.

DRUMVAIACH CROSSING [LMS] (non-tt): schools; about 1927 to ?; {Callander – Doune} *(U)*.

DRWS-Y-NANT [GW] op 4 August 1868 *(Carnarvon 15th)*; clo 18 January 1965**.

DRYBRIDGE near Ayr

See 1818** for first service through here.

DRYBRIDGE [GSW] first in *Brad* July 1847; see 1 March 1847** for temporary closures; clo 3 March 1969 *(BR Board notice Irvine Herald 7 February)*.

DRYBRIDGE near Buckie [High] op 1 April 1885 *(co n Aberdeen Free Press 2nd)*; PLATFORM; aot request; clo 9 August 1915 *(Aberdeen Press Friday 30 July* – from 7 prox.); {Keith – Buckie}. Intended to reopen as Letterfourie, but did not *(High)*.

DRYBROOK {map 94}

DRYBROOK [GW] op 4 November 1907 *(GW H)*; HALT; clo 7 July 1930 *(RM August*; item on summer tt changes said service would then be suspended *(Gloucester Citizen 25 June)*.

D ROAD [SW Jt] op 23 September 1875**; clo 8 July 1929 *(Gloucestershire Citizen Monday 8th* – last train Saturday).

Siding here available for picnic carriage 1889-94 (inclusive); see Coleford Junction (c) for details.

DRYMEN [NB] op 26 May 1856**; clo 1 October 1934 *(Dundee Courier Monday 1st* – last train Saturday).

DRYSLLWYN [LNW]: see 1 June 1865**; 17 May 1866 gave orders for temporary platform; reported 20 July 1866 that it was completed and in use *(Llan)*; late in *Brad* (November 1868); last September 1873, in table marked 'no recent information', but 'P' in 1877 *hb*; indexed in May 1875 LNW co tt but no reference in body of book; back in *Brad* June 1880, towards Lland(e)ilo only; both ways by January 1881 *(Brad)* and July 1882 (LNW co tt); aot request; clo 9 September 1963 *(T 9th)*. HALT on GW ticket *(JB)* but no tt or *hb* support seen.

DUBTON [Cal]: op 1 February 1848 *(co n Dundee Advertiser 28 January and included in description of formal opening 27 January, ibid 1 February)*; clo 4 August 1952 *(Brechin Advertiser 8 July)*. D JUNCTION 1849 to 1882 in *Brad*, D J for HILLSIDE 1890 *hb*.

DUCKMANTON – see ARKWRIGHT TOWN.

DUDBRIDGE [Mid] op 4 February 1867 *(Stroud J 9th)* as D for STROUD; altered 1 July 1886 co tt *(Mid)*; clo 16 June 1947**; *Gloucester Citizen Tuesday 17th* said last train on branch Saturday.

DUDDESTON [LNW] op 1 March 1869 (alterations notices LNW co tt March 1869; *LNW Officers 3994)* as VAUXHALL, replacing Bloomsbury & Nechells and Lawley Street (1854 station); renamed V & D 1 November 1889 *(RCG)*, D 6 May 1974 *(BR notice)*; still open. 21 chains west of earlier terminus – see BIRMINGHAM VAUXHALL.

DUDDESTON ROAD: (non-tt) 1960/1 wtt shows stop for trainmen travelling as passengers – between Birmingham New Street and Saltley (see Midland Distance Diagram 47, enlargement, for exact details).

DUDDING HILL [Mid] op 3 August 1875 *(co n Pall Mall Gazette 3rd)*; clo 2 July 1888 *(Mid; reference without exact date Willesden Chronicle 29th)*, reop 1 March 1893 *(co n Hendon & Finchley Times 24 February)*; clo 1 October 1902 (Wednesday) *(ibid 19 September)*. *Hb* called it WILLESDEN & DUDDEN HILL, later variations, but company did not *(Mid)*. Became D H for CHURCH END WILLESDEN 1 February 1876 co tt, D H 1 May 1878 co tt, D H for WILLESDEN and NEASDEN 1 June 1880 co tt *(Mid)*.

DUDDINGSTON [NB]

DUDDINGSTON (a): (non-tt) a platformless stop at level crossing on the St Leonards branch a little south-east of Duddingston Loch was used by troops taking part in the Royal Volunteer Review 25 August 1881 *(Scotsman 20th, 26th)*.

D & CRAIGMILLAR (b) op 1 December 1884 *(Edinburgh Evening News 1st)*; clo 10 September 1962 *(BR notice Ed Sub)*. Addition of & CRAIGMILLAR erratic; added 1885 to 1953/4 *Brad*, in *hb* 1890 on, NB co tt 1900, *Murray* 1948 (but not *Brad* then) and clo notice.

DUDLEY

DUDLEY [LNW] op 1 May 1850 *(Worcester 4th)*, temporary station; extended to permanent after a few months *(W Mid)*; clo 6 July 1964 *(RM August)*.

DUDLEY [GW] op 20 December 1852 *(T 20th)*; local service between Wolverhampton and Stourbridge withdrawn 30 July 1962 *(RM September)*; used by Old Hill and Birmingham Snow Hill services until 15 June 1964 *(Birmingham Daily Post 6 May)*; (ex-LNW, should have closed same day but delayed for three weeks) (M. Hale).

There were later Zoo excursions – photo of one, 3 August 1964 *(Dudley)*.

Ticket platform south of here used for return from Malvern of St Matthew's Church picnic excursion 5 July 1877 *(Walsall Observer 7th)*.

D SOUTH SIDE & NETHERTON – see BLOWERS GREEN.

DUDLEY COLLIERY [NE]: see ANNITSFORD.

DUDLEY HILL [GN] op 20 August 1856 *(T 7th, 21st)*; re-sited about 30 ch north, for line to Low Moor, 1 October 1875 *(Cl)*; clo 7 April 1952 *(Bradford Observer 31 March* – except for occasional excursions).

DUDLEY PORT [LNW]:

DUDLEY PORT op 1 July 1852 *(Staffs Advertiser 3rd)*; still open. At times D P JUNCTION (thus LNW co tt 1885), later D P HL in *Brad* and LNW co tt 1909.

DUDLEY PORT LL op 1 May 1850 *(Staffs Advertiser 4th)*; clo 6 July 1964 *(RM August)*. LNW co tt: D P JUNCTION, one table at least, to 1883 or later.

DUFFIELD [Mid] op 6 April 1841 (see 1 July 1840** for full details); re-sited a little to south on opening of Wirksworth branch, 1 October 1867 *(Cl)*; still open.

DUFFIELD GATE [NE]: line op 1 August 1848**; first certain reference in tt June 1849 *(Topham)*, when Monday only; first specific reference in *Brad* November 1850; all days November 1851; last there June 1870; back May 1871, Mondays only, when GATE/GATES added; last train 24 February 1890 *(Hull Daily Mail 19 March* alterations for March).

DUFFRYN – see AMMANFORD; DYFFRYN.

DUFFRYN CROSSING

DUFFRYN CROSSING [GW] op 13 July 1914 *(Aberdare Leader 11th)*; HALT; clo 2 April 1917 according to *RCH* but GW Pass Alterations Committee reported it as demolished 25 March 1917 – little used, materials needed elsewhere, so *RCH* date presumably official.

Also see ABERCWMBOI.

DUFFRYN MILLS [PT – but belonged to Port Talbot Corporation *(GW ir)* (non-tt); HALT used by funeral parties; op 14 February 1931; use ceased by September 1936; {Port Talbot – Bryn}.

DUFFRYN RHONDDA [RSB] miners' use by 1898 *(U)*; shown 1899 as D R Colliery *(Cd)*; in co tt 10 July to 2 October 1911, perhaps in error, as D R PLATFORM; first in *Brad* October 1912 as D R HALT; clo 3 December 1962 *(BR WR notice Port Talbot Guardian 9th)*; workmen's service withdrawn from 7 November 1966 *(RM January 1967)*.

DUFFTOWN [GNS] op 21 February 1862 *(co n Elgin Courier 21st)*; clo 6 May 1968 *(co n Aberdeen Express 5 April)*; used by charter train 24 March 1991. Became D for TOMINTOUL 1933/4 according to notices in *Brad.*

Also see MILEPOST items.

DUFFWS – see BLAENAU.

DUIRINISH [High] op 2 November 1897 *(Ross-shire Journal 5th)*; aot request; still open. Became HALT 1 April 1925 *(hbl 66)*, 'HALT' deleted in amendment BR ER Comm.Circ. 309-12 January 1954; however never generally used.

DUKE OF WELLINGTON JUNCTION – see 20 August 1883**.

DUKE STREET Glasgow [NB]* op 10 September 1883 *(CGU co ½ Scotsman 18th)*; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCH)*; still open. Sometimes GLASGOW D S in tts.

* = [CGU] until 1896.

DUKERIES JUNCTION

[GC] and [GN] stations both op 1 June 1897 *(RCG; Eastern Daily Press 2nd)*; clo 6 March 1950 *(Nottingham Journal 10 February)*. Early both TUXFORD JUNCTION/ T DUKERIES J/T EXCHANGE.

DUKINFIELD {map 53}

D & ASHTON [LNW] op 2 October 1893 *(co ½ Rly Times 10 February 1894)*; clo 25 September 1950 *(LNW Record)*.

DUKINFIELD (Dog Lane) [MS&L] op 17 November 1841 *(co n Manch 17th)*; clo 23 December 1845 (Tuesday) *(co n Manch 20th)*. Though *GC* called this D Dog Lane, only D in notices cited.

DOG LANE [MS&L], near site of above entry, op 1 May 1846 *(GC)*; clo 1 November 1847 *(co n Manch 27 October)*.

D CENTRAL [GC] op 23 December 1845 *(GC)*; resited to south west March 1863 (Stewart Smith, *Chron October, 2014)*; CENTRAL added 1954 *(Brad)*; clo 4 May 1959 *(RM June)*.

DULLATUR [NB] op 1 March 1876 *(Falkirk Herald 17 February)*; clo 5 June 1967 *(Cl)*.

DULLINGHAM [GE] op 4 April 1848 *(co n T 3rd- line)*; clo 1 July 1850**; reop 9 September 1850 *(co n T 6th)*; aot request; still open.

DULVERTON [GW] op 1 November 1873 *(W Som F P 1st, 8th)*; clo 3 October 1966 *(Som Gaz 7th)*.

DULWICH – see WEST DULWICH.

Also see EAST and NORTH DULWICH.

DUMBARTON

D CENTRAL [DB Jt] op 15 July 1850**; new station 31 May 1858; CENTRAL added 3 March 1952 *(Cl)*; still open. 1858/9 to 1894 D JUNCTION in *Brad* (and thus co tt 1858); then DUNBARTON (and indexed for this spelling); corrected 1896/7 *(Brad)*; D JOINT *(hb* 1899a).

D EAST [Cal] op 1 October 1896 *(co n Glasgow Herald 28 September)*; still open.

(Non-tt) Temporary platform just outside gates of Leven Shipyard for Sir Thomas Lipton's guests to see launching of *Shamrock III*, his yacht to challenge for the America's cup 17 March 1903 (railway company not specified – both Cal and NB had sidings here) *(Greenock Telegraph 18th)*.

DUMBRECK op 30 July 1990 *(BLN 640)*, near earlier Bellahouston; still open.

DUMFRIES [GSW] op 23 August 1848 *(Dumfries 23rd)*; at first temporary station; extended to permanent 15 October 1849, re-sited again, 15 chains north, 13 September 1859 *(Glasgow Herald 9th)*; still open.

Ticket platform: only reference seen: *Annandale Observer 17 October 1873* – at upper end of branch from Lockerbie; derailment of goods trucks.

Non-tt: *co n Dumfries & Galloway 1 August* for excursion to Highland Society's Show here says trains on 2 August 1860 will stop at the **SHOWGROUND STATION**; on the 1st they stopped at Maxwelltown. Advert *Galloway News 27 July* showed that shuttle service from Dumfries to SHOW YARD ran both days.

DUMFRIES HOUSE [GSW] op 1 July 1872 *(co ½ T 18 September- line; alterations notice Ardrossan . Herald 29 June)*; clo 13 June 1949 *(Scotsman Thursday 9th* – closed from Monday first) – same paper 23 February had announced from 1 March so late temporary reprieve.

DUMGOYNE [NB] op 1 July 1867 *(Stirling Observer 4th)* as KILLEARN; renamed K OLD 1 October 1882 *(NB list* – actually 2nd with new line? – Strathendrick & Aberfoyle Railway opened this morning, *Glasgow Evening Citizen)*, DUMGOYN HILL 1 April 1896 *(NB list)*, DUMGOYNE 28 September 1897 *(hbl 28 October)*; clo 1 October 1951 *(RM November)*.

DUMPTON PARK [SR] op 19 July 1926 *(item, co n Thanet Advertiser 10th)*; still open. Was D P for EAST RAMSGATE 12 March 1927 *(SR; hbl April* – 'March' and thus hb 1938 and SR tt 1947) until 1955 *(Brad)*.

DUNBALL [GW]

DUNBALL: orders for station given 19 February 1873 *(RAIL 75/45)*; first in *Brad* June 1873 and *West Somerset Free Press Saturday 14th* called it newly-opened when describing rifle contest on the Monday; became HALT 18 June 1962 tt (but *hbl ref October 1961)*; clo 5 October 1964 *(Cl)*.

D POTTERY SIDINGS (non-tt): munitions workers; op 26 July 1916 *(Bristol Division notice 641, RAIL 253/536)*; clo ?; {Highbridge – Dunball}.

DUNBAR [NB] op 22 June 1846 *(co n T 23rd- line; Newcastle Guardian 27th, description of formal op 18th)*; see 13 August 1948**; still open. See 17 March 1979** for effects of collapse of Penmanshiel tunnel.

DUNBLANE [Cal] op 23 May 1848**; still open.

DUNBRIDGE – see MOTTISFONT & D.

DUNCHURCH [LNW] op 2 October 1871 *(LNW notice of alterations for October, T 30 September) – LNW Officers 7125* said 1st but this was a Sunday; there was a Sunday service on line but presumably this station had to wait until the Monday; clo 15 June 1959 *(BR notice Rugby Advertiser 5th)*.

DUNCRAIG [High] op privately 2 November 1897, originally for Sir Kenneth Matheson (*Ross-shire Journal 5th)*; wtt appendix 1 May 1920 says stops on personal application of Mr Fletcher; made public 23 May 1949 *(Cl 29)*; since 7 December 1964 only intermittently advertised, sometimes locally only. According to *The Times*, 15 December 1975, trains were then calling regularly for Duncraig Castle College, run by Highland Regional Council for girls taking domestic science; aot request; still open. *Hb* has it as HALT 1938 (no indication that not public) and 1956, dropped 1962a; but PLATFORM in tt until altered 10 September 1962 *(Cl)*.

DUNDEE {maps 4, 9}.

At first *Brad* called all just 'Dundee'; additions were made on dates given below and were frequently first added in some tables only. Some of the names cited below seem to have either been local ones or created by later historians to help identify sites concerned.

Newtyle line (see 1831 B**): op 16 December 1831 from **D TOP OF LAW**; intermittently included in *Brad* after extension to Ward Street. >

Line [DPA] extended to **D WARD STREET** 3 April 1832 *(co n Dundee)*; clo 10 June 1861 (date of opening of deviation line, co n Dundee Courier 6th). In *Brad* as D until 1853, then D WARD; *Cornwall's Scottish tt* 1860: D WARD STREET.

Also on this line - **D BACK OF LAW** [DPA] op May 1833 *(Newtyle)*; intermittently in *Brad*; last shown July 1855. Perhaps this and Top of Law were alternative names for same site – see 1831 B**.

Further out was **CROSSROADS** [DPA], op 3 April 1832 *(Newtyle)*; intermittently in *Brad*; last shown April 1853, but added to Macaulay's maps between 1851 and 1854 and left there until deviation line opened in 1861.

Line from Arbroath [DA] op to **D CRAIGIE** 8 October 1838**; replaced on extension of line by >

D ROODYARDS op 9 June 1839 *(Scotsman 12th* – on Sunday the train was run to this spot, full use Monday, 10th); replaced on further extension of line* by >

D EAST op 2 April 1840*; replaced on yet another extension of line 14 December 1857 *(Dundee Courier 16th)*; clo 5 January 1959 *(Arbroath Herald 9th)*. DOCK STREET / TRADES LANE 1840 in some sources but just D in Brad; became D EAST 1848 tt, D DOCK STREET 1856 tt, D EAST 1866 tt *(JS)*.

* = date now as in *Dundee*, supported by *Witness, Edinburgh, Saturday 4 April* which said was opened Thursday last and *Scotsman 28 March* – will open Thursday next, citing *Dundee Advertiser* (not presently available BNA); date previously given result of papers copying one another without making necessary adjustments.

Line from Perth [Cal] to **D WEST** op 24 May 1847 *(Perthshire Courier 27th)*; op as D, became D WEST 1848 tt, D WEST STREET 1853 tt, D UNION STREET 1856 tt, D WEST again 1866 tt *(JS)*; clo 3 May 1965 *(RM May)*.

Tay Bridge line [NB] op to **DUNDEE** 1 June 1878 *(T 1st)* as D TAY BRIDGE; renamed 15 April 1966 tt; still open.

Also:

Ticket platforms, only references seen: Fatal accident; train from Perth, 26 December 1865; trial reported *Dundee Courier 21 April 1866*. Robbery 27 December 1866, victim passenger from Carnoustie *(Dundee Advertiser 28th)*.

D CAMPERDOWN JUNCTION [DA]: February and March 1880 tt shown in station list, but blank space for times ('arrangements incomplete' as result of becoming joint); one train shown calling on way to Dundee April and May; June still present, trainless; probably tt error.

D ESPLANADE [NB] op 1 May 1889 *(Dundee Advertiser 30 April)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*; clo 2 October 1939, when requisitioned by War Department *(LNE letter 19 April 1945 Cl pap)*. Later used for Royal Highland Show at Magdalen Green for a few days in 1957 *(Tayside p 83)*.

D NINEWELLS JUNCTION [Cal] logically would have op 10 June 1861 with diversion of Newyle line, but not in *Brad* until June 1864; last there October 1865.

DUNFERMLINE

For **early service** to Charlestown see 1833 A**.

D TOWN [NB] op 1 November 1877 *(Dundee Evening Telegraph 1st)* as D COMELY PARK; became D LOWER 26 October 1889 *(NB list*), D 1968/76 tt, D LOWER again May 1987 tt, D 4 May 1988 tt; D TOWN 26 January 2000 *(AB Chron)*; still open. Rebuilt 1889, mostly on same site but extended eastwards slightly (H Jack); became a through station 5 March 1890.

D UPPER [NB] op 13 December 1849 *(co n Edinburgh Evening Post 12th)*; UPPER added 26 October 1889 *(NB List)*; clo 7 October 1968 *(RM October)*.

D QUEEN MARGARET op 26 January 2000 *(Rly Obs March 2000)*; still open.

DUNFORD BRIDGE [GC] op 14 July 1845 *(co n Sheffield 12th)*; *co n Rotherham, 20 December 1845*, says complete line on through Woodhead Tunnel would open on 23rd; clo 5 January 1970 *(BR leaflet EA 116)*. Football special 12 April 1980 *(Rly Obs June)*. Perhaps at first temporary station west of road bridge *(C/W*, based on inspection report); resited on new alignment to south for new Woodhead Tunnel 1954 (Stewart Smith, *Chron October 2014)*.

DUNGENESS

DUNGENESS [SE] op 1 April 1883 *(SE)*; clo 4 July 1937 (Sunday) *(SR sig inst 1937/32)*; {map 130}.

DUNGENESS [RHD] (ng) op 4 August 1928 *(Folkestone ... Herald 4th)*; D LIGHTHOUSE later 1928 *(Brad)* to reopening 1947; see 16 July 1927** for later history.

DUNHAM near Swaffham [GE] op 11 September 1848 *(Norfolk Chronicle 23rd)* as LITTLE D; renamed 1851 tt *(Cl)*; aot request; clo 9 September 1968 *(RM November)*.

DUNHAM near Altrincham

DUNHAM [Warrington & Stockport] first in *Brad* December 1853 (but see 1 November 1853**); last there April 1855.

D MASSEY [LNW] first in *Brad* December 1853 as WARBURTON (but see 1 November 1853**); renamed W & D June 1856, D October 1856, D M 1861 *(Cl)*; clo 10 September 1962 *(RM September)*.

DUNHAM HILL [Birkenhead] op 18 December 1850 *(D&C 10, co n Chester Chronicle 14th - line)*; HILL added 1861 tt *(Cl)*; clo 7 April 1952 *(BR notice Cheshire Observer 8 March)*. 9 September 1963 wtt shows early morning stop, weekdays, ('not advertised') northbound – nothing seen other way.

DUNHAMPSTEAD [Mid] op November 1841** *(Mid)*; clo 1 October 1855 *(Cl)*.

DUNKELD & BIRNAM [High] op 7 April 1856 *(Scotsman 9th)*; name often changed – variously D, B & D, D & B (sources not agreed) – settled 13 May 1991 tt *(AB Chron)*; still open

DUNKELD ROAD – see STRATHORD.

DUNKERTON [GW]

DUNKERTON op 9 May 1910 *(W D Press 10th)* >

D COLLIERY HALT op 9 October 1911 *(GW H)* >

Both clo 22 March 1915 *(RCH)*; reop 9 July 1923 *(Bristol notice S1153)*; clo 21 September 1925 *(Cl)*.

DUNLAPPIE – see STRACATHRO.

DUNLOP [GBK Jt] op 27 March 1871 *(GSW- line; in line description Glasgow Herald 21st)*; clo 7 November 1966 *(Cl)*, reop 5 June 1967 *(RM September)*; still open.

DUNMERE [LSW] op 1 June 1906 *(W Briton 4th)*; HALT; clo 30 January 1967 *(Cornish & D P 4 February)*; {map 113}. Ticket: D JUNCTION H *(JB)*.

DUNMOW [GE] op 22 February 1869 *(Essex Standard 26th)*; clo 3 March 1952 *(Herts & Essex Observer Friday 7 March* – last train Saturday); last excursion August Bank Holiday 1964 *(Bishops Stortford)*.

DUNNERHOLM(E) GATE [Fur]: according to *D&C 14*, stop Askam/Kirkby-in-Furness on line op August 1846; no other reference found. Area is Dunnerholme on later OS maps; in descriptive part of Linton's *Handbook of the Whitehaven & Furness Railway*, 1852, but no mention of station; however, Ireleth treated same way and no mention at all of Roose (later Askam) and Rampside. Perhaps casual stop – see 1840** for early MC practices, perhaps copied by other companies in this area. Various press references to e.g. damage to the line near here by storms and existence of sidings for lime-kilns have been seen but none mentions any stations.*Hb* 1872 and 1877 had D SIDING, facilities not shown.

DUNNING [Cal] op 23 May 1848**; clo 11 June 1956 *(Aberdeen Evening Express 2 March)*.

Also (non-tt) floods destroyed bridge over Dunning Burn on evening of 14 November 1876, cutting line between here and Forteviot; passengers by road between two; temporary platforms being built either side to reduce distance needed by road; some Caledonian trains diverted via Thornton, Dunfermline and Stirling *(Dundee Courier 16th)*. Temporary wooden bridge under construction at Glasgow, which would also serve as staging for rebuilding of stone piers; expected to be delivered by train on 19th *(Scotsman 18th)*; traffic resumed on 20th, after Col. Hutchison had inspected bridge *(Dundee Courier 21st)*. [Other disruption that day but seems to have been short lived.]

DUNNINGTON [Derwent Valley]

DUNNINGTON and **D HALT** both op 21 July 1913 *(Yorkshire Post 21st)*; clo 1 September 1926** (Wednesday) *(RM October)*. *Yorkshire Post, Hb* at first: D for KEXBY, ticket thus *(JB)*. Paper had Murton Halt – presumed error.

DUNNS – see OYSTERMOUTH.

DUNPHAIL [High] op 3 August 1863 *(Banffshire Journal 4th)*; clo 18 October 1965**.

DUNRAGIT [PPW Jt] op 1 July 1861 *(GSW)*; clo 14 June 1965 *(RM July)*.

DUNROBIN CASTLE [High] op 1 November 1870 *(Elgin Courant 4th)*; became private station for Duke of Sutherland 19 June 1871; use often seasonal – e.g. 9 August to 21 October 1897 *(RCG)*; public allowed to use later years; aot request; clo 29 November 1965 *(Cl)*; in *hb* 1938 as D HALT, private. Later Royal Scotsman land cruise train made Monday stops; reop for locally advertised summer excursions July 1984; formally reop, summers only, 30 June 1985 *(BLN 516)*; that year excursions Wednesdays, regular service Sundays; back in public tt, all days, summers only, shown to start calling 21 June 1993 (in tt 17 May 1993); CASTLE added July 1984 leaflet – not present May (*Sc R train planning source and tt*); still open. Privately owned (Sutherland Estates).

DUNS [NB]: public given 'gratis excursions' on formal op day 7 August 1849 *(Newcastle Journal 11th)*; public op 15 August 1849 *(D&C 6)* as DUNSE; altered 1883 tt *(Cl)*, 1890 *(hb)*; see 13 August 1948**; clo 10 September 1951 *(Berwickshire News 21 August)*.

DUNSBEAR [SR] op 27 July 1925 *(Bideford 28th)*; HALT though, included *hb* 1926a and 1929 as though station; clo 1 March 1965 *(Express & E 1st)*; {map 116}.

DUNSCORE [GSW] op 1 March 1905 *(RCG; Northern Whig 28 February)*; clo 3 May 1943 *(Dumfries & Galloway Standard 1st* contained notice from Caledonian Omnibus Co of replacement bus service to Dumfries station from Monday 3rd until further notice).

DUNSFORD [GW] op 16 January 1928 *(co n Heathfield to Exeter)*; HALT; clo 9 June 1958 *(T 5th)*. Pre-opening FARRANT'S CORNER HALT *(RAIL 253/643)*.

DUNSLAND CROSS [LSW] op 20 January 1879**; clo 3 October 1966 *(Cornish & D P 8th)*.

DUNSTABLE

D TOWN [GN] op 3 May 1858 *(Hertford Mercury 8th)*; replaced by new station: 1 October 1860 *(Whittle from GN records)* for opening of completed line; became D CHURCH STREET 1860 *(Brad)*, D TOWN 1 January 1927 *(hbl January)*; clo 26 April 1965 *(RM May)*. **DUNSTABLE** Platform (non-tt), exact site unknown, used 30 May 1988 by BR for all-day shuttle from Luton so that people could visit carnivals being held in both places (Phil Deaves, personal memory).

D NORTH [LNW] op 29 May 1848. LNW Traffic & Coaching Minutes *(RAIL 410/142)*, 31 May: 'The Manager reported the result [compiler's underlining] of the opening of the Dunstable line' and difficulties caused by the incline. No reference at next meeting 14 June. '31 May only makes sense if line was already open by that date'. *RAIL 1005/265* and *Brad Share*, 1850 retrospective on line openings, give 29 May. Notice issued by LNW in *The Times* said would open 1 June, date used by modern works in print; same notice (dated 24 May) in *Bedford Mercury Saturday 27 May 1848*. Presumably a case of opening early, on the Monday instead of waiting for first of the month. Re-sited about 100 yards north January 1866 *(Cl)*; NORTH added 25 September 1950 *(BR LM notice Harrow Observer 21st)* which says from D TOWN to D N; clo 26 April 1965 *(RM May)*.

DUNSTALL PARK [GW] op 1 December 1896 *(Worcs Chronicle 5th)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*; reop 3 February 1919 *(RCH; GW Mag April)*; clo 4 March 1968 *(co n Birmingham Post 9 Feb)*.

DUNSTER [GW] op 16 July 1874 *(Som H 18th)*; clo 4 January 1971 *(Som Gaz 8th)*. See 20 July 2007**.

DUNSTON

Rudimentary service provided by Brandling Co on Tanfield branch; dates ? *(NE Express April 1992)*.

D-ON-TYNE [NE] op 1 January 1909 *(Newcastle Daily Chronicle 1st, complete with sketch map)*; clo 1 May 1918, reop 1 September 1919 *(co handbill at AT54/134F2 via search engine at York; supported by co n Newcastle Daily Chronicle 30 August and item ibid 4 September)*; clo 4 May 1926 *(Cl)*; later used for World War II evacuation specials *(Dunston)*.

DUNSTON op 1 October 1984 *(Dunston)*; still open.

DUNSYRE [Cal] op 1 March 1867 *(Carlisle Patriot 5th)*; clo 12 September 1932 *(Motherwell Times 9th)*, reop 17 July 1933 *(Cl)*; clo 4 June 1945**.

DUNTON GREEN [SE] op 2 March 1868 *(SE; co ½ T 21 August- line)* as D G & RIVERHEAD; renamed 1 July 1873 *(Cl)*; still open.

DUNURE [GSW] op 17 May 1906 *(Kilmarnock Herald 18th)*; clo 1 December 1930 *(undated LMS Northern Division list, Cl pap)*. Used 20 May 1938, northbound only (return by bus – engines wrongly believed to be too heavy for line) for excursion to Ibrox for Glasgow British Empire Exhibition at nearby Bellahouston Park *(Maidens)*. See 1939**.

DUNVANT [LNW] first in *Brad* April 1868 (not in line inspection report); clo 15 June 1964 *(RM August)*.

DURHAM [NE]; {map 32}

D (GILESGATE) op 15 April 1844 *(Durham County Advertiser, 19th)*; just D in *Brad* (it was the only Durham station at that time); replaced by >

DURHAM op 1 April 1857 *(Durham County Advertiser 8th)*; still open.

D ELVET op 24 July 1893 *(Durham County Advertiser 28th)*; clo 1 January 1931 (Thursday) *(T 5 December 1930)*; used by ambulance trains WW II and circus trains (animals, equipment and personnel) 1940s and 1950s (A. Chadwick, article in *BackTrack* February 2007, p 110-1) and miners' galas to 18 July 1953 *(U)*.

DURHAM TURNPIKE – see CHESTER-LE-STREET.

DURLEY [LSW] op 23 December 1909 *(Hants Chron 25th)*; HALT; clo 1 January 1933 (Sunday) *(Hants Chron 7 January)*.

DURNSFORD ROAD – see WIMBLEDON.

DUROR [Cal] op 24 August 1903**; see 25 May 1953**; clo 28 March 1966 *(Aberdeen Press 11 March)*.

DURRINGTON-ON-SEA [SR] op Sunday 4 July 1937 *(Worthing Gazette 7th)*; still open.

DURSLEY

DURSLEY [Mid] op 17 September 1856**; clo 10 September 1962 *(W D Press 10th)*.

Also see BERKELEY ROAD; COALEY; CAM & DURSLEY.

DURSTON [GW] op 1 October 1853 *(Som H 8th)*; clo 5 October 1964 *(Cl)*. *Brad* intermittently D JUNCTION until 1879/80; not seen thus co tts.

DUXFORD (non-tt): used for Ciba Geigy works outings 1983 and 15 June 1984 (A. Rush); {Whittlesford – Great Chesterford}.

DYCE

DYCE (a) [GNS] op 20 September 1854 *(co n Aberdeen Herald 23rd)*; moved ¼ mile north on opening of line to Mintlaw 18 July 1861; closed 6 May 1968 *(BR notice Aberdeen Press 5 April)*. D JUNCTION in opening notice for Mintlaw extension *(Banffshire Journal 16 July;* thus until 1897/8 *(Brad)*.

DYCE (b) op 17 September 1984 on same site as station closed 1968 *(Aberdeen Evening Express 17th* – 15th was formal – *ibid 15th)* paper called it a halt; still open.

DYFFRYN [PT] (non-tt) workers; in 1909 wtt; {west of Duffryn Mills}; *(@JF)*.

DYFFRYN ARDUDWY [Cam] op 10 October 1867 *(Cam; Merioneth 12th- line)* as D; renamed D-ON-SEA 1 July 1924 *(GW circular 18 June)*, D A 1 June 1948 *(Cl)*; aot request; still open.

DYKE [LBSC]

DYKE – see THE DYKE.

D GOLF CLUB (non-tt): PLATFORM, later HALT; op ?; clo 1 January 1939; {Rowan – The Dyke} *(U)*.

D JUNCTION [LBSC] op 3 September 1905 *(Brighton Gazette 2nd)*; HALT, replaced 17 June 1932 by ALDRINGTON, about 200 yards east (booklet on Dyke branch by P. Harding).

DYKEBAR [Cal]

DYKEBAR built for suburban service that never materialised *(U)*; *Barrhead News 26 May 1905* said completed some time ago and implied that only needed BoT inspection to open.

D HOSPITAL (non-tt): used about end World War I according to *(U)* but railway probably only used for goods deliveries *(Hosp)*; {branch near Paisley}.

DYMCHURCH [RHD]

DYMCHURCH (ng) op 16 July 1927**; see note for later history. Ticket exists for D MARSHLANDS.

D SCHOOL (ng) first in *Brad* December 1929; last June 1930; see 16 July 1927**.

DYMOCK [GW] op 27 July 1885 *(Glos Chron 1st)*; clo 13 July 1959 *(RM August)*.

DYNEA [ANSW] op 1 September 1904; became HALT 1 July 1924 *(GW circular 18 June)*; clo 17 September 1956 *(RM October)*.

DYNEVOR – see SKEWEN.

DYSART [NB] op 20 September 1847 *(Edinburgh Advertiser 21st)*; clo 6 October 1969 *(BR leaflet 273)*.

DYSERTH [LNW] op 28 August 1905 *(RCG; Prestatyn Weekly 26th)*; clo 22 September 1930 *(Liverpool Echo 13th)*.

EAGLESCLIFFE [NE] op 25 May 1852**; often said op 25 January 1853, (when service to South Stockton was added) but in *Brad* June 1852 with line to North Stockton and report of engineer *(Leeds Intelligencer 26 February 1853)* said buildings had been completed in context of 1852 line to Melmerby; still open. Op as E; became E JUNCTION later 1852/1853, PRESTON J 1854 *(Brad)*, E J 1 February 1878 *(RCG)* and thus NE co tt 1880 and *Brad* to 1893/4 .

EAGLESHAM ROAD – see THORNTONHALL.

EALING

E BROADWAY [GW] 17 December 1838 *(London Evening Standard Monday 24th – 'opened Monday last' – assumed to be a week before)*; B added 1875 *Brad* but 1900a *hb*; still open. Joint GW/Dist service began 1 March 1883; from 1 October 1885 GW only.

E BROADWAY [Dist] op 1 July 1879 *(T 2nd)*; B added 1890 *hb* but 1903 *Brad*; still open.

E BROADWAY [Cen] op 3 August 1920 *(T 4th)*; still open.

Combined entrance 13 November 1966 *(L)*.

E COMMON [Dist] op 1 July 1879 *(Morning Post 2nd)*; E & WEST ACTON 1886 *(L; RCG ref October)* to 1 March 1910 *(RCG)*; [Picc] use began 4 July 1932 *(L)*; still open.

Also see NORTH, SOUTH, WEST EALING.

EARBY [Mid] op 2 October 1848 *(Bradford Observer 5th)*; clo 2 February 1970 *(RM February)*.

EARDINGTON [GW] op 1 June 1868 *(?;* first in *Brad* June 1868 and June tt *Worcester Journal 30 May*); became HALT 1952 *(Brad)*; clo 9 September 1963 *(T 9th)*.

EARDISLEY [Mid] op 30 June 1863 *(Hereford J 27th)*; clo 31 December 1962 *(T 31st)*.

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

EARITH BRIDGE [GE] op 10 May 1878 *(GE- line)*; clo 2 February 1931**.

EARLESTOWN [LNW]: line op 17 September 1830**, nd, VIADUCT present 1 January 1831; early name for E or earlier stop close by (in place in tt later occupied by this station). WARRINGTON JUNCTION in 11 October 1832 list; first in *Brad* as NEWTON JUNCTION; renamed WARRINGTON J 1852 tt *(Cl)*, E J 1861 tt *(JS)*; E 5 June 1950 *(Cl)* though LMS tickets thus earlier *(JB)*. Still open.

See Warrington Dallam Lane for probable drop off point in mid-1831.

EARLEY [SE] op 1 November 1863 *(co n Reading Mercury 31 October)*; still open.

EARLS COLNE [CVH] op 7 August 1882 *(Chelmsford Chronicle 4th)* as FORD GATE; renamed COLNE 1 May 1889 *(hbl 25 April)*, E C 1 May 1905 *(hbl 27 April)*; clo 1 January 1962 *(T 17 November 1961)*.

EARLS COURT

EARLS COURT [Dist] op 30 October 1871 *(Morning Advertiser 31st)*; destroyed by fire 30 December 1875; temporary replacement at once; new to west 1 February 1878; still open.

EARLS COURT [Picc] op 15 December 1906 *(co n T 14th)*; still open.

EARLSFIELD [LSW] op 1 April 1884 *(L)*; still open. Was E & SUMMERS TOWN later 1884 *(L)*, then E for S 1 June 1902 LSW co tt *(JS)* but 1913 *(Brad)* to 1955 *(Brad)*.

EARLSHEATON [GN] op 9 September 1874 *(GN)*; clo 8 June 1953 *(Cl)*.

EARLSMILL – see KEITH TOWN.

EARLSTON [NB] op 16 November 1863 *(Kelso Chronicle 20th – 'Earlstoun')*; clo 13 August 1948**.

EARLSTOWN – see under WOLVERTON.

EARLSWOOD SURREY [LBSC]: probably this or nearby site (EARLSWOOD in press) was used 30 April 1849 for ceremony of laying foundation stone of Chapel at Philanthropic Society's Farm School for the Reformation of Juvenile Offenders by Prince Albert. Used by special trains and a couple of ordinary trains each way to REDSTONE HILL; ¾ mile from Redhill *(co n T 26th; T 1 May)*. Also used 16 June 1853 for his laying of foundation stone of building *(Bell's Weekly Magazine 18th)*. Again 3 June 1855 for opening ceremony *(Sussex Advertiser 19th)*. Certainly used 25 June 1868 when advert in *Brighton Gazette (18th)* said that one train each way would stop here for visitors to fete at asylum here; although advert referred to station here, this was probably a pre-opening use since descriptions of fete in various papers said passengers in passing trains had a glimpse of festivities. First in *Brad* August 1868; SURREY added 12 May 1980 tt; still open.

EARLSWOOD WEST MIDLANDS [GW] op 1 July 1908 *(Banbury Advertiser 25 June)* as E LAKES; renamed 6 May 1974 *(BR notice)*; W M added 1979/87 tt; still open.

EARLYVALE GATE [Peebles] first in *Brad* June 1856; market trains only, various combinations of Tuesday, Wednesday and Thursday stops; last in *Brad* February 1857; {Leadburn – Eddleston}.

EARNSIDE [High]: temporary platform for Morayshire Volunteers camp 13 to 23 July 1877; about mile and a half west of Alves on southern side of line; trains every evening for visitors, also used for arrival at least of some of Volunteers *(Aberdeen Press 16th)*.

EARSHAM [GE] op 2 November 1860**; clo 22 May 1916**, reop 1 August 1919 *(RCG)*; aot request; clo 5 January 1953 *(T 5th)*.

EARSWICK [NE]: line op 4 October 1847**, nd, May 1848 *(Topham)* as HUNTINGTON; renamed 1 November 1874 *(Cl; RCG ref October)*; clo 29 November 1965 *(RM December)*.

EASINGTON near Sunderland [NE] op 1 July 1913 *(RCG, Sunderland Daily Echo 1st)*; closed 4 May 1964 *(Birmingham Daily Post 4 March)*.

EASINGTON – see GRINKLE.

EASINGWOLD [Easingwold]: trains running nearly all day and free trips for schoolchildren on formal op day 25 July 1891; op to public 27 July 1891 *(Yorkshire Evening Press 25th)*; clo 29 November 1948 *(T 27th)*. (also see K. E. Hartley, revised N. Redman, *The Easingwold Railway*, Oakwood, 1991).

EASSIE [Cal] op 4 June 1838 *(Tayside)*; last in tt October 1847 (but see 1837 B**); reop 2 August 1848 *(Rtn- line)*; clo 11 June 1956 *(Aberdeen Evening Express 2 March)*.

EAST ACCESS – see GLASCOED.

EAST ACTON [Cen] op 3 August 1920 *(T 4th)*; still open.

EAST ANSTEY [GW] op 1 November 1873 *(W Som F P 1st, 8th)*; clo 3 October 1966 *(Som Gaz 7th)*.

EAST BARKWITH [GN] op 1 December 1876 *(RCG; T 28 November- line)*; clo 11 September 1939**, reop 4 December 1939; clo 5 November 1951 *(RM December)*.

EAST BOLDON [NE]: op by Brandling Junction as BOLDON FLATTS 12 October 1839 *(co n Newcastle Journal 12th)*; still this tt for 21 October *(ibid)* but just B in tt for 30 December 1839 *(ibid 28th)* and CLEADON LANE by April 1842 when so shown in advert for contractors to build coal cells here *(ibid 30th)*; became E B 1 October 1898 *(hbl 27th)*; transferred to [TWM] 31 March 2002**; still open.

EAST BRIXTON [LBSC – see 1866**] op 13 August 1866 *(T 14th)* as LOUGHBOROUGH PARK; renamed L PARK & B 1870 tt *(Cl)*, E B 1 January 1894 *(RCG)*; clo Wednesday 19 May 1926 (perhaps last day?), reop 20 September 1926 *(RM November 1926 p. 418)*; clo 5 January 1976 *(T 8 November 1975)*.

EAST BUDLEIGH [LSW] op 15 May 1897 *(Sidmouth 19th)* as B; EAST added 27 April 1898 *(hbl 7 July)*; clo 6 March 1967 *(RM April)*.

EAST CROYDON

EAST CROYDON [LBSC] op 12 July 1841 *(co n T 9th)* as C; became C EAST 1850 tt *(L)*; E C 1 May 1862 (co minutes, *JS*), E C MAIN 1 June 1909 *(R M June)*, E C when combined with next; still open.

Fire here 23 September 1846 destroyed both in-use atmospheric and old locomotive stations, only cut off as it was attacking **ticket station** and booking office *(Evening Chronicle 23rd)*; effect on services unknown. Was ANERLEY (which see) later used as ticket platform for here?

E C NEW [LBSC] op 1 May 1862 *(L)* for locals; became E C LOCAL 1 June 1909 *(RM June)*; combined with main July 1924 *(L)*. Alias C NEW/NEW C.

Also see Croydon Tramlink (Section 7).

EAST DIDSBURY [LNW] op 1 May 1909 *(LNW Officers 42501 + appendix; Manchester Evening News 1st, 8th)* as E D & PARRS WOOD but just P W in paper cited; renamed 6 May 1974 *(BR notice)*; still open.

EAST DULWICH [LBSC] op 1 October 1868 *(T 28 September)* as CHAMPION HILL; renamed 1 June 1888 *(hbl 26 April)*; still open.

EAST END – see EAST FINCHLEY.

EAST FARLEIGH [SE] op 25 September 1844 *(*private notice concerning opening and co tt *Maidstone Journal 24th)*; aot request; still open.

EAST FINCHLEY op [GN] op 22 August 1867**; as EAST END F; renamed 1 February 1887 *(Cl; RCG ref January)*; transferred to [Nor] 3 July 1939; still open.

EAST FORTUNE [NB] first in *Brad* July 1848* (see 22 June 1842** for earlier market use); clo 4 May 1964 *(RM June)*.

* = unlikely was fully open much before this – advert dated 24 March 1848 says farm adjoins E F goods station and is within various mileages of Linton, Drem and North Berwick stations.

EAST GARFORTH op 1 May 1987 *(BLN 581)*; still open.

EAST GARSTON [GW] op 4 April 1898 *(Faringdon Advertiser 9th)*; clo 4 January 1960 *(Reading Standard 1st)*.

EAST GRANGE [NB]: line op 28 August 1850 *(co ½ T 1 October)*; not included in notice *Stirling Journal 30 August*, not present in (?) January 1851 tt *Alloa Advertiser 28 December 1850*, present as one word February tt *(ibid 8th)*, not in *Brad* until June 1851; clo 15 September 1958 *(RM October)*. In *Brad* at first as EASTGRANGE, CULROSS & TORRYBURN, became EAST GRANGE, C & T 1878 tt, E G for C 1886, E G 1909 *(JS)*; variations in other tts.

Non-tt : Wtts 17 June 1963 and 18 April 1966 show Monday to Fridays, eastbound, stop as required between FOREST MILL and here to pick up Engineer's staff; same wtts show that other passenger trains could be called upon to make similar stops at sites not specified.

EAST GRINSTEAD [LBSC]

EAST GRINSTEAD first station op 9 July 1855 *(Hants Chron 14th)* – many carried free on first train; replaced by new station on extension to Tunbridge Wells 1 October 1866; replaced 15 October 1883* by >

E G HL: some Three Bridges to Tunbridge Wells trains called at partially complete platform from 1 August 1882, for passenger exchange to LL, and at 1866 station, 300 yards further on, for local use (D. Coe, article, *Signalling Record Society Journal*, July/August 2003). Completed station op 15 October 1883*; clo 2 January 1967 *(RM February)*.

* = *RAIL 1057/3050* says 1866 station 'finally ceased to be used for passenger traffic on October 14th 1883 [last day], when present commodious station was opened'.

E G LL op 1 August 1882 *(Hants Chron 5th- line, in description of line Surrey Mirror 29 July)*; still open as E G.

HL and LL added erratically in *Brad*.

EAST HALTON [GC] op 1 May 1911 *(Sheffield Daily Telegraph 2nd)*; became HALT 2 August 1948 *(Cl)*; clo 17 June 1963 *(RM June)*.

EAST HAM

EAST HAM op [LTS] 31 March 1858 *(co n T 30th)*; [Dist] use added 2 June 1902; [Met] use added 30 March 1936; see 1 January 1969**: still open.

EAST HAM DEPOT (non tt): BR wtt (Section P) 10 September 1962 has "Not advertised" passenger train (0140 from Shoeburyness) terminating here; example, perhaps other times.

EAST HARTLEPOOL – see HARTLEPOOL.

EAST HORNDON – see WEST HORNDON.

EAST INDIA [Dock] op 28 March 1994**; still open.

EAST INDIA DOCK (ROAD) – see POPLAR.

EAST KILBRIDE [Cal] op 1 September 1868 *(Edinburgh Evening Courant 3rd)*; still open. Originally K *(hb)* and *Brad*.

EAST LANGTON [Mid] op 2 October 1876 *(Leicester Daily Mercury Friday 6th* – opened Monday last); EAST added 1 May 1891 *(hbl 23 April)*; clo 1 January 1968 *(RM February)*.

EAST LEAKE [GC] op 15 March 1899 *(Nottingham Post 15th)*; clo 5 May 1969 *(Coventry Evening Telegraph, Saturday 3 May* – last train today).

EAST LINTON [NB] op 22 June 1846 *(co n T 23 June; Newcastle Guardian 27th, description of formal opening 18th)*; EAST added 1864 tt *(Cl)*; clo 4 May 1964 *(RM June)*.

EAST MALLING [SEC] decision to provide station taken October 1912 *(SEC)*; first in *Brad* May 1913 as HALT; renamed 5 May 1969 *(SR App)*; still open.

EAST MIDLANDS PARKWAY op 26 January 2009 *(RM March)*; still open.

EAST MINSTER-ON-SEA [SEC]: Notice, *SEC p 94*, for opening of Sheppey Light Railway 1 August 1901 has note: at present short platform on up side of line at East-Minster-on-Sea will only be used on specified occasions, of which due notice will be given, but listed in *Pall Mall Gazette 1st* without qualification. First in *Brad* July 1902; clo 4 December 1950 *(T 4th)*. In *hb* 1938 as HALT; not seen thus *Brad*. Service on line suspended on 18 December 1922 following damage to Kings Ferry Bridge, resumed 21st *(Pall Mall Gazette 21st)*.

EAST NEWPORT – see NEWPORT-ON-TAY.

EAST NORTON [GN/LNW] op 15 December 1879 *(Leic; LNW Record- line)*; clo 7 December 1953 *(T 7th)*. Workmen used until last train 18 May 1957 – treated as excursion so others could travel *(Henshaw)*.

EAST PILTON [LMS] op 1 December 1934 *(Scotsman 6 October)*; clo 30 April 1962 *(RM May)*. HALT in *Brad* December 1936/July 1937 to September 1937/July 1938; in *hb* as HALT by 1944a; {Granton Road – Craigleith}.

EAST PUTNEY: station initially owned by [LSW] but first used 3 June 1889 by [Dist] *(Pall Mall Gazette 4th)*; LSW own use began 1 July 1889 *(L)*; LSW platforms clo 5 May 1941 *(Cl)*; Dist use continues.

EAST RUDHAM [MGN] op 16 August 1880 *(GN)*; EAST added 1 March 1882 *(Cl)*; clo 2 March 1959 *(T 2nd)*.

EAST SOUTHSEA [LSW/LBSC] op 2 July 1885 *(Portsmouth Evening News 1st)*; EAST added 1896 tt *(Cl)*; re-sited when railcars introduced, 1 July 1904 *(co n Portsmouth Evening News 30 June 1904* for introduction of railcars says will be extended to GRANADA ROAD East Southsea); clo ? August 1914 *(RCH list of closures issued 1921* said 3rd; *Railway & Travel Monthly September 1914 p 180* said 6th, a Thursday; *RM June 1931* said 10th).

EAST STREET – see BRIDPORT.

EAST TILBURY [LMS] op 7 September 1936 *(T 2nd)* as HALT; renamed February 1949 *(Mid)*; still open.

EAST VILLE [GN] op 2 October 1848 *(Stamford 3rd)* as E V & NEW LEAKE; renamed 1852 tt *(Cl)*; clo 11 September 1961 *(Peterborough Standard 28 July)*.

EAST WINCH [GE] op 27 October 1846 *(co n Lynn Advertiser 31st)*; aot request; clo 9 September 1968 *(RM November)*.

EAST WOOLWICH – see WOOLWICH ARSENAL.

EAST WORTHING [LBSC] op 3 September 1905 *(Brighton Gazette 2nd)* as HAM BRIDGE HALT; became H B for E W 1933/4 *(Brad)*, E W 23 May 1949 *(JS)*; HALT dropped 5 May 1969; still open.

EASTBOURNE [LBSC] op 15 May 1849**; new station 1866 *(Cl)*; still open.

EASTBROOK op 24 November 1986 *(BLN 552)*; still open.

EASTBURY [GW] op 4 April 1898 *(Faringdon Advertiser 9th)*; HALT from 1934 tt *(Cl)* – unstaffed before May, when shown as this in *RCH leaflet L91 of that date*; clo 4 January 1960 *(Reading Standard 1st)*.

EASTCHEAP – see MONUMENT.

EASTCHURCH [SEC] op 1 August 1901 *(RCG; Pall Mall Gazette 1st)*; clo 4 December 1950 *(T 4th)*. Service suspended 18 December 1922 following damage to Kings Ferry Bridge, resumed 21st *(Pall Mall Gazette 21st)*.

EASTCOTE op [Met] 26 May 1906 *(L)*; [Dist] added 1 March 1910; Met transferred to [Picc] 23 October 1933 *(L)*; HALT until 1934/5 *(Brad)*; still open.

EASTER ROAD [NB] op 1 December 1891 *(co n Scotsman 28 November)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*; see April /May 1921**; clo 16 June 1947**.

EASTER ROAD PARK HALT (non-tt): football supporters; op 8 April 1950 *(RM June)*; used for alighting only – return from Waverley. In *hb* 1956; December 1959a amended for football excursion traffic only; probably last used 4 January 1964 *(Chron 56)*, officially closed 24 July 1967; {on Leith Central branch}.

EASTERHOUSE [NB] op 23 November 1870**; still open. NB co tt 1900, LNE tt 1933: E for BAILLIESTON. 'For B' deleted *hb* 1949a but kept in *Brad* until 1955.

EASTERN ENTRANCE – see under IMMINGHAM DOCK.

EASTFIELD DEPOT (non-tt): used for Open Days 16 and 17 September 1972 *(U; JB)*; {Cowlairs – Bishopbriggs}.

EASTFIELD ROAD [GC] (non-tt) (serving Immingham Eastfield Road Depot): weekly notice dated 9 January 1918: 'Temporary Platforms have been erected at Eastfield Road between Ulceby and Humber Road Junction for workmen' *(RAIL 931/18)*. Still in notice at June 1918; ceased ?

EASTFIELDS – see under MITCHAM.

EASTGATE –in-Weardale [NE] op 21 October 1895 *(RCG; Stockton Herald 26th)*; clo 29 June 1953 *(RM August)*.

EASTHAM RAKE op 3 April 1995 *(Liverpool Echo 4th)*; still open.

EASTHAVEN [DA] op 8 October 1838**; clo 4 September 1967 *(RM November)*. EAST HAVEN in *Brad* until 1902/4 (one way at a time in body), *hb* until 1895.

EASTHOPE [GW] op 4 April 1936 *(T 24 March)*; HALT; clo 31 December 1951 *(T 31st)*.

EASTLEIGH [LSW]

EASTLEIGH op 29 November 1841?* as BISHOPSTOKE; became E & B 1889 tt *(JS; RCG ref July)*, E for B 9 July 1923 (and thus *hb* 1938), E 1955 *(Brad)*; still open. *Brad* added JUNCTION 1847/8 to 1854/6.

* = op date Gosport branch; first in *Brad* December 1841, not in any earlier tt seen in *Salisbury* (tts only printed occasionally); mentioned as if new in branch inspection report *(Rtn)*. However, it was mentioned as station in advert *Salisbury & Winchester Journal 9 March 1840* – in anticipation? Also see 10 June 1839**.

EASTLEIGH WORKS (non-tt): used by shuttle services from Eastleigh station on open days – e.g. Sunday 13 May 1973 *(advert in Railway World)*.

EASTOFT [Ax Jt] op 10 August 1903 *(RCG; Leeds Mercury 11th)*; clo 17 July 1933 *(ibid 28 June)*.

EASTON [Easton & Church Hope] op 1 September 1902 *(Weymouth 5th)*; from 11 November 1940 used summer, fully again 1 January 1945 *(Cl; Brad* January 1944 – service will begin 3 April)*; clo 3 March 1952 *(RM March)*.

* = clo 11 November 1940, reop 5 May 1941; clo 6 October 1941, reop 4 April 1942; clo 5 October 1942, reop 3 April 1943;clo 4 October 1943, reop 2 April 1944; clo 2 October 1944 **(***GW source Cl pap***)**.

EASTON COURT [Tenbury Joint] op 1 August 1861 *(co n Hereford Times 27 July)*; clo 1 November 1862 *(co n Hereford Journal 25 October)*; back in *Brad* April 1865; clo 31 July 1961 *(Tenbury p 190)*. Became E C for LITTLE HEREFORD 1 November 1889 *(RCG)* and thus GW co tt and *Brad* to closure.

EASTON LODGE [GE]: first used 31 August 1895 by special train bringing Earl and Countess of Warwick home; op to public 2 September 1895 *(Essex Herald 3rd)*; aot request; HALT at closure 3 March 1952 according to *RM April*, but not seen thus *Brad*; line closure - *Herts & Essex Observer Friday 7 March* – last train Saturday. Site formerly Little Canfield Level Crossing.

EASTREA [GE] first in *Brad* October 1847, but advert in *Stamford Mercury 9 April* cites it as station to use; aot request; clo 1 August 1866 (Wednesday) *(co n Norfolk News 21 July – will close after 31st)*; {Whittlesea – March}.

EASTRIGGS [GSW] 23 August 1848** as DORNOCK; last in *Brad* October 1854; reop 2 January 1865 *(co n alterations, Carlisle Journal 3rd)*; renamed 1 May 1923 *(hbl 26 April)*; clo 6 December 1965 *(RM January 1966)*.

EASTRINGTON

EASTRINGTON [NE] op 2 July 1840 *(Hull 10th)*; became SOUTH E 1 July 1922 *(hbl 13th)*, reverted 12 June 1961 *(RM April)*; still open.

Also see NORTH EASTRINGTON.

EASTRY op 16 October 1916 *(Dover Express 20th)*; only footpath access; clo 1 November 1948** *(RM January 1949)*. Became E JUNCTION according to *RCG ref 1920*, but E for SANDWICH in opening notice and only that version seen in *Brad* (co tt dropped 5 July 1937/26 September 1938).

EASTWOOD near Rochdale [LY] op 28 December 1840**; clo 3 December 1951 *(RM January 1952)*.

EASTWOOD [Mid]: temporary platform for one of six excursions in special trains provided by Midland for British Association members meeting at Nottingham to visit works here 25 August 1866 *(Derby Mercury 29th)*. Site ?

EASTWOOD & LANGLEY MILL [GN] op 1 August 1876 *(Notts Guardian 4th)*; clo 7 January 1963 *(RM February)*. Initially E ROAD & L M in *hb* (only).

EATON [BC] first in *Brad* March 1866, Fridays only; to all days August 1866; aot request; finally clo 20 April 1935. See 1 February 1861** for line history.

EBBERSTON [NE] op 1 May 1882 *(York Herald 27 April)* as WILTON; renamed 1 April 1903 *(hbl 23rd)*; clo 5 June 1950 ('after 3 June' - *Yorkshire Post 18 April)*.

EBBSFLEET & CLIFFSEND [SEC] op 1 May 1908 *(SEC)*; HALT; clo 1 April 1933 (Saturday) *(T 24 March)*; {Minster – St Lawrence}.

Earlier **temporary platform(s)** for celebration of thirteenth hundred anniversary of arrival of St Augustine's Mission to Kent, mentions suggest probably different sites for platforms, first leaving a walk of about a mile, second 'not two minutes', from a broad meadow beside Sandwich to Ramsgate Road containing Cross erected by Lord Granville 15 years before:

Protestant contingent led by Archbishop of Canterbury, arrived 2 July 1897, to platform only one coach long beside gate leading to field; some bishops preferred to jump directly onto the ballast to speed things up, American and Colonial Prelates of the Anglican connection being particularly adept at this *(Morning Post 3rd, Whitstable Times 10th)*; press reports suggest not well organised.

Roman Catholics followed 14 September *(advert Tablet 14 August, item Morning Post 15 September)*; two special trains from Charing Cross, only first-class one for here, second-class one left its passengers to walk from Minster; press clearly much more impressed by the arrangements made for this one; alias 'Ebbs Fleet', Ebb's F', Ebbs' F'.

EBBSFLEET INTERNATIONAL op for Eurostar 21 November 2007 (see Tony Jervis *Chron March 2022)*; for domestic services 29 June 2009; temporarily closed (to end 2022 at least, services restricted to busiest stations owing pressure on staff resulting from covid.still open.

EBBW JUNCTION [GW] (non-tt): railway staff and ordnance factory workers; rail-motor service began 17 July 1915; last ran Friday 28 November 1919 *(wtt supps)*; {Newport – Marshfield}.

EBBW VALE

E V HL [LNW] op 2 September 1867 *(Merthyr Telegraph 7th)*; HL added 23 May 1949 *(Cl)*; clo 5 February 1951 *(Cl)* – see 1951**.

E V [GW] op 19 April 1852 *(co n Merlin 16th)*. 21 September 1859 said would give notice to BoT of intention to open railway beyond present station here for passenger traffic *(Mon min)*. *Monmouthshire Co n Merlin 29 October 1859* said that on and after 1 November 1859 trains would arrive at and depart from New Station Ebbw Vale; two minutes added in tts, ¼ mile added *Brad*. Was site of first Monmouthshire station at/near site of later Tyllwyn Halt? LL added 19 July 1950 *(Cl)*; removal noted hbl 10 May 1960 – perhaps done on closure of HL goods, 2 November 1959; clo 30 April 1962 *(T 6 April)*.

E V PARKWAY op 6 February 2008 *(RM April)*; still open.

E V TOWN op 17 May 2015, about ½ mile south of previous E V LL *(South Wales Argus, 17th)*; still open.

EBCHESTER [NE] op 2 December 1867 *(co n Newcastle Journal 2nd)*; see 1951**; clo 21 September 1953 *(RM October)*.

EBDON LANE [WCP] op 1 December 1897 *(WCP; Bristol T 2nd- line)*; aot request; clo 20 May 1940 *(Bridgwater Merc 22nd)*.

EBLEY CROSSING [GW] op 12 October 1903 *(Stroud N 16th)*; HALT; clo 2 November 1964 *(W D Press 3rd)*.

ECCLEFECHAN [Cal] op 10 September 1847 *(co n True Line)*; clo 13 June 1960 *(RM July)*.

ECCLES

ECCLES [LNW]: line op 17 September 1830**, nd, 1 January 1831. Still open.

Also see [Manch] Section 6.

ECCLES ROAD [GE] op 30 July 1845 *(Norfolk News 2 August)*; E in *Brad* 1847 to 1849; still open.

ECCLESFIELD

ECCLESFIELD [SY] first in *Brad* November 1854; last trains August 1856, though remained, trainless, for a while after. Later E EAST nearby.

E EAST [GC] op 1 August 1876 *(GC dates; monthly notice bound with co tts at NRM York)* but 31 July according to *Sheffield Daily Telegraph Saturday 5 August* – opened on Monday, far more convenient than Grange Lane; EAST added 25 September 1950 *(Rly Obs October)*; clo 7 December 1953 *(RM January 1954)*. Press opening date error – assumed it would have been a Monday.

E WEST [Mid] op 1 July 1897 *(RCG; South Yorkshire Times 2nd)*; WEST added 25 September 1950 *(Rly Obs October)*; clo 6 November 1967 *(RM December)*; later excur *(U)*.

ECCLESHALL – see MILLHOUSES.

ECCLESHILL [GN] op 15 April 1875 *(co n Yorkshire Post 13th)*; clo 2 February 1931 *(Shipley Times Saturday 7th* – last [last] Saturday).

ECCLESTON PARK [LNW] op 1 June 1891 *(LNW Officers 32507; Widnes Examiner 30th)*; still open.

ECKINGTON near Worcester [Mid]: op 24 June 1840 *(Chelt Chron 27th)*; clo 4 January 1965 *(Tewkesbury Register 1st)*. Aot E WEST, staff usage *(Cl)* and LMS ticket thus.

ECKINGTON & RENISHAW

ECKINGTON [Mid] op 11 May 1840 *(Derbyshire 11th)*; re-sited 14 ch north 13 September 1874 *(Mid)*; renamed E & RENISHAW 10 April 1886 *(Mid)*; clo 1 October 1951 *(RM November)*; later excur *(U)*. Aot E NORTH, staff usage *(Cl)*, though there was *RCG ref January 1886* which said renamed from this.

Also see RENISHAW CENTRAL.

ECTON [NS] (ng) op 29 June 1904**; clo 12 March 1934 *(LNW Record; LMS notice Derby Daily Telegraph 5th)*. E for WARSLOW in NS co tt 1910 and *Brad.*

EDALE [Mid] op 25 June 1894 *(Derbyshire 30th)*; still open.

EDDERTON [High] op 1 October 1864 *(Inverness Advertiser 4th)*; clo 13 June 1960 *(RM July)*.

EDDLESTON [NB] op 4 July 1855 *(Peebles; co ½ T 22 October- line)*; see 13 August 1948**; clo 5 February 1962 *(RM February)*.

EDEN PARK [SE] op 29 May 1882 *(L)*; still open.

EDENBRIDGE

EDENBRIDGE [SE] op 26 May 1842 *(co n T 13th, 20th)*; still open. *Hb*: EDEN BRIDGE, altered 1877.

E TOWN [LBSC] op 2 January 1888 *(Mid-Sussex Times 3rd)*; TOWN added 1 May 1896 *(RCG)*; still open.

EDENHAM [Edenham & Little Bytham] op 8 December 1857**; finally clo 17 October 1871 though still in *Brad* until February 1872 (last).

EDGBASTON – see MONUMENT LANE.

EDGE HILL [LNW]: something had to exist hereabouts from line op 17 September 1830**; was point where carriages transferred from locomotive to stationary engine haulage; furthermore, Walker's *Accurate Description ...* [of LM] said that most passengers would be brought here by free omnibus from the offices in Dale Street; this arrangement does not seem to have lasted very long. Proper station op 15 August 1836 with Liverpool Lime Street *(co n Gore's Liverpool Advertiser 4th referred to 'New Station' at Edgehill from 15th)* – would have been to north of anything existing previously since line to Lime Street diverged from the old just on Manchester side of Edge Hill; still open.

EDGE LANE

EDGE LANE [LNW] op 1 July 1870*; clo 31 May 1948 *(LNW Record)*.

* = included, with trains, in tt for line opening *(LNW Officers 5542)* and in item *Liverpool Daily Post 2nd*; but not in *Brad* until November, though rest of line there July – reason not known.

Also see STRETFORD.

EDGEBOLD [SM] op 13 August 1866** *(co n RM May 1903)* as HANWOOD ROAD; renamed 1 April 1921 *(hbl 24th)*; aot request; finally clo 6 November 1933 *(Cl)*.

EDGELEY – see STOCKPORT.

EDGERLEY [SM] op 16 June 1927 *(hbl 65)*; clo 6 November 1933 *(Cl)*. See 13 August 1866** for other relevant information.

EDGEWARE

EDGWARE [GN] op 22 August 1867**; clo 11 September 1939 *(Cl)* – replacement bus service for holders of rail tickets until 18 May 1941 (letter, HV Borley, *RCHS Journal XVI, no 1, p 13)*. Became E for CANONS PARK 1933/4 *(Brad)* thus LNE tt 1927 and *Brad* to closure.

EDGWARE [Nor] op 18 August 1924 *(T 18th)*; still open.

EDGWARE ROAD

EDGWARE ROAD [Met] op 10 January 1863 *(Morning Post 12th)*; [Dist] added 1 November 1926; still open.

EDGWARE ROAD [Bak] op 15 June 1907 *(London Daily News 15th)*; clo for rebuilding 25 June 1990, reop 28 January 1992; clo 25 May 2013; due to reopen late December 2013 *(LT notices)*; still open.

Also see BRONDESBURY.

EDINBURGH

To begin with, mostly just E in all tts seen. Additions to name made erratically and inconsistently, sometimes different ones for different routes in same issue of tt.

North British

E ST LEONARDS: for op [Ed & Dalk] see 1831 A**; clo 1 November 1847 *(co n Scotsman 27 October)*; reop 1 June 1860 *(co n ibid 31 May)*, clo 1 October 1860 *(co n ibid 29 September)*. Just St L, early *Brad.*

EDINBURGH [NB]: line from Berwick op 22 June 1846 *(co n T 23rd)* to temporary station using partly-completed goods shed on site of the Old Physic Garden (between Calton Tunnel and east to south extension of Canal Street); replaced 3 August 1846 (probably –

date of opening of goods station) by single platform at NE end of joint station, in Canal Street immediately under the North Bridge; replaced by Joint station 17 May 1847*, initially operated by NB on behalf of itself and E&G;
* = 'Canal Street' brought back into use late 1852 to early 1870s for suburban trains following abandonment of 'proposed new passenger Station' (below).
[EG] line from Glasgow extended to this station 17 May 1847 (Edinburgh Advertiser 18th, Edinburgh Weekly Journal 19th). It was known variously as E, E NORTH BRIDGE, E WAVERLEY BRIDGE, E WAVERLEY STREET, W CANAL STREET (e. g. for service to North Leith in Brad 1871) in various tts and co documents, and 'the general station' in popular usage; generally settled as E WAVERLEY in Brad during the 1860s but variants continued in company usage into the 1870s, just E from 18 April 1966 tt (Cl). (See series of articles by D. Cattanach and A. Rodgers in the Journal of the NB Railway Study Group, March 2013 onwards, for full details of station's development and naming.); still open. See 17 March 1979** for effects of collapse of Penmanshiel tunnel.
[EG] line op from Glasgow to **HAYMARKET** 21 February 1842 *(The Scotsman 23rd)*; this was originally EDINBURGH in *Brad*; presumably renamed when line extended to Waverley (it became H in *Brad* June 1847); clo 1 November 1848 *(co n Caledonian Mercury 30 October)**; reop 4 June 1856 Wednesday only, towards Edinburgh only *(co wtt from 1 June, a Sunday)*; at first co wtt only, *Brad October 1856*; reop fully 1 November 1865 *(co n Caledonian Mercury 12 October)*; still open. At one time EDINBURGH HAYMARKET in E&G tt.
* = still in *Topham* until May 1849 (last), presumably inertia.
Non-tt: for Royal Volunteer Review 25 August 1881 troops detrained on extra line of rails alongside main line to Glasgow, on west side of Leith branch, forming loop line from West Junction to near end of goods depot here *(Scotsman 20th, 26th)*.
HAYMARKET GOODS used on 17th and 18th for Royal Volunteer Review of 18 September 1905 *(Scotsman 16th, 19th)*.
E CANAL STREET – see E PRINCES STREET.
E WEST PRINCES GARDENS: Ticket Platform: only press reference seen: use 17 October 1865, when carriages of ordinary train carrying royal party from Aboyne were attached here, short of Waverley station, to special train to Kelso *(Scotsman 18th)*. Perhaps used instead of Haymarket, then mostly closed to passenger trains. Co Board minute of 6 July 1852 ordered that ticket platform at Edinburgh should be set up for collection of tickets instead of Haymarket; probable source of this one?
[NB] line, then Edinburgh, Leith & Newhaven, op from Trinity to **SCOTLAND STREET** 31 August 1842**. Extended 17 May 1847 to (E) **PRINCES STREET** (below), to which trains were drawn up by stationary engine; platforms now close to extremity of tunnel *(Caledonian Mercury 20 May 1847)*. When tunnel closed 22 May 1868 its services reduced to weekday trains to Granton; service so poor that letter in *Scotsman 12 June* described it as virtually closed; it was last in co tt November 1868 (absent co tt December); EDINBURGH SCOTLAND STREET e.g. *Brad February 1863* but just S S NB tts; see D. Lindsay, *Chron October 2013*.
E PRINCES STREET op 17 May 1847 *(Edinburgh Advertiser 18th)* – called it CANAL STREET but *Brad* just E until 1850/3 when became E P S, though elsewhere generally still E C S until 1862, when Edinburgh, Perth & Dundee Co amalgamated with NB; thereafter E P S in co tts. All services diverted to WAVERLEY 22 May 1868 via new line via Leith Walk.
Non-tt: a 'proposed new passenger station' was partly-built to relieve congestion but in May 1852 Board decided to use it for goods; only recorded passenger use was 7 August 1860 for Volunteer Review by Queen Victoria; described as 'Company's Covered Shed immediately under the New Buildings, North Bridge, [reach via] Princes' Street, by the Archway, next door to Croall's Coach Office, 4 Princes' Street *(co n Scotsman 4th)*.
Caledonian
Line from Carstairs to **E LOTHIAN ROAD** op 15 February 1848 *(co ½ T 29 February)*; L R added 1850/3 *(Brad)*, only in notes in Cal co tt 1859; diverted to >
E PRINCES STREET op 2 May 1870 *(T 2nd)*. *Scotsman 17 June 1890*: yesterday a fire that started at about 1.45 p.m. destroyed more than half of the old Princes Street station (a contract for a replacement had recently been signed). Immediate emergency arrangements made. Trains stopped at Merchiston, passengers on by cab; passengers outwards advised to go to Merchiston or old ticket platform at Grove Road Bridge which was still in existence (only reference seen for this). Soon they had arranged working in and out from the goods yard in Lothian Road and the surviving outermost part of one platform. Back to normal? Clo 6 September 1965 *(T 6th)* – services to Waverley.
(Non-tt):
E MORRISON STREET goods: used for detraining troops for Volunteer Review 25 August 1881, most on ground but two trains used platform siding *(Scotsman 20th, 26th)*. Similarly used 17th and 18th for Review of 18 September 1905 *(Scotsman 16th, 19th)*.
On 1 October 1890 Caledonian will suspend running powers from Waverley and use own Princes Street to join North British line a little west of Haymarket near Dalry Junction, using previously little-used Haymarket loop; **ticket platform** has been erected on this; at / near site of later Dalry Road *(Renfrewshire Independent 29 August)*.
Later
E GATEWAY op Sunday 11 December 2016, to provide interchange with tram service to airport *(Edinburgh Evening News 9th)*; still open.
E PARK op 4 December 2003 (formal 8th) *(RM February 2004, p 59)*; still open
Also special stations for Exhibitions and other events held in Edinburgh:
E EXHIBITION [Cal] op 1 May 1890 *(Balerno)*; {Merchiston – Slateford}; clo 3 November 1890 *(Cl)*.
E EXHIBITION [NB] (a) op 1 May 1890 *(Balerno)*; near Craiglockhart, which it replaced for the duration of the Exhibition; clo 1 January 1891 (Thursday) *(Cl)*.
See plan *Ed Sub p 164* for details of above two.
E EXHIBITION [NB] (b) op 1 May 1908 *(RCG)*; two platforms on Corstorphine branch and one on eastbound main line, saving passengers from Glasgow direction going into Edinburgh and back; *(RM June 1908, p 511)*; clo 1 November 1908 (Sunday) *(RCG)*. Balgreen on branch part later.
E MEADOWBANK (non-tt) only used for major events at stadium; first public use 14 June 1986 *(RM August)*; used 24 July to 2 August 1986, inclusive, for Commonwealth Games (shuttle service from Waverley) *(Special traffic notice)*; later use, dates unknown; alias M STADIUM; a few hundred yards west of earlier Piershill (D. Lindsay).
QUEENS STATION, alias ST MARGARETS, alias MEADOWBANK [NB]: (non-tt): description of passing of Royal train in *Caledonian Mercury, 1 October 1849* says a platform within, or very near, the grounds of NB's works here was used by the boys of George

Heriot's Hospital and 'a large assemblage of ladies and gentlemen'; workmen's wives, children and friends watched from line of trucks parallel with line.
Station specially built for Queen Victoria's use on visits to nearby Holyrood House; described by *Scotsman* as dingy shed with various temporary embellishments; first used 29 August 1850; only known stop by ordinary train 22 August 1861, for Queen's children on way to Balmoral during her absence in Ireland; last used 23 October 1861 *(Scotsman* article on recent demolition *7 June 1867)*; rebuilt for her use on 14 August 1872; last used by her 26 August 1881; also used to load ten convicts ('Dynamitards') being transferred from Calton Jail to Chatham Prison 27 December 1883 – carriage then run back to Waverley and attached to *Flying Scotsman (Edinburgh Evening News 27th* – where 'St, Margaret's Suburban station). Platform on down side only; also found as VICTORIA, PALACE, SOUTH LEITH and variously as STATION and PLATFORM; {at stairway leading to Meadowbank}.
U refers to railwaymen's use of this station, with overall closure 'by 1906'; would have been another platform in nearby works.
In the course of her Scottish visits Royal trains occasionally used short lines not used by regular trains – avoiding curve north of Carstairs (first 7 October 1851, last 17 September 1860) and link NB to Cal, Haymarket to Slateford, 1859-60; (most of the above from articles by D. Cattanach, *Journal of North British Railway Study Group, 102 and 103*). Also see *Chron 21/86.*
HAYMARKET MOTIVE POWER DEPOT: (non-tt): shuttle service from Waverley to here for open days, certainly used 24 September 1977 *(@JF)*, also 24 and 25 August 1985 (free to those buying programme for event – advert).
25 August 1881: wholesale alterations to local services from Glasgow and Edinburgh to make way for special traffic to Volunteer Review in Edinburgh; many stations without trains that day. See Caledonian and North British company notices in *Dundee Courier 22* and *24 August*. Reportedly more than 40,000 Volunteers were present at Review.

EDINGTON & BRATTON [GW] op 1 October 1900 *(co n W D Press 3rd)*; clo 3 November 1952 *(BR WR notice Wiltshire Times 11 October)*.

EDINGTON BURTLE [SD Jt] op 28 August 1854** as E ROAD (thus *Brad* and GW co tt 1859); became E 1864 *(Brad)*; E JUNCTION 21 July 1890 *(Cl)*, E B 30 November 1952 *(SR App)*; clo 7 March 1966 *(Shepton 11th)*.

EDLINGHAM [NE] op 5 September 1887 *(Morpeth Herald 3rd)*; became HALT 23 August 1926 *(hbl 61)*; clo 22 September 1930** *(T 10 July)*.

EDLINGTON [Dearne] op 3 June 1912** *(Yorkshire Eve Post 24 May)*; clo 10 September 1951 *(Bradford Observer 16 August)*; excursion 19 July 1966 for local British Legion Social Club *(JB)*; {goods *IA*}. Originally E & WARMSWORTH; renamed day of passenger opening *(hbl 3 July)*; E for BALBY (DONCASTER) in LMS tt 1930 and thus *Brad* to closure.

EDMONDTHORPE & WYMONDHAM [Mid] op 1 May 1894 *(RCG; insp rept MT6/638/6)*; clo 2 March 1959 *(T 2nd)*.

EDMONTON

E GREEN [GE] op 22 July 1872 *(Pall Mall Gazette 23rd)* as LOWER EDMONTON; renamed L E HL 1 July 1883, E G 28 September 1992 tt *(AB Chron)*; still open.
Also see ANGEL ROAD; LOWER EDMONTON.

EDROM [NB]: line op 15 August 1849**; in *Brad* May 1852 when it first gave detail for line; see 13 August 1948**; clo 10 September 1951 *(Berwickshire News 21 August)*.

EDWALTON [Mid] op 2 February 1880 *(RCG; Leicester Chronicle 7th)*; clo 28 July 1941 *(LNW Record)*. Excursion to Dudley 27 July 1958 *(RM November, p 765)*.

EDWINSTOWE [GC] op 15 December 1896 *(Sheffield Independent 15th)*; clo 2 January 1956 *(Birmingham Daily Post 2nd)*; but advertised summer Saturday services to e.g. Skegness until last train 5 September 1964 *(Cl)*; later excur – one called Whit Monday, 3 June 1963 *(AB)*, another (to Skegness) 12 August 1972 *(Rly World June 1974, p 262)*.

EDZELL [Cal] op 8 June 1896 *(RCG; Dundee Courier 9th)*; clo 27 April 1931 *(Aberdeen Press 17th)*; reop 4 July 1938; clo 26 September 1938 *(Montrose .. Advertiser Friday 30th, item on line*: last train ran Saturday, 24th; expressed disappointment since more than 6,000 had travelled in twelve weeks since reopened on 4 July). Later use - see 1939**; South Esk Lodge of Free Gardeners' Juvenile excursion to here 8 July 1939 *(Brechin Advertiser 4th)*; another, just 'Free Gardeners', 17 July 1948 – 'please bring your own cups' *(ibid 13th)*.

EFAIL ISAF [Barry] op 16 March 1896 *(Aberdare Times 21st)*; clo 10 September 1962 *(Cl)*. E I & LLANTWIT VARDRE 1912 to 1935/6 *(Brad)* – GW ticket *(JB)* for E I & L VARDE.

EFFINGHAM JUNCTION [LSW] op 2 July 1888 *(SR)*; still open.

EGGESFORD [LSW] op 1 August 1854 *(Trewman 13 July, 3 Aug)*; still open. E for CHUMLEIGH in *Brad* ? to 1955.

EGGINTON

EGGINTON [NS]: line op 13 July 1849, no mention of this in description *Staffs Advertiser 14th*; in *Brad* September as WILLINGTON, no trains shown; same in *co n Churnet*; W first seen in advert for sale 19 September *(ibid 8th);* first as E, with trains, October 1849 *Brad*; EGGINGTON until 1873/4 *(Brad)*; replaced about ¼ mile west by >
E JUNCTION [GN/NS] op 1 July 1878 *(Cl; added to tts Grantham Journal July)*; note that this was after GN line had opened – at first its trains had no stop here, passengers having to change at Tutbury *(N Staffs co n Derby Advertiser 19 April)*; clo 5 March 1962 *(BR LM Special Notice Burton Advertiser 1st)*. One eastbound train shown in supp to summer 1962 wtt to call Thursdays only to pick up lampman. In *hb* as E JOINT until 1956; LMS ticket as E *(DM)*.
According to *Cl pap* this was originally separate GN and NS stations which became single joint station 1 January 1881.

EGHAM [LSW] op 4 June 1856 *(co n T 3rd)*; still open. Became E for ENGLEFIELD GREEN 17 July 1902 *(hbl 23 October)*; thus LSW co tt 1914, *hb* 1938, and *Brad* to 1955.
(Non-tt) temporary platform for Volunteer Review in Windsor Great Park 9 July 1881 – contingents from Midlands via Willesden Junction; also see Slough.

EGLINTON PARK – see BOGSIDE [GSW].

EGLINTON STREET

EGLINTON STREET [Cal] op 1 July 1879 as replacement for Glasgow South Side *(co n Glasgow Herald 27 June)*; clo 1 February 1965 *(Annex to BR ScotR notice Wishaw Press 15 January)*. At times GLASGOW E S in tts.
Also see CUMBERLAND STREET [GSW].

EGLOSKERRY [LSW] op 3 October 1892*; clo 3 October 1966 *(Cornish & D P 8th)*.
* = *Western Times* and *Exeter & Plymouth Gazette, both Saturday 1st*, said clearly that would open on Monday while *Cornish & Devon Post, 1st*, gave a speculative 'to-day'.

EGREMONT [WCE Jt] op 1 July 1857 *(Cumberland Pacquet 21st)*; clo 7 January 1935 *(LNW Record)*; 1936-1939 excursions to Workington Central, usually Friday evenings *(JNMC)*; reop 11 March 1940 for workmen *(U)*, 6 May 1946 for public *(notice Penrith Observer 16 April)*; clo 16 June 1947**; in use by 23 May 1949 wtt for Sellafield workmen; clo 6 September 1965. January 1952, and for about 12-15 months after, excursions to Workington Central, mostly for football; also others to 1966/1967 *(JNMC)*; BR (LM) Special Traffic Notice for week starting 31 July 1954 shows Sunday excursion stopping here. Service for Wyndham school began 8 September 1964, withdrawn on and from 19 December 1968 *(*Governors' minutes and reports in *Whitehaven News; AN155 series Kew)*.

EGTON [NE] op 2 October 1865 *(Leeds Mercury 3rd)*; still open. E BRIDGE in paper, intermittently *(hb)* and *Brad* 1881-1892 but not NE co tt *(JS)*.

ELBURTON CROSS [GW] op 17 January 1898**; finally clo 6 October 1947. According to *hbl May 1942* it had been renamed E C from E; not seen as E in *Brad* – did it reopen for workmen under that name?

ELDERSLIE [GSW]: first in *Brad* August 1875 (inspected 7 July – *Paisley Herald 10th*; GSW 'have opened' – *ibid 7 August)*; clo 14 February 1966 *(Cl)*.

ELEPHANT & CASTLE

ELEPHANT & CASTLE [LCD] op 6 October 1862 *(T 7th)*; original temporary station in New Kent Road replaced February 1863 *(Cl)*; still open.

ELEPHANT & CASTLE [Nor] op 18 December 1890 *(London Daily News 19th)*; see 1922**; still open.

ELEPHANT & CASTLE [Bak] op 5 August 1906 *(T 4th)*; see 1922**; still open.

ELFORD [Mid] op 1 July 1850 *(Mid)* as HASELOUR; became H & E 1 November 1855 wtt *(Mid)*, E & H 1 September 1864 wtt *(Mid)*, H 1 April 1904 *(hbl 28th)*, E 5 May 1914 *(hbl 14 July)*; clo 31 March 1952 *(BR notice Burton Observer 28 February)*.

ELGIN {map 3}

ELGIN [GNS] op 10 August 1852** *(GNS)* >

ELGIN [High] op 25 March 1858 *(co n Elgin Courier 26th)* >

Two later combined; ex-GNS part clo 6 May 1968 *(Aberdeen Press 5 April)*; ex-High part still open.

ELHAM [SE] op 4 July 1887 *(East Kent Gazette 9th)*; clo 1 December 1940 (Sunday) *(Cl)*.

ELIE [NB] op 1 September 1863 *(Scotsman 2nd)*; clo 6 September 1965 *(Aberdeen Press 20 August)*.

ELING JUNCTION: *Hampshire Advertiser29 March 1851* said that directors had agreed to provide station for Totton and Eling at junction with tramway recently made by Sir J Mill to his Eling Quays; first in *Brad* May 1851: *Hampshire Independent 17 May* said arrangements had recently been made for Flag Station here but listed disadvantages – e.g. although population of Eling was four times that of Redbridge only some trains stopped while all stopped at latter, fare too high; not seen in any tts in local press but stops by signal for some trains shown in *Intelligible Timetable June 1858*. Closed 1 July 1859, replaced by TOTTON. At least one later excursion, 21 July 1859: advert *Hampshire Independent 16 July* includes stops here as well as Redbridge and Totton. For details of Eling Wharf Tramway see article by Mick House in Cornwall Railway Society's website, which seems to show that this and Totton were very close, perhaps even rebuild on overlapping site.

ELLAND [LY]: public meeting 31 December 1840 appointed deputation to ask Manchester & Leeds Co to provide station *(Manchester Times 2 January 1841)*; 'intended station' *(advert ibid 21 March 1841)*; first seen in *co n* for trains from 12 April 1841 *(Manchester Courier 10th)* – not present in similar for 1 March *(ibid 6th)*, previous seen; re-sited about 200 yards east 1 August 1865 *(Cl)*; clo 10 September 1962 *(RM August)*.

ELLENBROOK [LNW]: op 1 September 1864**; clo 2 January 1961 *(RM January)*. Became E for BOOTHSTOWN 1 May 1890 *(RCG)* and thus LNW co tt 1921, LMS tt 1930 and *Brad* to closure.

ELLERBY [NE]

ELLERBY (a) E op 28 March 1864 *(line op Hull Packet 1 April, station in co tt for April, ibid)* as MARTON; renamed BURTON CONSTABLE 1 August 1864 *(Cl)*, E 1 January 1922 *(hbl 26th)*; became HALT 4 January 1960 *(RM January)*; clo 19 October 1964 *(Cl)*. Not seen as Halt in *Brad* but note added 1960 that no staff were in attendance.

ELLERBY (b), always ELLERBY: first trains 29 March or 5 April 1864 *(line op 28 March, Hull Packet and in tt for April 1st ibid)*; Tuesdays only; last trains shown July 1902 *(RCG* says clo 1 July, so perhaps should be 'last use June + tt inertia'); {Skirlaugh – Ellerby a}.

ELLERDINE [GW] op 7 July 1930 *(GW Chester Divn Rpt 1930)*; HALT; clo 9 September 1963 *(T 9th)*; {Crudgington – Peplow}. Bailey's Bridge pre-op *(RAC)*.

ELLESMERE [Cam] op 4 May 1863 *(Oswestry 6th)*; clo 18 January 1965 *(RM March)*.

ELLESMERE PORT [Birkenhead] op 1 July 1863 *(Liverpool 1st- line, in description of formal opening, 6th, ibid 7th)* as WHITBY LOCKS; renamed 1 September 1870 *(Cl; RCH dist ref 16 December)*; still open.

ELLINGHAM [GE] op 2 March 1863 *(T 5th- line*; included in inspection report); according to *Jowett's Railway Centres* (vol I, Patrick Stephens, 1993) was clo May 1916, reop August 1916, though not so shown *Cl* or items in *The Times* 5 April and 1 and 2 May 1916 – also continuously in *Brad*; aot request; clo 5 January 1953 *(T 5th)*.

ELLIOT COLLIERY (non-tt):

Agreement dated 4 November 1899 in GW Deeds Office refers to workmen's trains Rhymney Bridge/ Elliot Colliery; for Powell Duffryn Colliery; few details of site or route are known; in 2 December 1926 wtt supp as **ELLIOT PIT**; September 1930 wtt shows stops at **CWMSIFIOG COLLIERY HALT** (20 m. 3 ch.), **CWMSIFIOG** (20 m. 32 ch.), **ELLIOT PIT** (20 m. 37 ch.). 1953 wtt has miners' stop at **ELLIOT PIT COLLIERY HALT** (20 m. 61 ch.); clo 31 December 1962 *(U; JF)*; {Cwmsifiog – New Tredegar}

ELLIOT JUNCTION [DA]

ELLIOT JUNCTION first in *Brad* October 1866 but already in use: work had begun on building cottage for ticket collector according to *co ½ Dundee Advertiser* 17 December 1861 (trains already stopping?); certainly in use by 1 May 1863 when suggested as stop in

advert for those attending a sale *(ibid)* – where passengers from the south can get off. Clo 1 January 1917 *(Cl)*; back in *Brad* September 1917, Saturdays only; from 1 January 1918 served all days by Carmyllie branch trains, which started from Arbroath; main line stops resumed 1 February 1919 (given by *RCH* as reop date); clo 4 September 1967 *(RM November)*. In *hb* 1867 (only) as E & KELLYFIELD J.

E J (Light Railway Platform) op 1 February 1900, used by Carmyllie branch trains if platform in main station was not available; clo with branch?

ELLON [GNS] op 18 July 1861 *(co n Peterhead Sentinel 19th)*; clo 4 October 1965 *(Aberdeen Press 10 September* – last train will be Saturday 2nd).

ELM BRIDGE [GE] op 20 August 1883**; clo 2 January 1928 *(Bury Free Press* Suffolk *17 December 1927)*. GE co tt 1914: E B DEPOT.

ELM PARK op [LMS] 13 May 1935 *(Mid)* but only [Dist] trains used it; see 1 January 1969**: still open.

ELM ROAD CROSSING – see 20 August 1883**.

ELMERS END [SE] op 1 April 1864 *(Express, London 5th)*; still open.

Also see Croydon Tramlink (Section 7).

ELMESTHORPE [LNW] op 1 January 1864 *(co n Birmingham Daily Gazette 4th)*; clo 4 March 1968 *(Coventry Evening Telegraph 5 February)*. Became E for BARWELL and EARL SHILTON 1 February 1904 *(RCG)* and thus LNW tt 1909, LMS tt 1930 and BR tt at least to 1964.

ELMHAM – see NORTH ELMHAM.

ELMORE [LSW] op 11 April 1910 *(SR)*; HALT; clo 31 August 1914, reop 1 October 1914 *(Cl)*; clo 1 May 1930 (Thursday) *(Cl)*.

ELMS – see OYSTERMOUTH.

ELMS BRIDGE [GW] op 27 November 1933 *(co n dated 'November')*; HALT; clo 30 May 1955**; {Dingestow – Raglan}.

ELMSTEAD WOODS [SEC] op 1 July 1904 *(RCG)*; WOODS added 1 October 1908 *(RCG)*; still open.

ELMSWELL [GE] op 24 December 1846 *(Essex Standard 25th)*; still open.

ELMSWELL [NE] near Driffield: (non-tt) 'commodious landing places' on the Maldon branch 'above a mile' from Driffield provided here for Yorkshire Agricultural Show 3, 4, 5 August 1875 *(York Herald 2nd, 3 b,c)*. [One paper referred to 'excursion platforms'.]

ELMTON & CRESWELL [Mid] op 1 June 1875 *(Nottingham Journal 1st)*; clo 12 October 1964 *(RM November)*. Originally CRESWELL, later ELMTON & CRESWELL, then E & CRESSWELL, finally E & CRESWELL.

See CRESWELL DERBYSHIRE for later station on this site.

ELRINGTON [NE] op 1 March 1869 *(Shields Daily Gazette 25 February / Newcastle Courant 5 March)* became HALT Monday 30 August 1926 *(hbl 61)*; clo 22 September 1930 *(T 10 July)*.

ELSECAR

ELSECAR [Mid] op 1 July 1897 *(RCG; South Yorkshire Times 2nd)* as E & HOYLAND; renamed March 1971**; still open.

ELSECAR [GC] (non-tt): built 1870 for Earl Fitzwilliam; used for carrying his guests to St Leger – example of one such 12-15 September 1871 *(SY p 52)*; also used by villagers going to coast in summer months *(GC Society Journal December 1988, p 12)*.

ELSENHAM [GE]: line through here op 30 July 1845 *(Norfolk Chronicle Supplement 2 August)*. Detailed description of line listed two stations hereabouts:

HENHAM, about 37 miles from London; handsome brick building with booking-offices etc; near level crossing on road from Henham to Elsenham.

ELSENHAM: built on same plan as other stations on line, at end of deep cutting, by level crossing on road to Dunmow and Confield (Canfield?).

No evidence has been seen for the use of the former by passengers. Col Cobb's atlas has Elsenham re-sited north 1846 to avoid incline *(C/W* – from correspondence with H Paar); was this the move from first Elsenham to Henham, which was then renamed? Elsenham is still open.

Thaxted line platform op 1 April 1913, clo 15 September 1952.

ELSHAM [GC] op 1 October 1866 *(GC; Rtn- line)*; clo 4 October 1993 *(BLN 715)*.

ELSLACK [Mid]: decision for station taken 3 November 1848; first in *Brad* December 1848, perhaps prematurely – not in Mid co tt until 1 January 1849 (J Gough); clo 3 March 1952 *(RM April)*.

ELSON [GW] op 8 February 1937 *(Oswestry District Traffic Manager's notice 279)*; HALT; clo 10 June 1940**, reop 6 May 1946 *(Cl)*; clo 10 September 1962 *(RM October)*; {Ellesmere – Overton-on-Dee}.

ELSTED [LSW] op 1 September 1864 *(SR; co ½ 13 February 1865- line)*; clo 7 February 1955 *(Hants Chron 12th)*. ELSTEAD in *hb* 1872; 1898a should read ELSTED.

ELSTREE & BOREHAMWOOD [Mid] op 13 July 1868 *(T 14th)*; & BOREHAM WOOD added 1 June 1869 co tt *(Mid)*, back to E 1 April 1904 *(hbl 28th)*; & BOREHAMWOOD added 21 September 1953 tt *(Mid)*, removed 6 May 1974 *(Mid)*, back 16 May 1988 *(RM January 1989)*, but not in tt until 14 May 1990 ; still open.

ELSWICK [NE] op 2 September 1889 *(RCG; Newcastle Evening Chronicle 2nd)*; clo 2 January 1967 *(BR notice ibid 1 December 1966)*.

(Non-tt) temporary platform at entrance to works for visit of Shah of Persia to inspect naval guns manufactured here 24 July 1889 *(Newcastle Journal 25th)*. Another (same site?) for visit of Prince of Wales 30 June 1908 *(Newcastle Evening Chronicle 29th)*.

ELTHAM

E PARK [SEC] op 1 July 1908 *(RCG; Kentish Independent 26 June)* as SHOOTERS HILL & E P; renamed 26 September 1927 *(hbl October)* >

E WELL HALL [SE] op 1 May 1895 *(RCG; item and tt Supplement Bexley Heath ...Observer 26 April)* as W H; renamed W H for NORTH ELTHAM 1 October 1916 *(hbl 26th)*, E W H 26 September 1927 *(hbl October)* >

Both replaced by **ELTHAM** 17 March 1985, after early a.m. Sunday trains had used E P and E W H (intended 2 March but delayed by bad weather) *(BLN 509)*; E still open.
Also see MOTTINGHAM; NEW ELTHAM.
E PARK [SEC] op 1 July 1908 *(RCG)* as SHOOTERS HILL & E P; renamed 26 September 1927 *(hbl October)* >
E WELL HALL [SE] op 1 May 1895 *(RCG)* as W H; renamed W H for NORTH ELTHAM 1 October 1916 *(hbl 26th)*, E W H 26 September 1927 *(hbl October)* >
Both replaced by **ELTHAM** 17 March 1985, after early a.m. Sunday trains had used E P and E W H (intended 2 March but delayed by bad weather) *(BLN 509)*; E still open.
Also see MOTTINGHAM; NEW ELTHAM.
ELTON near Peterborough [LNW] first in *Brad* January 1847; clo 7 December 1953 *(British Transport Commission notice Peterborough Standard 27 November)*.
ELTON & ORSTON [GN]: op 15 July 1850 *(Nottinghamshire Guardian 18th)*; & O added 1924/5 *(Brad)*; still open. Had been E for O until 1899/1900 *(Brad)*.
ELTRINGHAM – see MICKLEY.
ELVANFOOT [Cal] first in *Brad* April 1848*; clo 4 January 1965 *(RM February)*.
* = line op 15 February 1848 and no mention of station here; indeed, *Caledonian Mercury (17th)* said was 18 mile gap between stations at Abington and Beattock; though station expected soon at Crawford, no mention of one here. However, *Dumfries Standard (23rd)* said that the coach from Edinburgh to Dumfries via Thornhill started for the last time on the 17th and it was 'supposed' that a coach will be started from Thornhill to join the Caledonian Railway at Elvanfoot. This would suggest that latter was expected to open shortly; indeed, since Crawford did not open until 1891 is it possible that the paper was wrong and that Elvanfoot was the expected one?
ELVERSON ROAD [Dock] op 20 November 1999 *(RM January 2000)*; still open.
ELVET – see DURHAM.
ELVINGTON near Canterbury [EK] op 16 October 1916 *(co n EK)* as TILMANSTONE COLLIERY; renamed T C HALT 1921, T 1925, E 1927 *(Brad)*; clo 1 November 1948**; {already E in *IA*}.
ELVINGTON near Selby [Derwent Valley] op 21 July 1913 *(Yorkshire Post 21st)*; clo 1 September 1926** (Wednesday) *(RM October)*. *Yorkshire Post*, *Hb*: E for SUTTON and ticket thus *(JB)*.
ELY near Cambridge
ELY [GE] op 30 July 1845 *(co n T 26th)*; clo (replacement bus) for resignalling Saturday 11 April to Friday 8 May 1992 (inclusive) *(BR tt brochure)* – see next entry; still open. Was E JUNCTION 1850s to 1870s, some tables *(Brad)*.
ELY: temporary station on site of earlier Chettisham and informally called that but officially described as 'a station near Ely' (Tony Kirby) so would not have to use official closure procedure once no longer needed: used odd days 5 October to 29 December 1991, regularly during 1992 closure for resignalling of main station (above).
ELY MAIN LINE near Cardiff [GW] op 2 September 1850 *(Cambrian 30 August)* as E for LLANDAFF; renamed 1 July 1924 *(GW circular 18 June)*; clo 10 September 1962 *(Cl)*.
EMBANKMENT
EMBANKMENT [Dist] op 30 May 1870 *(T 31st)* as CHARING CROSS; renamed C C E 4 August 1974 *(L)*, E 12 September 1976 *(L)*; still open.
EMBANKMENT [Bak] op 10 March 1906 *(co n Westminster Gazette 10th – opens at one o'clock to-day)*; see 1922**; still open. Originally E; became CHARING CROSS E 6 April 1914 *(L)*, C C 1 May 1915 *(hbl 15 July)*, then 1974 and 1976 as above.
EMBANKMENT [Nor] op 6 April 1914 *(T 6th)* as CHARING CROSS E; then 1915, 1974, 1976 as above; see 1922**. Originally single platform on loop at then 'terminus'; extra line and platform (southbound) added when line extended 13 September 1926 – now through station; still open.
[Nor] and [Bak] due to clo 8 January 2014 for escalator work; expected to reop by November 2014 *(RM December 2013)*.
EMBLETON [CKP] op 2 January 1865 *(Carlisle Patriot 7th)*; clo 15 September 1958 *(LNW Record)*.
EMBO [High] op 2 June 1902 *(co n Inverness Courier 3rd)*; clo 13 June 1960 *(T 8th)*.
EMBSAY [Mid] op 1 October 1888 *(Burnley Express 3rd)*; clo 22 March 1965 *(RM April)*.
EMERSON PARK [LTS] op 1 October 1909 *(RCG)*; originally HALT; HALT dropped 6 May 1968 *(Mid)*; still open.
EMNETH [GE]: line op 1 February 1848**, nd, May 1848 *(Topham)*; aot request; clo 9 September 1968 *(RM November)*.
EMSWORTH [LBSC] op 15 March 1847 *(Salisbury 20th)*; still open.
ENDON [NS] op 1 December 1867 *(co n Staffs Sentinel 30 November)* – line had opened 1 November but this station then only in course of erection *(Derbyshire Advertiser 8th)*; clo 7 May 1956 *(RM June)*; last football use 23 April 1960 *(BR doc)*; later use for wakes weeks and week-end specials to seaside resorts; last ? August 1964 *(letter from E. K. Stretch, 27 August 1964, Cl pap)*.
ENERGLYN & CHURCHILL PARK op 8 December 2013 *(NR Way & Works WON 307)*; still open.
ENFIELD
E CHASE [GN] op 1 April 1871 (North Londoner 8th); re-sited when line extended to Cuffley 4 April 1910 *(Luton Times 8th)*; CHASE added 1 July 1923 *(hbl 12th)*; still open.
E LOCK [GE] op 2 April 1855 as ORDNANCE FACTORY *(Sun, London 4th)*; renamed E L for ENFIELD HIGHWAY 1 April 1886 *(L)*; re-sited south of level crossing 1890/1 *(Cl)*; renamed E L for ENFIELD WASH 1 November 1910 *(RCG)* and still thus LNE tt 1933 and *hb* 1938; 'for E W' dropped 1955 *(Brad)*; still open.
E TOWN [GE] op 1 March 1849 *(T 2nd)*; TOWN added 1 April 1886 *(Cl)*; still open.
E WEST – see OAKWOOD.
ENGLISH BRIDGE – see SHREWSBURY.
ENTHORPE [NE] op 1 May 1890**; clo 20 September 1954 *(RM October)*. Later race excursions *(AB)*.
ENTWISTLE
Temp [Bolton, Blackburn, Clitheroe & West Yorkshire] station at **WHITTLESTONE HEAD** op 12 June 1848 *(LY; RAIL 1005/265-line)* >
Permanent **ENTWISTLE** [LY] op 1 August 1848 *(LY)*; aot request; still open.

Logically W H should have closed 1 August 1848 but *Brad* and *Topham* include both in August 1848 tt – error or were both briefly open together?

ENZIE [High] op 1 August 1884 *(co n Aberdeen Press 1st)* – perhaps used on 31 July – see BUCKIE; clo 9 August 1915 *(ibid Friday 30 July* – from 7 prox.).

EPPING op [GE] 24 April 1865 *(co n T 24th)*; to [Cen] 25 September 1949 – *T 26th*; still open.

EPSOM

EPSOM [LSW] op 1 February 1859**; still open. E HIGH STREET in *Brad* 1874/5 to 1883/4.

E DOWNS [LBSC] op 22 May 1865 *(co n T 20th)*; re-sited 300 yards back along line, first trains using late evening of 13 February 1989 *(RM May* – intended earlier in day but signalling problems caused delay); still open. Early LBSC notices *(T)* often carried exhortation to travellers to make sure they asked specifically for E Downs.

E TOWN [LBSC] op 10 May 1847 *(co n T 4th)*; TOWN added 1870 in some tables, to differentiate from E Downs and dropped about 1900 when E Downs given separate table; added again 9 July 1923 *(Cl)*; station clo at 12.45 a.m. on Sunday 3 March 1929 *(T 4th)*. Ex-LBSC service now used rebuilt ex-LSW station – previously through without stopping.

EPWORTH [Ax Jt] op 2 January 1905 *(RCG; Sheffield Daily Telegraph 6th)*; clo 17 July 1933 *(Leeds Mercury 28 June)*.

ERDINGTON [LNW] op 2 June 1862 *(co n Aris 31 May)*; still open.

ERIDGE [LBSC] op 3 August 1868 *(T 4th)*; still open.

ERITH [SE] op 30 July 1849 *(co n The Era 29 July)*; still open.

ERROL [Cal] op 24 May 1847 *(Perthshire Courier 27th)*; clo 30 September 1985 *(Aberdeen Press Friday 27th* said that arrangements for special train tomorrow on station's last day, i.e. 28th, had been cancelled due to lack of support. Reopened as a Museum 26 May 1990 *(Perthshire Advertiser 25th)*; trains Glasgow to Aberdeen service stopped both ways for visitors 27 September 1992 *(ibid 25th)*, 3 October 1993 *(ibid 1st, 8th)* – launch of book on station. Closed by 2000 *(Wikipedia item on station)*.

ERWOOD [Cam]: excursions 19 and 20 September 1864 to Talyllyn for Brecon races; public op 21 September 1864 *(D&C 11; co n Hereford J 24th- line)*; clo 31 December 1962 *(T 31st)*.

ERYHOLME [NE] op 10 September 1846 *(co n Catterick)* as DALTON; renamed 1 May 1901 *(hbl 25 April)*; clo 1 October 1911 (Sunday) *(RCG; Daily Gazette for Middlesbrough 12 August)*; reopened for Air Force Base use (authorised by LNE Emergency Board 17 February 1944 – *RAIL 390/1872*) but *Newcastle Journal 25 April* reported that delay in reopening was adversely commented upon at meeting of Croft RDC previous day; winter 1945/6 wtt showed additional calls for RAF personnel only; BR wtts summer 1958, 12 June 1961 and 11 September 1961 show stops both ways for railwaymen and families all days except Sundays; end of use by RAF and railwaymen ?; D JUNCTION in *Brad* until 1893/4 and NE ticket thus; {goods *IA*}.

ESCOMBE – see 1843**.

ESCRICK [NE] op 2 January 1871 *(T 3rd)*; clo 8 June 1953 *(RM July)*.

ESGAIRGEILIOG [Corris] (ng)

For **first service** through here see 1874**.

ESGAIRGEILIOG (b) op 6 March 1884 with verbal permission from Major Marindin, who had just inspected line *(Aberystwyth Observer 15th)*; clo 1 January 1931 (Thursday) *(T 13 December 1930)*.

ESHER [LSW] op 21 May 1838 *(Salisbury 28th)*; still open. First in *Brad* as E & HAMPTON COURT, but DITTON MARSH in opening notice in *T 16th*; renamed E & CLAREMONT 1844 tt *(Cl)*, E for C 1912/3 *(RCG ref October 1912)* (and thus LSW co tt 1914), E for SANDOWN PARK 1934 *(SR App)*, E 13 June 1955 *(SR App)*. Initially, *Freeling* had DITTON MARSH in line description, E & H C in fare table.

20 April 1882 platforms were added immediately west of main station for racegoers returning from Sandown Park to London *(S Spec; AB)*; clo 18 October 1965 *(U)*.

ESHOLT [Mid] op 4 December 1876 *(Shipley Times 2nd)*; clo 28 October 1940 *(Yorkshire Post Monday 28th* – last train Saturday).

ESKBANK

E & DALKEITH [NB]; line through here op 1831 so perhaps stops hereabouts in early days; something here used 23 June 1847 as temporary replacement for Dalkeith (see 1831 A** for fuller details on this); no evidence seen that it was 'closed' when Dalkeith reopened 14 July or that it stayed open but advert in *Scotsman 28 July 1847* referred to 'proposed new station' near the Gallowshall Toll; certainly available with line extension 20 February 1849 (all trains stop – *Caledonian Mercury 22nd)*. Op as GALLOWSHALL; renamed G E, then E 1850 tt *(Cl)*, E & D 1951/2 *(Brad)*; see 13 August 1948**; clo 6 January 1969 *(BR clo notice)*.

Ticket platform 200 yards long close by station used for Volunteer Review 25 August 1881; trains to go non-stop to Edinburgh from there, presume used that day only *(Daily Review, Edinburgh 24th)*.

ESKBANK op 6 September 2015**; still open; {about ½ mile south of above}.

ESKBRIDGE [NB] opened 1 July 1874 *(Edin)*; closed 1 January 1917 *(RM February)*; reopened 2 June 1919 *(RCH)*; closed finally 22 September 1930 *(Scotsman 15th)*. Early ESK BRIDGE *(hb)*, E JUNCTION *(Brad)*.

ESKDALE GREEN [Raven] (ng) op 20 November 1876 *(Raven; co annual report T 26 March 1877- line; listed in 'line has opened' item, Carlisle Express 2 December)*; clo 1 December 1908** (Tuesday), reop 27 March 1916 *(RM June)*; see 1960**.

ESKETT [WCE Jt]: op 1 February 1864**; for clo see 27 May 1874**; {map 22**}.**

ESKMEALS [Fur] op 8 July 1850**; clo 3 August 1959 *(RM August)*.

Also see MONK MOORS.

ESPLANADE – see under DUNDEE.

ESSENDINE [GN] op 15 July 1852**; clo 15 June 1959 *(Grantham Journal 29 May)*.

Ticket platform, only mention seen: civil action, train from Bourne, accident 13 May *(Grantham Journal 7 October 1893)*.

ESSEX ROAD

ESSEX ROAD (a) [Met GNC] op 14 February 1904 *(Globe 15th)*; CANONBURY & E R 20 July 1922 *(Cl; hbl ref 25 January 1923)* to 11 July 1948 *(Cl)*; clo 5 October 1975 (Sunday) for reconstruction *(T 30 August)* >

ESSEX ROAD (b) [BR] op 16 August 1976 *(T 16th)*; still open.

ESSLEMONT [GNS] op 18 July 1861 *(co n Peterhead Sentinel 19th)*; clo 15 September 1952 *(Aberdeen Press 10 September* – last train will be Saturday 13th).

ESTON {map 43}

ESTON [NE]: on main line, first in *Brad* June 1853, though it was only 19 June 1857 that platforms were reported completed *(RAIL 667/62)*; often E JUNCTION in press notices; tenders for new station 'near the junction' accepted 16 November 1864 *(RAIL 667/105)*; resited about 150 yards east c 1866 *(Wikipedia)*; became SOUTHBANK / SOUTH BANK 1 December 1877 *(LNW circ 672)*, reverted 1 May 1882 *(Cl; RCG ref April)*; clo 22 November 1885 (Sunday) *(Cl)*, when replaced by E Grange, later renamed Grangetown.

ESTON [NE], on branch, op 1 January 1902 *(RCG)*; clo 11 March 1929 *(Cl)*.

E GRANGE – see GRANGETOWN.

E MINES: on private line from Eston Junction, on main line, to Eston Depot of Bolckow Vaughan; agreement for workmen's service reached 17 February 1851, operated by S&D for 10/- per day. Market trips to Middlesbrough on Saturdays first ran 1 May 1852 *(York Herald 1st)*; probably occasional break in service; at times ran to 'top' of B V's line, at times to junction only; if latter, firm took over for rest of way, using own engines and carriages borrowed from NE. Initiative originally from Middlesbrough tradespeople, who paid S&D 13/- per week for running train (S&D got fares as well); when they pulled out in November 1853, fare raised from 3d to 4d (S&D minutes; *S&D Pass)*. This service appeared in *Brad* from December 1870 to February 1873 (inclusive), Saturdays only. In *hb* 1872 (facilities?), 1877 and 1880 ('P' only); not 1890.

ETCHINGHAM [SE] op 1 September 1851 *(notice, item Kentish Gazette 2nd)*; still open.

ETHERLEY [NE]: probably op early 1844 (see 1843**, reference to Crook). Re-sited by 16 October 1867, when considering conversion of old station into cottages *(RAIL 667/76)*; first edition OS 6 inch map shows station 20 chains further from Bishop Auckland than later site (S Bragg). Clo 8 March 1965 *(RM April)*; later use as Witton Park. E & WITTON PARK in *Brad* 1852 to 1879/80 and co tt ? to 1 July 1871 *(JS)*.

ETRURIA [NS] op 9 October 1848 *(Staffs Advertiser 14th)*; original station north of site of later Hanley Junction; re-sited on south side of road bridge 2 August 1874 for safer public access to Hanley branch platform; 23 May 2004 tt reduced to service northbound (replacement buses other way); see 18 May 2003**; clo 1 October 2005 (Saturday – last train Friday, was previously one Saturday train) *(T 1 October; RM October)*. Used 20 July 2006 when overhead line problems meant passengers alighted here and sent on to Crewe by road (J. McCrickard, *Chron 50)*. NS co tt 1910 and *Brad* 1887/9 to 1922/3: E for BASFORD.

ETTERIDGE CROSSING [High] (non-tt): Perhaps 'halt' here in early days (line op 1863) – oral family evidence but no documentary support *(Highland Railway Soc Journal, Spring 2003, pp14-15)*. See 1957**; {Dalwhinnie – Newtonmore}.

ETTINGSHALL ROAD & BILSTON [LNW] op 1 July 1852 *(Staffs Advertiser 3rd)*; clo 15 June 1964 *(Birmingham Daily Post 5 May)*. In *hb* 1862 (only) as E & B.

ETTINGTON [SMJ] op 1 July 1873 *(Stratford 4th)*; clo 23 July 1877, reop 2 March 1885**; clo 7 April 1952 *(Coventry Evening Telegraph 5th* – last today). Originally to be Eatington (as village name then spelled) but railway used spelling that fitted local pronunciation; *Stratford* journalist much piqued by this. Became E for WELLESBOURNE according to *hb* 1910a and thus *LMS list* 1933, but not LMS tt 1930.

ETWALL [GN] op 1 April 1878 *(Burton Chronicle 4th)*; lost trains with start of LNE emergency tt 2 October 1939; excursions to at least 11 August 1961 *(last BR handbill)*.

EUSTON

EUSTON main – see under LONDON.

EUSTON [Nor] City line platforms op 12 May 1907 *(L)*; see 1922**; still open.

EUSTON [Nor] Charing Cross line platforms op 22 June 1907**; still in use.

EUSTON [Vic] op 1 December 1968 *(T 2nd)*; still open.

E ROAD – see WARREN STREET.

E SQUARE [Met] op 10 January 1863 *(Morning Post 12th)* as GOWER STREET; renamed 1 November 1909 *(RCG)*; still open.

EUXTON

EUXTON [LNW] op 31 October 1838 *(co n Manch 27th)*. Opening notice calls it E LANE; it and Wigan were only intermediate stops for fast trains when stretch to Preston opened. Clo 2 September 1895 *(co n Wigan Examiner 31 August)* – replaced by Balshaw Lane & E, ¾ mile south. First in *Brad* as E LODGE; E by time details regularly given there, also thus *Robinson* 1841.

EUXTON [LY] op 22 June 1843 *(Rtn- line*)*; clo 2 April 1917 *(Leeds Mercury 22 March)*. According to *RCH dist 15 December 1911* it had at some point been renamed from E JUNCTION but not seen thus *Brad*.

* = line date also in *co n Bolton Chronicle*; and station in adverts for coach connection to Southport for sea bathing. Opening had earlier been advertised for 19th.

E BALSHAW LANE op 15 December 1997 *(BLN 814)*; on site of Balshaw Lane & Euxton, which see; still open.

EVANTON [High] op 23 March 1863 *(Inverness Courier 26th)* as NOVAR; renamed 1 June 1937 *(GWR General Instruction Circular, Cl pap)*; clo 13 June 1960 *(RM July)*.

EVENWOOD {map 31}

See 24 March 1834** for **earliest service** here.

EVENWOOD [NE] op 13 October 1858**; original station on Lands branch; continued to be served by latter's trains after Barnard Castle line opened, until re-sited on new line May 1864 *Brad*; clo 14 October 1957 *(RM December)*.

Hb 1912 showed 'P' against **PIT CLOSE COLLIERY**; presumed misprint, deleted *hb* 1916a.

EVERCREECH [SD Jt]

E JUNCTION op 3 February 1862**; JUNCTION added 20 July 1874 *(Cl)*; clo 7 March 1966 *(Shepton 11th)*. E for DITCHEAT in op tt *Shepton*; E J for CASTLE CARY in Mid co tt 1894, and thus *Brad* ? to 1955.

E NEW op 20 July 1874 *(Shepton 24th)*; clo 7 March 1966 *(Shepton 11th)*. Originally E VILLAGE in *Brad*, altered September 1874; E NEW VILLAGE in *hb* 1875a.

EVERINGHAM [NE]: line op 1 August 1848**; station op as HARSWELL GATE, Tuesdays only; full use November 1851 *Brad*; renamed 1 September 1874 *(RCG)*; clo 20 September 1954 *(RM October)*.

EVERSHOT [GW] op 20 January 1857 *(W Fly P 27th)*; became HALT 7 September 1964; clo 3 October 1966 *(W D Press 3rd)*. EVERSHOTT in GW co tt 1859, but not seen thus *Brad*. Lords Ilchester and Digby had right to stop trains; strictly lapsed with their deaths but extended to successors out of courtesy; rarely used *(Out of Course)*.

EVESHAM

EVESHAM [GW] op 3 May 1852**; still open.

EVESHAM [Mid] op 1 October 1864 *(Worcester Journal 8th 3f)*, paper says a new Midland station in course of erection within a few yards of GW station; *Worcestershire Chronicle Wednesday 24 May 1865 4d* – Midland took possession of and commenced running trains to and from their new and permanent station last week; clo 17 June 1963 *(Birmingham Daily Post 11th – line)*.

EVESHAM ROAD CROSSING [GW] op 17 October 1904 *(GW H)**; HALT; clo 14 July 1916 (Friday) *(RCH)* – probably last day (same in GM's Report 12 January 1917); {Milcote – Stratford-upon-Avon}.

* = *London Evening Standard 3 November 1904* said had been opened.

EWELL near Epsom

E EAST [LBSC] op 10 May 1847 *(T 8th/Globe)*; EAST added 9 July 1923 *(hbl 26 April)*; still open. Was E for WORCESTER PARK 1871 to 1936/7 *(Brad)* and thus LBSC co tt 1912.

E WEST [LSW] op 4 April 1859 *(L; co n T 5th- line)*; WEST added 9 July 1923 *(hbl 26 April)*; still open.

EWELL near Dover – see KEARSNEY.

EWESLEY [NB] op 19 October 1870**; HALT at clo 15 September 1952**.

EWOOD BRIDGE & EDENFIELD [LY] op 28 September 1846 *(co n Manch 3 October)*; & EDENFIELD added 1891/2 *(Brad)*; clo 5 June 1972 *(RM August)*.

EXETER

E CENTRAL [LSW] op 19 July 1860** as E QUEEN STREET; closed by collapse of tunnel at Lions Holt, morning 25 November 1865; temporary platform on line to London at POLSLOE BRIDGE (not site of later halt), Exmouth trains stopped at level crossing leading to Blackboy and Tiverton roads *(Taunton Courier 29th)*; service restored 4 December *(Western Times 5th)*. renamed 1 July 1933 *(hbl July)*; still open.

Also see NEW COURT

Ticket platform, only mentions seen: at Queen Street station it is just above station [London side]: pointsman fined for sending train onto wrong line, offence Friday week last *(Western Morning News Monday 24 September 1860)*. 16 chains from Queen Street station according to those asking for local station to replace it *(Western Times 16 June 1873),*

E ST DAVIDS [GW] op 1 May 1844 *(Taunton 8th)*; still open. St D added one table *Brad* 1854/6 but not in S Devon opening notice 30 May 1846, B&E co tt 1877, nor GW co tt until 1891/1902; *hb* 1862 had E in main entry with cross-reference St Davids at Exeter, 1873 E St D..

Ticket platform, main mentions seen: materials from disused station at Ashton, near Bristol, had been converted into ticket platform and office at Exeter *(co ½ February 1858 RAIL 1110/37)* – see Mike Hutson *Chron July 2002*. Drunk and disorderly case, culprit had joined train from Bideford at Crediton and complaint made immediately train arrived at ticket platform here; suggests platform east of St Davids used by both GW and LSW *(Exeter Flying Post 19 May 1859)*. Ticket offence culprits from Bristol. *(Express & Echo 6 May 1868)*.

In 1844 floods stopped trains from reaching Exeter. *Exeter & Plymouth Gazette 16 November* said line blocked on 13th, trains unable to go further than Stoke Canon, temporary station at Stoke Canon provided next day. Until?

E ST THOMAS [GW] op 30 May 1846 *(GW)*; initially just St T or St T E; clo 2 April 1917 *(Trewman 31 March)*; reop 3 March 1919 *(GW circ 2653)*; still open. Initially only available to/from stations on South Devon line (to/from Plymouth): S Devon tt for November 1848 (Plymouth Reference Library) says no passenger can be booked by down trains (westbound) to St T, nor by up trains from it.

EXHIBITION – see EDINBURGH; MANCHESTER ART TREASURES; WEMBLEY; WHITE CITY.

EXHIBITION CENTRE Glasgow: op 5 November 1979 *(Wishaw Press 2nd)*, on site of earlier Stobcross; op as FINNIESTON, renamed E C 1986; see 10 December 1994**; still open.

EXMINSTER [GW] op 1 September 1852 *(item Trewman's Thursday 2nd* – 'this day [Wednesday] was opened..'); clo 30 March 1964 *(Cl)*.

EXMOUTH [LSW] op 1 May 1861 *(Trewman 1st, second edition)*; still open.

Ticket platform, only mentions seen: in use June 1873 *(U)*. Item on nearby narrow escape from drowning *(Western Times 3 January 1878).* 'Old ticket platform' *(Exeter & Plymouth Gazette 30 November 1883)*, so now closed?

EXNING ROAD [GE] op 20 November 1922 *(Bury Free Press 18th)*; HALT; clo 18 June 1962 *(RM August)*.

EXTON [LSW] op 1 May 1861 *(Trewman 1st, second edition- line)* as WOODBURY ROAD; renamed 15 September 1958 *(RM October)*; HALT 28 February 1965 to 5 May 1969 *(Cl)*; aot request; still open.

EYARTH [LNW] op 22 September 1864**; clo 2 February 1953 *(RM March)*.

EYDON ROAD [GC] op 1 September 1913 *(Banbury Advertiser 11th)*; always HALT in *Brad* but PLATFORM *(hb)*; clo 2 April 1956 *(BR LM special notice Rugby Advertiser 2 March)*.

Non-tt: 11 September 1961 shows Fridays only stop at signal box here for staff purposes[w?].

EYE [GE] op 2 April 1867 *(T 3rd)*; clo 2 February 1931 *(RM March)*.

EYE GREEN [MGN] op 1 August 1866 *(Mid wtt D&C 5)*; GREEN added 1 October 1875 *(RCG)*; clo 2 December 1957 *(BR notice Peterborough Standard 8 November* – facilities for Sunday excursions will continue to be available as circumstances justify). Became E G for CROWLAND before/with RCH Distance Tables amendment 919/1 of 31 May 1917 and thus LMS tt 1930, LNE tt 1933 and *Brad* to closure.

EYEMOUTH [NB] op 13 April 1891 *(co n Scotsman 11th)*; see 13 August 1948**; clo 5 February 1962 *(Birmingham Daily Post 10 January, citing BR announcement)*.

EYNSFORD [LCD] op 1 July 1862 *(LCD)*; still open. Originally in *Brad* and *hb* as EYNESFORD; also ticket thus *(JB)*.

EYNSHAM [GW] op 14 November 1861 *(co n Oxford Chron 16th)*; clo 18 June 1962 *(T 18 May)*.

EYTHORNE [EK] op 16 October 1916 *(Dover Express 20th)*; clo 1 November 1948**. 'for GUILFORD COLLIERY' in co tt 1917/8 to 1921/1934 and *Brad* 1919/1922 to 1924/1927.

FACH GOCH – see December 1866**.

FACIT [LY] op 1 November 1870 *(item, co tt Rochdale Observer 5th)*; clo 16 June 1947**. Clearly intended clo date – *Manchester Evening News 7 May* said would close then because no longer any demand from people living along line.

FAENOL BACH – see KINMEL CAMP.

FAILSWORTH [LY] op 1 April 1881 *(Oldham E Stand 2nd)*; clo 4 October 2009**.

FAIRBOURNE [Cam] op 1 July 1897 *(RCG; co n Cambrian News 2nd)* on site of earlier Barmouth Ferry; still open.

FAIRFIELD near Buxton [LNW] op 16 December 1907 *(?);Manchester Courier 30 July 1907*: LNW now erecting ticket platform at which passengers will be allowed to alight; hope to be ready for Bank Holiday. *Ibid 24 December 1907*: has just opened. First in *Brad* January 1908); golfers, alighting, up side only; HALT at clo (and thus *hb*), 11 September 1939 *(LNW Record)*. Photograph of one-sided station here, p 37, *LMS Magazine January 1935*. In *Brad* 1909, LNW tt 1909 and LMS tt 1930 as F for GOLF LINKS.

FAIRFIELD Manchester [GC] op 17 November 1841 *(co n Manch 17th)*; re-sited 17 chains east 2 May 1892 *(Manch Cour 2nd)*; still open. Just F in time table of op notice but F & Gorton in fare table; presumably shed '& G' on opening of Gorton 23 May 1842. Became F for DROYLSDEN 1888? *(RCG ref April)*, and thus in GC co tt 1903 and LNE tt 1933; just F 6 May 1974 *(BR notice)*.

FAIRFIELDS [Forth & Clyde] first in *Brad* June 1861; SIDING, Fridays only; last October 1866 – however it continued to be shown in tts in *Stirling Observer* in 1867*; present in September tt *(5th)*, no full October tt seen, not in November tt *(14th)* – but neither was Ladylands Siding with it had normally been grouped, no later tts seen that paper – thus 'safe' closure date still to be found; {Port of Menteith – Kippen}.

* = not included in various notices in same paper that were clearly geared to Balloch steamers; Ladylands was but apparently only one way.

FAIRFORD [GW] op 15 January 1873 *(Chelt Exp 18th)*; clo 18 June 1962 *(T 18 May)*.

FAIRLIE [GSW]

FAIRLIE op 1 June 1880 *(RCG)*; became F TOWN 30 June 1952, F HIGH 2 March 1953 *(Cl: RM ref April)*, back to F 3 May 1976 tt; see 5 February 2021**; still open.

F PIER op 1 July 1882 *(co ½ 1110/149)*; last train 1 October 1971 (Thursday) *(D&D)*.

FAIRLOP op [GE] 1 May 1903 *(RCG; Barking ... Gazette 2nd)*; last steam train ran Saturday 29 November 1947 *(Clay)*; buses until reop by [Cen] 31 May 1948 *(T 1 June)*; still open.

FAIRWATER op 4 October 1987**; still open.

FAKENHAM

F EAST [GE] op 20 March 1849 *(Norfolk Chronicle 24th)*; EAST added 27 September 1948 *(RM November/December)*; clo 5 October 1964 *(RM September)*.

F WEST [MGN] op 16 August 1880 *(E D Press 16th)*; locally known as station 'at Hempton'; F TOWN until 1898/9 *(Brad)*, then F; WEST added 27 September 1948 *(RM November/December)*; clo 2 March 1959 *(T 2nd)*.

FALCONWOOD [SR] op 1 January 1936 *(Norwood News 27 December 1935)*; still open.

FALKIRK {map 11}

CAMELON (a) [EG], on line via F High; first in *Brad* November 1843; last October 1844. According to *Stirling Observer 5 June 1845* it was about to be reopened for two days per week; no confirmation or other information found.

F CAMELON (b) [NB], on line via Grahamston, op 15 June 1903 *(Edinburgh Evening News 15th)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*; clo 4 September 1967 *(Cl)*. Layout of *hb* such that impossible to decide whether it was regarded as F C or C F.

CAMELON (c) op 25 September 1994 *(BLN 738)*, 12 chains west of (b); still open.

F GRAHAMSTON [NB] op 1 October 1850 *(James)*; still open. Variously and erratically F, F G and G F in *Brad* until became F G 1 February 1903 (*hbl 29 January)* – e.g. in January 1870 F G to Perth, G to Grangemouth. In NB co tt 1900 as F G.

F HIGH [NB] op 21 February 1842 *(co n T 19th)*; HIGH added 1 February 1903 *(hbl 29 January)*; clo 9 March 1980 for tunnel repairs, reop 8 December 1980 *(RM February 1981)*; still open.

FALKLAND ROAD [NB]: op 20 September 1847**; clo 15 September 1958 *(RM October)*. Perhaps op as NEW INN (thus inspection report).

FALLGATE [Ashover] (ng) op 7 April 1925 *(Derby Daily Telegraph 8th)*; clo 14 September 1936**; {map 59}.

FALLODON [NE] (non-tt): built for Earl Grey; op ? (line op 1 July 1847 – see 24 March 1847**); used 30 July 1930 for excursion to Liberal Association Garden Party *(LNE notice, Nhumb Young)*; clo about 1935 *(U)*; FALLODEN 'P' in *hb* from 1895; 1912 'private' added; 1926a 'read FALLODON'; no change 1938; absent 1956; {Chathill – Christon Bank}.

FALLOWFIELD [GC] op 1 October 1891 *(RCG; Manchester Courier 2nd)*; clo 7 July 1958 *(Manchester Evening News Wednesday 2nd* – service comes to end on Saturday). Became F for WITHINGTON and DIDSBURY 1 November 1910 *(RCG)*; thus LNE tt 1933 and *Brad* to closure.

FALLOWS-FIELD – see SOUTH HETTON.

FALLS OF CRUACHAN

FALLS OF CRUACHAN (a) [Cal] used, non-tt, by sightseers from 1 October 1893 *(Callander)*; first in *Brad* July 1908; summers only; clo end summer 1965 (based on *Cl* – clo 1 November 1965).

It had an erratic existence – possibly non-tt use in addition to dates given. Probably closed during First War – not included in *Brad* July 1919; September 1920 shows service from Oban only; August 1921 both ways. LMS co tt 30 September 1935: served by Saturdays only 9.35 p.m. from Oban and 11.25 p.m. to Oban (sightseers??). Probably closed during Second War – not present *Brad* June 1941 or July 1945 (nor LMS tt 7 May 1945); August 1946 tt one train from Oban 1 June to 28 September inclusive; not present August 1948; August 1950 indexed but not in body of book; not present, BR (Scot) tt 25 September 1950; August 1951 *Brad* Saturdays only and thus e.g. 30 June 1952 and 17 June 1963. In September 1952 wtt shown as stop alternate Saturdays for railwaymen's wives (was this usual winter service?). HALT according to *hb*; ticket as PLATFORM *(JB)*; in *Brad* in notes so perhaps inferior status taken for granted.

FALLS OF CRUACHAN (b) op 20 June 1988 (R Hamilton, *True Line, April 2003, p 37)*; summers only; still open.

FALLSIDE [Cal] op 1 August 1872 *(co n Glasgow Herald 3rd)*; clo 1 January 1917 *(RM February)*, reop 1 May 1919 *(RCH)*; clo 3 August 1953 *(Motherwell Times 17 July)*.

FALMER [LBSC] op 8 June 1846 *(LBSC; Hants Chron 13th- line)*; re-sited about ½ mile west 1 August 1865 *(Cl)*; still open.

FALMOUTH

F DOCKS [GW] op 24 August 1863 *(R Cornwall Gaz 28th)* as F; clo 7 December 1970, when line cut back to new terminus (below); line and station reop 5 May 1975 *(RM June)*, still F; DOCKS added 16 May BR local tt *(BLN 590)*; still open.

F TOWN op 7 December 1970 *(RM February 1971)* as F, 42 chains nearer Truro than above; renamed THE DELL when original station reop, F TOWN 16 May BR local tt *(BLN 590)*; still open.

Ticket Platform: earliest reference seen, *(Lake's Falmouth Packet 24 December 1887)*; accident 19th. Clo 1 May 1903 *(U)*; train carrying Field Marshal Lord Roberts slowed as it passed ticket platform, 2 June 1903 *(Lake's ...)* – still in existence but out of use?

FALSTONE [NB] op 1 August 1861 *(Newcastle Journal 2nd)*; clo 15 October 1956** *(T 21 September)*.

FAMBRIDGE – see NORTH FAMBRIDGE.

FANGFOSS [NE] op 4 October 1847 *(co n York Herald 2nd)*; clo 5 January 1959 *(Halifax Evening Courier 25 November 1958)*.

FAREHAM [LSW] op 29 November 1841** *(SR; Salisbury 6 December- line)*; still open. F JUNCTION in *Brad* until 1853.

FARINGDON near Oxford [GW] op 1 June 1864 *(co n T 30 May)*; clo 31 December 1951 *(RM March 1952)*. Originally FARRINGDON in *hb*, altered 1879a.

FARINGDON ROAD – see CHALLOW.

FARINGTON near Preston [NU]

FARINGTON op 31 October 1838 *(Preston Chronicle 3 November)*; FARRINGTON LODGE in *Brad* 1839, then often FARRINGTON, standardised *Brad* 1850s, *hb* 1879a; clo 7 March 1960 *(RM April)*.

F MILL – see BASHALL & CO's SIDING.

FARLEY [GW] op 27 October 1934 *(Chester Div Rpt)*; HALT; clo 23 July 1962 *(RM August)*.

FARLINGTON [LBSC] op 26 June 1891 as F RACE STATION *(RCG)*; alias PORTSMOUTH R S (served Portsmouth Park Racecourse) *(U)*; out of use between 28 June 1894 and 25 April 1899, when no races were held here *(AB)*; in *hb* 1904 and 1912 'P'; closed for races 1914; racecourse became ammunition dump and station used by workmen 14 August 1914 to 1917 and 1922 to 1927 *(U)*; reop, now public, 17 June 1928 *(T 23 April)* as F HALT; clo 4 July 1937 (Sunday) *(RM June)*.

FARNBOROUGH

F MAIN [LSW] op 24 September 1838 *(co n T 20th)*; MAIN added 12 May 1980 tt *(Cl)*; still open. *Brad* 1859: F for ALDERSHOT.

F NORTH [SE] op 4 July 1849 *(Hants Chron 7th)*; NORTH added 9 July 1923 *(hbl 26 April)*; still open. *Brad* 1849: F for FRIMLEY. SR tt 1947 F N for FRIMLEY.

FARNCOMBE [LSW] op 1 May 1897 *(RCG)*; replaced Godalming Old; still open.

FARNELL ROAD [Cal]: line op 1 February 1848 *(co n RM February 1953)*, nd, May 1848 *(Topham)**; clo 11 June 1956 *(Brechin Advertiser 5th)*.

* = probably did open with line – estimates for building station here advertised in *Montrose Advertiser 26 February 1847* in same notice as those at Dubton and Bridge of Dun.

FARNHAM [LSW] op 8 October 1849 *(Hants Chron 13th)*; still open.

FARNINGHAM HOME FOR LITTLE BOYS [LCD] (non-tt): Earliest use found: temporary platform(s) for visitors' arrival and departure, laying of foundation stones of two new houses 9 July 1870 *(London Evening Standard 11th)*; according to *RM June 1962 p. 441* it opened 11 October 1870 (but that was when a Grand Concert was given to celebrate installation of gas lighting) *(Gravesend Reporter 15th)* – perhaps platform used again but no mention in reports seen. Dates of other usage have not been found. Note on home: when Princess of Wales laid foundation stone 7 July 1866, she used Farningham station ¾ miles away *(Kentish Gazette 8th)*. Home opened 20 June 1867 *(Kentish Independent 22nd)*, still in use 2 December 1949 *(Hampshire Telegraph)*, where was mention of moving boys to Waterlooville (by then Royal Navy closely interested). Many references have been seen to boys from the home, especially their much praised military style band, being present at functions elsewhere; if they went by rail, platforms both sides would have been needed; use by boys confirmed by personal information of one who was there; see *A City set on a Hill*, P. Roast, SBN 978152722450; {Farningham Road – Fawkham}. Press references can be found under this name and Horton Kirby version.

FARNINGHAM ROAD [LCD] op 3 Dec 1860 *(T 4th & 7th)* as F; later erratically F ROAD, F R & SUTTON-AT-HONE settled as F R 5 May 1975 in body of tt; still open.

FARNLEY & WORTLEY [LNW]

WORTLEY op 8 October 1848 (a Sunday; *co n Leeds Times 7th)*; renamed W & FARNLEY 1 February 1877 *(RCG)*; replaced by >
New station with opening of viaduct line to Leeds 1 March 1882 *(LNW Officers 23189; see Stewart Smith, Chron January 2021)*, as W & F; renamed F & W 1891 tt *(JS; RCG ref April)*; clo 3 November 1952, but facilities kept for incoming Leeds United fans *(RM December)*, until ?; still used by a few stopping trains to pick up/set down railway workmen *(Rly Obs October 1960, p 317)*.

FARNSFIELD [Mid] op 3 April 1871 *(Mid)*; clo 12 August 1929 *(T 13th)*; later excur *(U)*.

FARNWORTH near Bolton [LY]: for op see 29 May 1838**; clo 1 December 1838 – 'station at north end of the tunnel at Halshaw Moor will be given up' *(co n Manchester Times 24 November)*; 1845 – *co n* for additional trains from Saturday 20 September mentioned stop here, two one way, one the other) *(ibid 13th)*; *co n Bolton Chronicle 25 October* gave a long list of trains stopping here from 27 October – now full use, as Halshaw Moor station, north end of tunnel; early indiscriminately TUNNEL, F, H M and various combinations; F & H M from 1870 tt; settled as F 6 May 1974 *(BR notice)*; still open.

N.b. from September 1845 stations named Farnworth and Halshaw Moor were open together. See MOSES GATE for the other Farnworth.

FARNWORTH near Widnes

F & BOLD [LNW]: for line op see 1832 B**, nd, June 1852; & BOLD added 1 February 1890 *(hbl 24 April)*; clo 18 June 1951 *(RM August)*.

Also see WIDNES.

FARRINGDON near Alton [SR] op 15 May 1931 *(Cl 29)* as FARINGDON PLATFORM; became F 8 July 1934 *(JS)*; HALT 1938 *hb*, but not *Brad*; clo 7 February 1955 *(Hants Chron 12th)*.

FARRINGDON

FARRINGDON London [Met] op 10 January 1863 *(Morning Post 12th)* as F STREET – temporary terminus in Victoria Street according to *Lloyd's Weekly Register (11th)*; new station op 23 December 1865, though old did not clo until 1 March 1866 when widened lines platforms op *(L)*; became F & HIGH HOLBORN 26 January 1922 *(L; hbl ref 25 January 1923)*, F 21 April 1936 *(L; hbl ref May)*; still open. F STREET OR CITY in *hb* 1863a (only).

FARRINGDON [Elz] added 24 May 2022 (BBC News); still open.

FARRINGTON GURNEY [GW] op 11 July 1927 *(co n W D Press 9th)*; HALT; clo 2 November 1959 *(Shepton 6th)*.

FARTHINGHOE [LNW] first in *Brad* October 1851*; clo 3 November 1952 *(BR notice Banbury Guardian 30 October)*.

* = non-completed station mentioned at meeting at Banbury 21 April 1851 *(Oxford Chronicle 26th)*.

FARWORTH: see 1835 B**.

FASLANE JUNCTION [LNE] (non-tt): PLATFORM; workmen on Loch Sloy HEP scheme; included German POWs from nearby camps to Inverary and Glen Falloch for this, trains serviced and engines turned at Crianlarich (Dr J McGregor); op 26 August 1945; clo later 1940s (shown 6 October 1947 wtt); {Rhu – Shandon} *(U)*.

FAULDHOUSE [Cal] op 9 July 1869 *(co n Edinburgh Evening Courant 9th)*; became F NORTH 3 March 1952; reverted 3 May 1976 tt; still open.

FAULDHOUSE & CROFTHEAD [NB] op 2 June 1845**; last in *Brad* April 1848 (but see 1848**); back August 1850; last December 1852; reop 19 September 1864 *(AC&W 17th, 24th)*; op as C, became C for F 1 June 1899 *(hbl 13 July)*, F & C 1 September 1906 *(hbl 25 October)*; clo 1 May 1930 (Thursday) *(co n Scotsman 7 April)*.

FAVERSHAM [LCD] op 25 January 1858** *(SE Gazette 26th)*; still open.

FAWDON [TWM] op 10 May 1981 *(Tyneside; Newcastle Evening Chronicle 8th – line)*; at/near earlier Coxlodge; still open.

FAWKHAM (ROAD) – see LONGFIELD.

FAWLEY near Hereford [GW] op 1 June 1855**; clo 2 November 1964 *(Cl)*.

FAWLEY HANTS [SR] op 20 July 1925 *(T 20th)*; clo 14 February 1966 *(RM February)* – last train Friday, 11th; {map 128}.

FAYGATE [LBSC] op 14 February 1848 *(Hants Chron 12th)* as FAY GATE; altered 5 December 1953 *(Cl)*; still open.

FAZAKERLEY [LY] op 20 November 1848**; op as SIMONSWOOD; was AINTREE when first in *Brad* December 1850; renamed F 1860 *(Brad)*; still open.

FEARN [High] op 1 June 1864 *(Aberdeen People's Journal 4th)*; still open.

FEATHERSTONE

FEATHERSTONE (a) [LY] op 1 April 1848 *(co n Leeds 1st)*; clo 2 January 1967 *(Cl)*; used by rugby supporters at least until May 1975 *(U)*.

FEATHERSTONE (b) op 11 May 1992 *(RM June)*; still open.

FEATHERSTONE PARK [NE] op 19 July 1851 *(NC)*; PARK added 1 January 1902 *(hbl 23rd)*; clo 3 May 1976 *(Newcastle Journal Monday 3rd – last train Saturday)*. Became HALT in *Brad* 1933/4 until 1936/7; not thus in *hb* 1938; perhaps also halt of sorts later – note added *Brad* 1960 that was unstaffed (see COANWOOD).

FEERING [LNE] op 1 January 1934 (P Paye, *The Tollesbury Branch*, OPC, 1985); HALT; clo 7 May 1951 *(T 8th)*; {Kelvedon – Inworth}.

FELIN FACH [GW] op 12 May 1911 *(Liverpool Journal of Commerce 15th)* as YSTRAD CARDIGANSHIRE; renamed 1 January 1913 *(hbl 23rd*, which gave previous name as Y); clo 12 February 1951 *(Cl)* – see 1951**.

FELIN FOEL – see 1887**.

FELIN FRAN [GW] op 2 January 1922 *(GW circular)*; HALT; clo 11 June 1956 *(T 8th)*.

FELIN HEN [LNW] op 1 July 1884 *(Carnarvon & Denbigh Herald 5th)*; became HALT 1939 *(Brad)*; clo 3 December 1951 *(North Wales Weekly News 1 November)*. VELINHEN in paper cited for opening.

FELINDYFFRYN [GW] op 10 June 1935 *(GW source Cl pap)*; HALT; clo 14 December 1964**.

FELIXSTOWE [GE] {map 71}

FELIXSTOWE op 1 July 1898 *(T 2nd)* as F TOWN; TOWN dropped 20 February 1969 *(Cl)*; still open.

F BEACH op 1 May 1877 *(Ipswich Journal 3rd)*; in *Brad* as F TOWN; became F BEACH 1 July 1898 *(RCG)*; summers only from 2 November 1959 (also used for a few Sundays either side of strict summer tt); clo 11 September 1967 *(Cl)*. Early tickets exist for just F (D. Geldard).

For brief period mid-1930s shuttle operated between wooden platform south of station level-crossing and PIER (Adderson & G Kenworthy, *Branch Lines to Felixstowe and Aldeburgh*, Middleton, 2003).

F PIER first in *Brad* July 1877*; clo 11 September 1939, reop 3 June 1946 *(RM November)*; clo 2 July 1951 *(RM August)*.

* = inspection report for line, dated 28 April, says extension to Pier incomplete; that saying extension satisfactory dated 8 June (both *MT 29/38)*. Certainly in use 27 June *(item Ipswich Journal 30th)*.

FELLGATE [TWM] op 31 March 2002 *(Rly Obs May)*; still open.

FELLING

FELLING [NE]: op 12 October 1839 by Brandling Junction *(co n Newcastle Journal 12th)*; re-sited west 18 November 1896 *(Cl)*; clo 5 November 1979 *(Cl)* for conversion >

FELLING [TWM] op 15 November 1981 *(Tyneside)*; still open.

FELMINGHAM [MGN] op 5 April 1883 *(Norfolk Chronicle 14th)*; clo 2 March 1959 *(T 2nd)*.

FELSTED [GE] op 22 February 1869 *(GE- line; MT 6/56/8)* as FELSTEAD; altered 5 June 1950 *(Cl)*; clo 3 March 1952 *(Herts & Essex Observer Friday 7 March* – last train Saturday); last excursion Bank Holiday Monday 1964 *(Bishops Stortford)*. LNE tt 1933: FELSTEAD for LITTLE DUNMOW and thus *Brad* to 1950.

FELTHAM [LSW] op 22 August 1848 *(T 24 July, co n T 21 Aug)*; still open.

FEN DITTON [GE] op 20 November 1922 *(Bury Free Press 18th)*; HALT; clo 18 June 1962 *(RM August)*; {Barnwell – Quy}.

FENAY BRIDGE & LEPTON [LNW] op 7 October 1867 *(Huddersfield 12th)*; & L added 1 September 1897 *(RCG)*; clo 28 July 1930 *(Leeds Mercury 10th)*.

FENCEHOUSES [NE]: line op 9 March 1840 *(NE maps)*, nd, about August 1841 *(Robinson)*; sometimes FENCE HOUSES early (NE wtt 1861 two words in main table, one in branch); clo 4 May 1964 *(Cl)*. Used for Durham Miners' Gala trains 18 July 1964 *(Railway World, August 1973, January 1974).*

FENCHURCH STREET - see LONDON.

FENCOTE [GW] op 1 September 1897 *(co n Ephemera)*; clo 15 September 1952 *(Railway Exec n WR Kington Times 23 August)*.

FENISCOWLES [LY/LU] op 1 December 1869**; clo 4 January 1960 *(Liverpool Echo 10 December 1959)*. In *Brad* as above in LY tables but FENNISCOWLES in LNW tables until 1872 and LNW ticket thus *(JB)*. In LNW co tt to FENISCOWLES in index 1875/82, but body 1891/1900.

FENITON [LSW] op 19 July 1860** as F; renamed OTTERY ROAD 1 July 1861 *(Cl)*, OTTERY ST MARY February 1868 tt *(JS)*, O R & F April 1868 tt *(JS)*, SIDMOUTH JUNCTION 6 July 1874 *(Cl)*; clo 6 March 1967, still S J *(Express & E 6th)*; reop 3 May 1971 *(RM March)* as F; still open. 1867 *hb*: entries for F and O R.

FENNANT ROAD [GW] first in *Brad* October 1907; HALT; clo 29 March 1915**; {map 75}.

FENNS BANK [Cam] op 4 May 1863 *(Oswestry 6th)*; clo 18 January 1965 *(RM March)*.

FENNY COMPTON

FENNY COMPTON [GW] op 1 October 1852 *(Oxford Journal 2nd)*; clo 2 November 1964 *(Birmingham Daily Post 22 October)*.

FENNY COMPTON [SMJ]: line op 5 June 1871 *(Oxford Chron 10th)*; op own station 1 July 1873, with next stretch of line; clo 23 July 1877; reop 2 March 1885**; clo 7 April 1952 *(Coventry Evening Telegraph Saturday 5th* – last today). According to *Cl* this was F C WEST but not seen thus *Brad* or *hb* – added later when goods only.

FENNY STRATFORD [LNW] op 18 November 1846**- line; still open.

FENTON [NS]

FENTON op 1 August 1864 *(Birmingham Daily Gazette 2nd)*; re-sited from east to west of level crossing (about 120 yards) to enable crossing to be replaced by over-bridge 1 November 1905 *(Staffs Sentinel 31 October* - 'tomorrow'); clo 6 February 1961 *(Cl)*: later wakes week use, last probably 11 August 1962 – not mentioned in 1963 leaflet *(AB)*.

F MANOR op 1 October 1889 *(Staffordshire Sentinel 30 September)*; clo 7 May 1956 but still available for excursions *(RM June)*.

FERGUSLIE [Cal] (non-tt): excursion station near Paisley St James *(U)*; according to *The Paisley & Barrhead District Railway* by Jack Kernahan, Lightmoor Press, 2016, line opened (goods only) 1 June 1905 but never for passengers because unable to compete with electric tram but none of Paisley's five passenger stations had a dock platform so this was used occasionally for special excursion trains starting from Paisley enabling passengers to join their train without undue hurry. No details of use known.

FERNDALE [TV] op as private station for D. Davis & Sons in 1868; they ran train for own employees and at one stage allowed public use but stopped this when local population grew and there was a danger of their own workers being crowded out; then public used guards vans on mineral trains until the antics of a drunk stopped that; clo 13 March 1875; op to public 5 June 1876 *(Cardiff T 10th)*; clo 15 June 1964 *(RM August)*.

FERNHILL op 3 October 1988 *(Aberdare)*, free publicity service on 2nd; still open.

FERNHILL COLLIERY [TV] (non-tt): miners; 1875 to ?; {beyond Treherbert} *(Trans)*.

FERNHILL HEATH [GW] op 18 February 1852 *(Worcester Chronicle 18th)* as FEARNALL H; renamed 1 July 1883 *(RCH dist 31 December)*; clo 5 April 1965 *(Cl)*. *Brad* at first FEARNEL H some tables.

FERNIEGAIR [Cal] op 1 December 1866 *(Edinburgh Evening Courant 3rd)* as northern terminus of line detached from system, coach connection to Hamilton; linked to system 1 April 1868 by line via Motherwell Bridge (which see); link diverted to Hamilton 2 October 1876, with new station at F; clo 1 January 1917 *(Cal wtt 11 July 1921)*; {map 16}. See CHATELHERAULT for later station nearby.

FERRIBY [NE] op 2 July 1840 *(Hull 10th)*; still open.

FERRY near Chichester [WS] op 1 August 1898 *(D&C 2)*; F SIDING until 1911 *(Brad)*; clo 12 January 1935**.

FERRY near Wisbech [MGN] op 1 August 1866 *(Mid op working tt D&C 5)*; clo 2 March 1959 *(T 2nd)*; {map 66}.

FERRYBRIDGE [SK] op 1 May 1882 *(RCG; Leeds Times 29 April)*; clo 13 September 1965 *(T 4th)*. For a long time indiscriminately FERRY BRIDGE/F B JUNCTION; to F for KNOTTINGLEY 1 June 1901 *(hbl 11 July)*, and thus LNE tt 1933, *hb* 1938, and *Brad* to 1955.

FERRYHILL

Two companies' services through here; not known if separate stations; both later [NE].

[Clarence] – see 1835 A**; first *Brad* evidence November 1844.

[York, Newcastle & Berwick] service began 19 June 1844 *(co n T 24 May- line*, included in description of formal opening, 18th, in *Leeds Mercury 22nd)*; clo 6 March 1967 *(RM March)*. Early indiscriminately FERRY HILL/F H JUNCTION; MAINSFORTH in *Leeds* description of opening.

FERRYHILL – see ABERDEEN.

FERRYPORT-ON-CRAIG – see TAYPORT.

FERRYSIDE [GW] op 11 October 1852 *(Bristol Times 16th)*; aot request; still open.

FERSIT [LNE] op 1 August 1931 *(LMS PCC 213)*; HALT; clo 31 December 1934 *(Cl)*; {Tulloch – Corrour}. *Scotsman 29 July 1931* said it was mainly for workers on Lochaber power scheme but helpful for tourists also, but did not specify exact opening date.

FESTINIOG {map 78}

FESTINIOG [Festiniog & Blaenau] (ng) op from north 30 May 1868**; last train 5 September 1883.

FESTINIOG [GW] op from south 1 November 1882 *(N Wales Express 3rd)*; clo 4 January 1960 *(RM March)*. This was standard gauge replacement for the above but for a while both stations open together, as termini of separate services. Through service to north began 10 September 1883.

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

FFAIRFACH [GW] op 24 January 1857 *(Carmarthen 23rd)*. Minutes of 12 April 1870 said it was to be closed 1 May – but 12 May said to be closed 1 June *(Llan)*. *Western Mail (10 May)* said had reconsidered and trains would continue to stop (presumably only temporary reprieve). This one really does seem to have closed (also see Llandilo Bridge): *Brad* omitted May 1870– presumably prematurely; still missing August and September 1873 (but September table then marked 'No information, accuracy doubtful'); back October 1873. TTs in *Cambrian*: up to and including 1 July 1870 trains shown stopping; 8 July 1870 included without any trains; by January 1873 omitted completely; back, with trains, 10 October 1873, in tt headed 'October' (for some weeks previously paper had said times had not been received). From April 1874 separate tables were provided in the GW section of *Brad* for the southern part of the line and in the LNW section for the whole Llanelly system; Ffairfach was included in the former but not the latter, though e.g. Derwydd Road was there. Became HALT 1 May 1961 *(RM June)*; HALT dropped 5 May 1969 *(Cl)*; aot request; still open.

FFOCHRIEW PITS [GW/Rhy] (non-tt): alias FOCHRIW PITS/COLLIERY; used at least 1897 to 1928 by miners; {branch from Cwm Bargoed} *(U)*.

FFRIDD GATE [Corris] (ng)

For first service through here, see 1874**.

FFRIDD GATE first in *Brad* July 1887; aot request; clo 1 January 1931 (Thursday) *(T 13 December 1930)*.

FFRITH [Wrexham & Minera Joint] op 2 May 1898 *(Wrexham 7th)*; clo 27 March 1950 *(RM May)*.

FFRONFRAITH – see FRONFRAITH.

FIDLERS FERRY & PENKETH [LNW] op 1 February 1853 *(T 16th- line)* as FIDLERS F; & PENKETH added June 1864 *Brad* (decision taken 16 February by LNW Traffic Committee); became FIDDLERS F & P March 1881 co tt, FIDLERS F & P 3 May 1920 co tt; clo 2 January 1950 *(LNW Record)*.

LNW dates contains letter from the Clerk to Penketh Parish Council, dated 4 December 1920: Fidlers Ferry seems to have derived name from a tenant of Ferry Tavern. No record of ferry being used by a Fiddler or Fiddlers [should that be a fiddler …?]. In all books belonging to Parish of Penketh it is 'Fidlers Ferry'. P.S. John Fidler was tenant of Ferry Hotel 1794-1802.

FIGHTING COCKS [NE]: line opened 10 October 1825 (see 1825**), nd; mention of connecting omnibus in advert *Newcastle Journal 21 April 1838*; in *Whishaw* 1840 and *Robinson* (notes) about August 1841, as F C, and thus in report of accident 25 June 1842; first in *Brad* November 1846, as MIDDLETON & DINSDALE; **(**'Middleton' is in fare table tt *Durham Chronicle 29 June 1839);* renamed F C 1 September 1866 *(Cl)*; clo 1 July 1887 *(Newcastle Courant 1st)*, replaced by Dinsdale on deviation; {map 36}.

FILEY

FILEY [NE] op 7 October 1846**; still open.

F HOLIDAY CAMP [LNE]: Perhaps use by general public towards end of 1946 season (November) – certainly intention, and by special train Monday 21 October 1946 provided by Sir Billy Butlin for guests at opera put on at camp. Certainly used by campers 3 May 1947 (10 May delayed formal opening). Generally Saturdays only during season, but experimental Wednesday service, locally advertised, ran to/from Hull 21 July to 25 August 1976 *(British Railway Journal no. 42; Butlin's)*. Road train to Butlin's via private subway. Last train Saturday 17 September 1977 *(Cl)*.

FILLEIGH [GW] op 1 November 1873 *(W Som F P 1st, 8th)* as CASTLE HILL; renamed 1 January 1881 *(GW source Cl pap) – Ex & Plym (4th)* said had originally been named after Lord Fortescue's seat but now changed to avoid confusion with C H near London; clo 3 October 1966 *(Som Gaz 7th)*. Original Act for line gave Lord Fortescue, his heirs, visitors and occupiers of Castle Hill Mansion right to stop trains *(Out of Course)*.

FILTON

FILTON [GW] op 8 September 1863 *(co n W D Press 7th)*; re-sited slightly north 4 October 1886; became F JUNCTION 1 May 1910 *(Cl)*, reverted 6 May 1968 tt; effectively replaced by F Abbey Wood but retained token service, Saturdays only, until last train 31 May 1997.

F ABBEY WOOD op 11 March 1996 *(Bristol E P 11th)*; still open.

F HALT [GW] op 9 May 1910 *(W D Press 10th)*; clo 22 March 1915 *(GWR leaflet, RAIL 936/49)*; reop for engineering staff 1 April 1917; removed for line doubling but stops made here, as FILTON WEST JUNCTION until ceased by / from 10 October 1917 *(Notice 82)*.

Also see NORTH FILTON (later on site used by F Halt).

FIMBER – see SLEDMERE.

FINCHLEY

F CENTRAL [GN] op 22 August 1867**; as F & HENDON; renamed F 1 February 1872 *(Cl; RCG ref January)*, F CHURCH END 1 February 1894 *(hbl 26 April)*; F C 1 April 1940 *(hbl March)*; transferred to [Nor] 14 April 1940; still open.

Also see EAST FINCHLEY; WEST FINCHLEY.

FINCHLEY ROAD

FINCHLEY ROAD op [Met] 30 June 1879 *(T 3 July)*; aot alias F R SOUTH HAMPSTEAD (*Ug*, but not seen thus *Brad*). [Bak] added 20 November 1939 *(T 18th)*; transferred to [Jub] 1 May 1979 *(Daily Mirror 30 April)*. Still open.

FINCHLEY ROAD [Mid] op 13 July 1868 *(T 14th)* as F R & ST JOHNS WOOD; renamed 1 September 1868 wtt *(Mid)*; re-sited on new passenger lines 3 February 1884 *(Mid)*; clo 11 July 1927 *(hbl 64)*.

F R & FROGNAL [LNW] op 2 January 1860 *(T 2nd)*; & F added 1 October 1880 *(L; LNW Officers recommended 16 September)*; clo (route modernisation) 29 October 1995 *(BR leaflet NLL/DAL/A100);* reop 30 September 1996; still open. F R & F for ST JOHNS WOOD in *Brad*, but not any other sources seen.

FINDHORN [High] op 18 April 1860 *(Elgin Courier 20th)*; clo 1 February 1869 *(Rtn; Aberdeen Press, Wednesday 27th* – has been announced that it will not be worked after the 29th).

FINDOCHTY [GNS] op 3 May 1886**; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

FINEDON [Mid] op 9 June (probably) 1857 *(Stamford Mercury Friday 12th – 'Tuesday last')*; clo 2 December 1940 *(LNW Record)*.

FINGASK [GNS] op 1 June 1866? Railway tickets to be issued for trains at least twice a day, a platform has been set up near the Bridge of Muirtown *(Dundee Advertiser 25, 26 May)*, though not in *Brad* until July 1870; became F PLATFORM 1907/8, F HALT 1924/5 *(Brad)*; aot request; clo 2 November 1931 *(Aberdeen Press 20 October)*.

FINGHALL LANE [NE] op 19 May 1856 *(RCG- line)*; clo 26 April 1954 *(T 20th)*; occasional use 1984 to 1988 as F.

FINMERE [GC] op 15 March 1899 *(Buckingham Advertiser 18th)*; became F for BUCKINGHAM 1 July 1899 *(hbl 27 April)* and thus GC co tt 1903; reverted to F 1913/14? *(RCG ref January 1914)*; clo 4 March 1963 *(RM March)*.

FINNIESTON

FINNIESTON [NB] op 15 March 1886 *(Scotsman 16th)*; clo 1 January 1917 *(RM February)*. At times GLASGOW F in tts.
Also see EXHIBITION CENTRE.

FINNINGHAM [GE] op 2 July 1849 *(Bury & Norwich Post 4th)**; clo 7 November 1966 *(RM January 1967)*.
* = 7 June 1848 was goods opening *(EC)*.

FINNINGLEY [GN/GE] op 15 July 1867 *(GN/GE; GN co ½ T 19 August- line)*; clo 11 September 1961 *(RM September)*; later excur, royal trains *(U)*.

Temporary platform about one mile west 19 September 1981, RAF air display *(RM September)*; used again as F HALT for display 4 September 1982 *(AB)*, 17 September 1983 and, as F, 1 September 1984 *(IU)*, 20 September 1986 *(BLN 548)*, 17 September 1987* *(BLN 572)*, 17 September 1988 *(BLN 595)*; 23 September 1989 *(BLN 620)*.
* = this was a Thursday, all others Saturdays – misprint for 19th?

FINSBURY PARK

FINSBURY PARK [GN] op 1 July 1861 *(co n dated 28 June)* as SEVEN SISTERS ROAD; renamed 1869/70 *(JS, L, Cl* give different dates, 1 August 1869, 15 November 1869, 1 January 1870; there was an *RCG ref January 1870)**; still open. According to *L* and *JS* was S S R HOLLOWAY until renaming but not seen thus *Brad* (space?).
* = confusion perhaps result of local usage: GN tt *Bedfordshire Times* made change with January tt. Adverts for houses in *Clerkenwell News* sometimes called it F-p or S S R station – e.g. *8 October 1869*; Park itself opened to public 21 August 1869 *(ibid 23rd)*.

FINSBURY PARK [Met GNC] op 14 February 1904 *(St James's Gazette 15th)*; clo 4 October 1964 (Sunday) *(RM October)* >
Replaced by BR service, from Moorgate, which began 8 November 1976, using new tunnel and alignment to ex-GN station; still open. For reuse of tunnels see >

FINSBURY PARK [Picc] op 15 December 1906 *(co n T 14th)*; southbound line diverted through old Met GNC northbound tunnel 3 October 1965 and own southbound tunnel closed (but see next); still open.

FINSBURY PARK [Vic] op 1 September 1968 *(T 2nd)*; northbound platform was ealier Picc southbound, southbound old Met GNC southbound; still open.

FINSTOCK [GW] op 9 April 1934 *(co n, undated)* as HALT; renamed 5 May 1969 *(GW H)*; closed for three weeks during February 1993 for platform modifications *(RM May)*; aot request; still open.

FIRBECK COLLIERY [S Yorks Joint] (non-tt): excursions from July 1929 (to Blackpool) until 1966 *(S Yorks Joint)*; {branch from just south of Tickhill}.

FIRSBY [GN] op 4 September 1848**; clo 5 October 1970 *(T 16 July)*. Op as F, SPILSBY & WAINFLEET (at times in *Brad* as F, S &c); became F & S 1854/6, F for S 1863/4, F 1868/9 *(Brad)*.

Ticket platform: only reference seen: accident 3 December 1879 *(Stamford Mercury 12th)*.

FISHBOURNE SUSSEX [LBSC] op Sunday 1 April 1906 *(Hampshire Telegraph 24 March)* as HALT; renamed 5 May 1969 *(SR App)*; SUSSEX added body 1980 tt; still open.

FISHERROW [NB]:

FISHERROW (a): op 1831; replaced by Musselburgh, which op 14 July 1847 but perhaps actually clo 1 February 1847; see 1831 A** for more detail, F station Musselburgh in *co n Caledonian Mercury 31 March 1842*; {map 18}.

FISHERROW (b): on main line, which op 22 June 1846; certainly op by 2 July 1846 (date on *co n of alterations* in *Scotsman 4th*), where served by stopping trains to Musselburgh (later Inveresk); also mentioned (in note that extra train for gardeners and fruiterers from Haddington would not stop here) in *co n* dated 29 June 1847 *(Scotsman 30th)*. Sited at / near later Newhailes? Clo ? – probably early since no later references known – when Musselburgh branch opened?

FISHERSGATE [LBSC] op 3 September 1905 *(Brighton Gazette 2nd)* as HALT; renamed 5 May 1969 *(SR App)*; still open.

FISHGUARD [GW]

F & GOODWICK (a) op 1 July 1899* *(Carmarthen Weekly Reporter 7th)* as G; renamed 1 May 1904 *(hbl 29 April)*; clo 6 April 1964 *(Cl)*; workmen used to 3 August 1964 (see Trecwn). Motorail seasonal use 19 June 1965 to 16 September 1972 (inclusive) *(BR publicity; wtts)*; also 1977.
* = J. P. Morris, *The North Pembroke & Fishguard Railway*, Oakwood, 1969 said op 1 August (1 July goods) but in a later book, *The Railways of Pembrokeshire*¸ H. G. Walters of Tenby, 1981, p 125, he says first passenger train left here 1 July, date used by most, but supporting detail is same as earlier work, only 10 passengers on it. Not in *Brad* until August; perhaps source of confusion.

F & GOODWICK (b) 14 May 2012; same site as (a); *(RM June 2012)*.

F HARBOUR [GW] op 30 August 1906 *(T 31st)*; still open.

FISHPOND: see 4 October 1929**.

FISHPONDS [Mid]

FISHPONDS (a) first in *Brad* October 1849, same in tts *Bristol Merc (6th)* – first train 4th? ; Thursdays & Saturdays only; last train Thursday 31 August 1850 – service ended on and from 1 September *(Mid co Traffic Committee Minute790)*.
Earlier use: school children's excursion picked up and set down here in September 1846 *(Gloucester J 12 September*).

FISHPONDS (b) op 19 March 1866 *(Western Daily Press 20th)* as FISHPONDS; first in *Brad* April 1866 as STAPLETON (renamed this 1 April, *Derby Train Office Records)*; renamed FISH PONDS 1 January 1867 *(Mid)*, became one word 1910 *hb* appendix, but 1 May 1939 LMS tt *(C/W)*, though as late as 1959 *Brad* was using two-word form in one table, one-word form in another; clo 7 March 1966 *(WR Alterations leaflet P11-449)*.

FISKERTON [Mid] op 4 August 1846 *(line Leicestershire Mercury 1st, station in description of formal opening on 3rd Lincolnshire Chronicle 7th)*; still open. Was F for SOUTHWELL 1 January 1850 co tt to May 1860 *Brad (Mid)*.

FITTLEWORTH [LBSC] op 2 September 1889 *(co n W Sussex)*; clo 7 February 1955 *(co n W Sussex)*.

FITZWILLIAM

FITZWILLIAM (a) [LNE] op 1 June 1937 *(co n Penistone .. Express 29 May)* as HALT; renamed 16 June 1947 *(Cl)*; clo 6 November 1967 *(RM December)*.

FITZWILLIAM (b) op 1 March 1982 *(RM June)*; still open.

FIVE MILE HOUSE [GN] op 17 October 1848 *(co n T 16th)*; clo 1 January 1851 *(co n The Era 29 December 1850)*; reop 1 September 1865 *(Cl)*; clo 15 September 1958 except for fishing season* Saturday and Sunday advertised anglers' trains to/from Sheffield and Rotherham *(Sleaford Gazette 8 August)*. Although in public tt summer 1964, station already closed; final call Sunday 8 September 1963 *(BR ER P&PRO letter PR179/1, 19 August 1965)*. * = June 16 to March 15 in paper cited

FIVE WAYS

FIVE WAYS (a) [Mid] op 1 July 1885 *(Mid)*; through station which replaced Granville Street terminus (see BIRMINGHAM); clo 2 October 1944 *(LNW Record)*.

FIVE WAYS (b) op 8 May 1978 *(Birmingham Daily Post 8th)*; still open.

FLADBURY [GW] op 3 May 1852**; clo 3 January 1966 *(RM February)*.

FLAG STATION – see GLANLLYN

FLAMBOROUGH [NE]: line op 18 October 1847**, nd, May 1848 *(Topham)*, however mentioned in advert for sale 6 March 1848 *(Hull Advertiser 3rd)*; at first MARTON, renamed 1 July 1884 *(Cl)*; clo 5 January 1970 *(Cl)*. *Topham* 1849, NE co tt 1880: M for F. *Brad* 1858-9 had it successively as M for F, M from F, M or F: 'This would appear to be nonsense' *(JS)*.

FLAX BOURTON [GW] op 1 September 1860 *(BE minutes: RAIL 75/33)* as B; renamed 1 September 1888 *(Cl; RCG ref October)*; re-sited ¼ mile west 7 November 1893 *(Bristol Mercury 8th)*; clo 2 December 1963 *(Cl)*.

FLAXBY – see GOLDSBOROUGH.

FLAXTON [NE] op 8 July 1845**; clo 22 September 1930**.

FLECKNOE [LNW] op 1 August 1895 *(LNW Officers 36165, 36425; Northampton Mercury 2nd)*; clo 1 August 1917 (Wednesday) *(RCH supp notice 2 April 1918)*, reop 1 March 1919 *(Cl)*; clo 3 November 1952 *(BR notice Banbury Guardian 30 October)*.

FLEDBOROUGH [GC] op 15 December 1896 *(Derbyshire Times 19th)*; clo 19 September 1955 *(BR ER internal notice August)*.

FLEET near Basingstoke [LSW] first in *Brad* February 1848, as FLEETPOND; renamed 1 July 1869 *(Cl)*; re-sited 1904; still open.

FLEET near Spalding [MGN] op 1 November 1862 *(Linc R & S Merc 4th)*; aot request; clo 2 March 1959 *(T 2nd)*.

FLEETWOOD [PW]

FLEETWOOD (a) op 16 July 1840 *(co n T 13th)*; re-sited 13 February 1851 (M Cobb, via *The Journal* of the Engine Shed Society, Summer 2006); became F DOCK STREET in *Brad* August 1852 *(JS)*, reverted 1876/7. Re-sited 15 July 1883; replaced 18 April 1966 *(Cl)* by >

FLEETWOOD (b) which had op 1 December 1885 for down trains only as WYRE DOCK *(Blackpool Gazette 4th)*; up trains began to call 1 May 1901 *(LNW dates*, which called it W D HALT – anachronistic?); renamed 1966 on closure of (a); clo 1 June 1970 *(Cl)*.

Note added June 1881 *(Brad)* that some trains ran direct to/from **QUAY**; omitted August / December 1882. However, that was not end of this. LY co tt 1 May 1899, in pages on steamer services to Belfast, said that passengers and their luggage passed direct from train to steamer by a covered way; also thus in LNW co tts to 3 October 1921 at least; still in LMS tt 22 September 1930, for trains to Isle of Man. See photograph of 'post-1910 period' train in article by R. B. O. Brindle, *(LY Society Journal)*, where he says that at one time boat trains ran to special timber platform beside shipping berths. Ceased ?

FLEMINGTON [Cal] op 2 March 1891 *(RCG; Motherwell Times 7th)*; clo 4 January 1965 *(Wishaw Press 18 December 1964)*.

FLETCHING – see SHEFFIELD PARK.

FLEUR-DE-LIS [GW] op 29 March 1926 *(co n Western Mail 26th)* PLATFORM; clo 31 December 1962 *(T 31st)*; {Maesycwmmer – Pengam}.

FLIMBY [LNW]:

FLIMBY: line op 19 January 1846 *(Whitehaven Herald 20 March 1847* – dealing with next stretch), nd, May 1848 *(Topham)*; aot request; still open.

FLIMBY COLLIERY (non-tt) workers', exact dates unknown; present wtt October 1915 but not wtt October 1922; {Maryport – Flimby}.

FLINT [LNW] op 1 May 1848 *(D&C 11; co n T 2nd- line)*; still open.

FLITWICK [Mid] op 2 May 1870 *(West London Observer 7th)*; still open .

FLIXTON [CLC] op 1 October 1873 *(CLC)* still open.

FLORDON [GE] op 12 December 1849 *(T 11th- line; mentioned as station in official account of accident here on 13th, London Evening Standard 15th)*; clo 7 November 1966 *(RM January 1967)*. FLORDEN in tt until 1875 *(JS)* and *hb* before 1883.

FLORENCE COLLIERY [NS] (non-tt): miners; op ?; clo 1923; {branch from Trentham} *(U)*.

FLORISTON [Cal] first in *Brad* May 1853; clo 17 July 1950 *(Cl)*.

FLOUR DEPOT ST MARYS ROAD – see BALDOVAN.

FLOW MOSS [LM] op after autumn of 1832, but before 1 September 1838 *(Drake)*; see 17 September 1830**; clo by 29 October 1842 *(Railway Times* of that date – 'now abandoned'; 'about to be abandoned' *Liverpool Mercury 21st*).

FLOWERY FIELD op 13 May 1985 *(D&C 10)*; still open.

FLUSHDYKE [GN] first station here was called OSSETT, which see. When line extended 2 April 1864 a platform now called FLUSHDYKE was provided at a raised level *(BoT inspection 12 March)*; not shown in *Brad* until March 1865 (regarded as of minor importance?). OS evidence shows that at some point it was re-sited from north to south of road bridge; according to OS this was between map published in 1882 and that of 1896; *Bradford Daily Telegraph of Tuesday 24 February 1874* said a new station had just

been opened here – this one (OS behind events)? Or an intermediate resiting? Or new on same site? Clo 5 May 1941 *(Yorkshire Post 29 April)*. Aot in *hb* as FLUSH DYKE.

FOCHABERS

F TOWN [High] op 23 October 1893 *(co n Northern Scot ... 28th)*; TOWN added 1 July 1894 *(hbl 11th)*; clo 14 September 1931 *(as from 12 September, Aberdeen Press 28 August)*; see 1939**. Included suite of rooms for visitors to Gordon Castle *(Aberdeen Journal 20 October 1893)*.

Also see ORBLISTON JUNCTION; SPEY BAY.

FOCHRIW [BM]

FOCHRIW first in Brad September 1867 as terminus for the time being of service from Dowlais Top (co have announced that they have opened line to Vochriw – *Merthyr Telegraph 7 September)*; strictly, this was illegal service since enabling Act stipulated that this section should not open to passengers until branch to Merthyr opened (would happen 1 August 1868); clo 31 December 1962 (T 31st). Hb early also had FOCHRHW, FOCHRIW OR VOCHRIW. Tkt: FOCHRIEW (JB).

F COLLIERY (non-tt): miners' services ran from/to Dowlais CH – dates not known but service was in wtt 8 July 1935; {branch from Cwmbargoed}.

FOCKERBY [Ax Jt] op 10 August 1903 *(RCG; Leeds Mercury 11th)*; clo 17 July 1933 *(ibid 28 June)*. Leeds paper reported a special from here and back on Sunday 9th for Sunday Schools.

FOGGATHORPE [NE] op 1 August 1848**- line; F GATE until 1864 *(Cl)*; clo 20 September 1954 *(RM October)*; later excur *(U)*.

FOLESHILL [LNW] op 2 September 1850**; clo 18 January 1965 *(Birmingham Daily Post 10 December 1964)*.

FOLEY PARK [GW] op 2 January 1905 *(County Advertiser ... for Staffs & Worc 31 December 1904*; 'calling place' introduced with motor-car service); re-sited from south to north of single line 1925 to make way for West Midland Sugar Co's factory; originally HALT, HALT dropped 6 May 1968 *(Cl)*; clo 5 January 1970 *(BR LM notice Birmingham Daily Post 5 December 1965)*; {Kidderminster – Bewdley}.

FOLKESTONE [SE]

FOLKESTONE temporary station 28 June 1843 *(co n T 24th)*; replaced by >

FOLKESTONE permanent (eventually **F EAST STAFF HALT**) op 18 December 1843 *(SE, Kentish Gazette 19th)*; variously and intermittently FOLKSTONE, F OLD, F JUNCTION, F J SHORNCLIFFE, FOLKESTONE; became F EAST 10 September 1962 *(SR)*; clo to public 6 September 1965 *(RM July)*; railway staff still use; STAFF added ? SE co tt 1864, in summary table: F J described as station for SANDGATE & SHORNCLIFFE CAMP.

F CENTRAL op 18 August 1884 *(Whitstable Times 23rd)* as CHERITON ARCH; renamed RADNOR PARK 1886 *(SR)*, F C 1 June 1895 *(RCG)*; still open. *Brad* ? to 1955: F C for SANDGATE.

F WEST op 1 February 1881 *(SE)*, as SHORNCLIFFE CAMP, replacing an earlier station of that name, which see under 'S'; renamed S 1926, F W 10 September 1962 *(SR)*; still open.

F HARBOUR op 1 January 1849 *(SE)*; passengers alighted on the Pier and walked across swing bridge to it; rails across the swing bridge 1850; new Pier 16 August 1861 but passengers still had to walk to F H *(SE)*; clo to civilian traffic mid-April 1916 but military use continued; reop to civilians 3 February 1919 (see R. Maund *Chron October 2017)*; clo 4 January to 31 March 1995 (inclusive) owing to suspension of sea services *(BR International telex)*; regular service ceased 2 October 2000 *(BLN 917)*; then Thursday (and some Sunday) seasonal *VSOE* service London to Venice for passengers between train and road coach for travel via Eurotunnel to Calais; also excursions, last Thursday 30 May 2002 and again, *VSOE* only, from 2 October 2003 until last 13 November 2008; final charter excursion 15 March 2009. Sometimes F PIER in *Brad*.

ART TREASURES EXHIBITION (non-tt); the Exhibition opened on Saturday, 22 May 1886 and closed Saturday night, 30 October; its opening times included Sunday afternoons. To begin with, all visitors used existing stations: on opening day the dignitaries came by special train to Folkestone Junction [later F East] and many of the public came by other specials. *(T 24 May, 1 November)*. On 31 May the General Manager of the SE wrote to the BoT saying that they wished to open for occasional passenger excursions a short branch to the Exhibition, up to then only used for goods; he asked for prompt action 'as the Excursions will soon commence and we are anxious to run the trains right up to the Building'. On 8 June Major General Hutchinson reported that he had inspected it and saw no objection to opening provided stringent conditions were met. The line was one purpose-built for the Exhibition; about 1,500 yards long, starting from sidings on the south side of the line at Shorncliffe [thus in report, later Folkestone West] and running south-east to the site, immediately north of Bouverie Road; it had been built without an Act of Parliament since it was entirely on private land apart from crossing two public roads on the level. Hutchinson said the BoT could not sanction the use of the crossings but he implied that there was no objection to them provided they were careful. His suggested conditions included that trains should come to a complete stop before crossings, should not exceed 6 m.p.h., a platform should be provided at the Exhibition end and the line should be removed after the Exhibition's closure. On the 9th the Board wrote giving its agreement, provided the conditions were met; it played safe by saying it had 'no objection to' (the usual 'sanction' was crossed out) the use and including, 'as it is only to be used for a short time I presume no objection will be made with regard to the level crossings' – does this translate 'alright unless the locals object'? *(MT6/408/8)*. Art Exhibitions notice in *T, 9 June*, says 'Excursion trains from London daily, and from all parts of Kent, Surrey, and Sussex now running.' Similar wording in all other papers sampled. Does not specify use of special station (mixture of special trains and excursion tickets by regular services? 'occasional' equals 'daily?). SE co ½ referred to extra revenue but did not mention special station; no SE adverts seen. The only clear reference so far seen is in *Surrey Mirror*, 11 September, which refers to the Redhill Harmonic Society's special train drawing up at the doors of the Exhibition on the 7th.

FOLKESTONE WARREN [SE; SEC; SR]:

F W (a): op after 1884; first in *Brad* September 1888, Dover to Sandgate local table; clo 29 September 1888 and apparently not reopened though BoT inspected August 1889. Accords with story in *SE* that Lord Raglan objected to picnic parties, brought by trains, trespassing on his land, so station abruptly closed; however dates do not tally. Year misprint in *SE*? 6 July 1889 a train stopped here by special arrangement for members of Canterbury and Dover Natural; History Societies *(Dover Express 12th)*.

F W (b) op 1 June 1908 *(Folkestone ... Herald 30 May)*; HALT, summer use only (e.g. 1910 May to September); initially in Sandgate table but in last year moved to Elham Valley table. *RCG* says clo September 1915, though it was last in tt November 1915 (both

mentions almost certainly inertia, given earlier history and function as picnic station). Would certainly have been clo by line landslip 19 December 1915.

F W (c); clear from newspaper that there was no use until it reop 30 July 1923, for summer, until end September *(Dover Express 20th)* – local authority had provided improved access to the Warren; regular summer calls ceased with closure of Elham Valley line 1 December 1940; only calls by special arrangement when that reop 7 October 1946; line clo 16 June 1947 *(British Railway Journal no. 9)*.

Also much non-tt use at various times: military camp, doctor, Channel Tunnel workmen; railwaymen – e. g. 17 June 1957 wtt.

FONTBURN [NB]: perhaps unofficial use by 1896 for quarry and railway workers and families as WHITEHOUSE SIDING; public op as W 12 January 1903 *(NB list)*; briefly in *Brad* (June – November 1903 or later); removed on BoT protest that not officially passed – mainly provided for reservoir workers; renamed F when it officially op 1 June 1904 *(GM circular 21 May BR/NBR/4/323)*; clo 3 October 1921 *(GM circular 23 September BR/NBR/4/333)*; reop as F HALT 21 November 1921 *(GM circular 16 November BR/NBR/4/333)*; clo 15 September 1952** *(RM October)*. *Reid* still called it WHITEHOUSE in 1907.

FOOTPATH CROSSING [LY]: HALT; op 3 July 1905 *(co n Bury Guardian 1 July)*; soon removed from *Brad* (certainly before August 1907); {300 yards south of Tottington – *The Holcombe Brook Branch*, L&Y Railway Society, booklet no. 6}. Note: public station with Sunday service.

FORD near Worthing [LBSC] op 8 June 1846 *(LBSC; Hants Chron 13th- line)* as ARUNDEL; renamed F for ARUNDEL 1850 tt, F JUNCTION 1863 *(Cl;* also thus *co n West Sussex Gazette 13 August 1963* in connection with opening to new Littlehampton station on 17th), F SUSSEX 9 July 1923 *(hbl 26 April)*, F 1955 *(Brad)*, though *hb* 1938 did not treat SUSSEX as part of name; still open.

FORD Liverpool [LY] op 1 July 1906 *(Wigan Observer 4th)*; clo 2 April 1951 *(RM May)*.

FORD Plymouth; {map 114}

FORD [GW] op 1 June 1904 *(W Morn News 1st, 2nd)*; initially HALT; became PLATFORM 23 May 1906 (which *RCG* gave as op date), HALT again 10 July 1922 *(Cl)*; clo 6 October 1941 *(Cl; temporarily out of use – GW wtt supplement 5 January 1942)*.

FORD [LSW] op 1 June 1890 *(W D Merc 2nd)*; became F DEVON 9 July 1923 *(hbl 26 April)*, reverted 1955 *(Brad)*; clo 7 September 1964 *(Cl)*. *Hb* 1938 did not treat DEVON as part of name.

FORD & CROSSGATES [SM] op 13 August 1866**, as CROSS GATES; reopened 1911 as F & C; finally clo 6 November 1933 *(Cl)*. C G or FORD in *Brad* 1878.

FORD BRIDGE [SH Jt] op 1 September 1854 *(co n Hereford Journal 1st)*; clo 5 April 1954 *(Cl)*.

FORD GATE – see EARLS COLNE.

FORD GREEN & SMALLTHORNE [NS] op 1 June 1864 *(co n Staffs Advertiser 28 May)*; & S added 1887/8 *(Brad)*; clo 11 July 1927 *(hbl 64)*; *Staffs Sentinel 24 August 1934* – station which has been closed for last ten years has been reopened and new excursion platform built there – during winter intended to run excursions to home games of Stoke City F C.; later wakes weeks use at 19 August 1961 *(BR handbill)*; last probably 10 August 1963 – no leaflet for 1964 found *(AB)*. Just F G in later uses.

FORD HOUSES [LMS] (non-tt): for ROF Featherstone; op 5 August 1941 *(LMS Operating Department list A86/1 September 1945)* or 11 August 1941 *(WW II)*; clo by about 1945; {Bushbury – Four Ashes} *(WW II)*.

FORD LANE [Ashover] excursion – see note on line 14 September 1936**

FORDEN [Cam] op 10 June 1861 *(Cam)*; aot request; clo 14 June 1965 *(RM July)*.

FORDHAM [GE] op 1 September 1879 *(Cambridge 7th)* as F & BURWELL; renamed 2 June 1884 *(RCG)*; clo 13 September 1965 *(T 11 August)*.

FORDINGBRIDGE [LSW] op 20 December 1866 *(Salisbury & Winchester Journal 22nd)*; clo 4 May 1964 *(Hants Chron 9th)*.

FORDOUN [Cal]: op 1 November 1849**. Clo 11 June 1956 *(Brechin Advertiser 5th)*. *BR Scottish Region Special Traffic Notice* shows stops scheduled here 30 July 1957 for school parties to/from Drumtochy Castle.

FOREST GATE [GE]: line op 20 June 1839; adverts *(Morning Advertiser e.g. 13 July 1839)* from G.R. Dalby, proprietor of Eagle and Child Tavern here said that Eastern Counties brought passengers here and included tt; next mention found *co n for alterations from* 14 September 1840 *(Morning Chronicle 8th)*, first in *Brad* about March 1841; clo 1 June 1843 (Sunday) – omitted from list of stations in co notice of alterations for June *(T 31 May)*; reop Whit Sunday, 31 May 1846 *(co n T 28th)*; still open. GE co tt 1882, 1914 and *Brad* to 1955: F G for UPTON.

FOREST HALL {map 26}

FOREST HALL (a) [NE] first in *Brad* February 1856 as BENTON; renamed 1 December 1874 *(Cl; RCG ref January 1875)*; clo 15 September 1958 *(Shields Daily News 23 August)*.

FOREST HALL (b) [BT] op 27 June 1864**; clo 1 March 1871 (Wednesday) *(Cl)*. F H for Killingworth in tts *Morpeth Herald*.

FOREST HILL [LBSC] op 5 June 1839 *(co n T 6th)* as DARTMOUTH ARMS; renamed 3 July 1845 *(JS*, from company minute); still open. Was F H for LORDSHIP LANE from 1877/8 to 1942/3 *(Brad)*; still thus SR tt 1947 (printed by Bradshaw), but not in Bradshaw's own tt.

[East London] service added 23 May 2010**; still open.

FOREST MILL [NB] op 28 August 1850 *(notice & item Stirling Journal 30th)* as KINCARDINE; renamed 18 December 1893 *(co n Scotsman 18th)* but 1 January 1894 *(hbl 25th)* – rounded out to tt date?*; clo 22 September 1930 *(Scotsman 15th)*.

* = *co n Scotsman 16th* said would be renamed Kennet, presumably error.

Also see EAST GRANGE.

FOREST ROW [LBSC] op 1 October 1866 *(co n T 1st)*; clo 2 January 1967 *(RM February)*. *Brad* ? to 1955: F R for ASHDOWN FOREST and ASHDOWN PARK.

FORFAR

FORFAR Play Field* [Arbroath & Forfar; Aberdeen] op 4 December 1838 (see 24 November 1838**); replaced by >

FORFAR [Scottish Midland Junction; Cal] 2 August 1848 *(Rtn)*; originally F JOINT; clo 4 September 1967 *(BR notice Aberdeen Press 27 July)*.

* = local name; F in *Brad*.

FORGANDENNY [Cal] op 23 May 1848**- line; clo 11 June 1956 *(Aberdeen Evening Express 2 March)*.

FORGE CROSSING [GW] op 9 March 1929 *(wtt supp)*; HALT; clo 5 February 1951 *(RM October)* – see 1951**; {Titley – Presteign}.

FORGE MILLS – see COLESHILL.

FORGE VALLEY [NE] op 1 May 1882 *(York Herald 27 April)*; clo 5 June 1950 ('after 3 June' - *Yorkshire Post 18 April)*.

FORGIE – see AULTMORE.

FORMBY [LY] op 24 July 1848 *(Southport Vis 22nd, 29th)* as F & ALTCAR; intermittently thus until 1866 tt *(JS)*; still open.

FORMBY POWER STATION [LY] (non-tt): used by workmen at least 1917 to 1943 *(U)* – certainly still in LMS wtt, with trains, 4 May 1942; {Formby – Altcar Rifle Range}.

FORNCETT [GE]: line op 12 December 1849 *(T 11th)*, mentioned as station in letter from Eastern Union official (London) *Daily News 17 December 1849*, explaining lateness of trains following minor accident on 13th; clo 7 November 1966 *(RM January 1967)*.

FORRES

See DALVEY for early temporary terminus.

FORRES [High] (a) op 25 March 1858 *(co n Elgin Courier 26th)*; clo 3 August 1863 when Perth line opened *(Perthshire Constitutional 6th)*; replaced by >

FORRES [High] (b) op 3 August 1863 'about a stone-cast or so further west', *(Banffshire Journal 11th)* platforms to serve both lines (east to west main line and west curve); east curve added 1866 to form triangular station *(The Highland Railway*, O S Nock p 35), had been authorised January 1866, *(High Pamph)*; clo 7 October 2017 (*RM November)*; replaced after brief line closure by >

FORRES (c) op 17 October 2017, about 230 metres north *(ScotRail website)*; still open.

FORRESTFIELD [NB] op 11 August 1862 *(co n Glasgow Morning Journal 8th)*; clo 22 September 1930 *(Scotsman 15th)*. FORESTFIELD in *co op n*, *Brad* 1864 to 1873, [Monkland] ticket thus *(JB)*.

FORSINARD [High] op 28 July 1874 *(co n John O'Groat Journal 30th)*; still open.

FORT AUGUSTUS

FORT AUGUSTUS [High; NB] op 22 July 1903**; clo 1 November 1911 (Wednesday) *(NB co ½ meeting: would cease to operate at close of business on 31 October, Scotsman 22nd)*; reop 1 August 1913 *(Dundee Courier 2nd)*; clo 1 December 1933 (Friday) *(co n Scotsman 28 November)*.

F A PIER [High] although line op 22 July 1903** this station did not open until 23rd *(co Working Instruction for week beginning 19 July)*; summer only; clo 1 October 1906 *(Cl)*; {beyond Fort Augustus}.

FORT BROCKHURST [LSW] first in tt November 1865 (J Alsop, article, *Railway Archive, November 2004, p 5)*; FORT added 23 November 1893 *(RCG)*; see 1951**; clo 8 June 1953 *(BR notice Portsmouyh Evening News 8 May)*. Shown as F B JUNCTION in handbill tt of 1908 *(Railway Archive)* and thus *Brad* some tables 1898 to 1909.

FORT GEORGE

FORT GEORGE [High] op 1 July 1899 *(Edinburgh Evening News 3rd)*; clo 5 April 1943 *(Cl)*; troop trains continued to use line until it was completely abandoned in 1958 (M Pearson, *The Iron Road to Whisky Country*, Wayzgoose/GNS Society, 2002).

Also see GOLLANFIELD.

FORT GOMER [LSW] op 12 May 1894 *(Hants Teleg 19th)* as PRIVETT; became F G 1909 tt *(Cl)*; HALT 1910 *(Brad)*; clo 31 August 1914, reop 1 October 1914 *(Cl)*; aot request; clo 1 May 1930 (Thursday) *(Cl)*.

FORT MATILDA [Cal] op 1 June 1889 *(Glasgow Herald 3rd)*; clo 5 February 1973 for tunnel repairs, reop 20 April 1973; clo 3 October 1993 (Sunday) *(BLN 718)*; reop 27 March 1995 *(BLN 752)*; still open.

FORT WILLIAM [NB] op 7 August 1894 *(T 7th)*; re-sited about ½ mile north 9 June 1975 *(RM August)*; still open. Was F W for BALLACHULISH GLENCOE and KINLOCHLEVEN 1 May 1909 *(hbl 9 July)* (thus LNE tt 1933), to 1992 tt.

Non-tt: A temporary platform (described thus in *NB co n 9 August*) was used for the formal opening 11 August 1894 (after public use had started); just west of 1975 station (see e.g. G. Dow, *Story of the West Highland*, LNER, 1947, 2nd edition).

FORTEVIOT [Cal] op 23 May 1848**; clo 11 June 1956 *(Aberdeen Evening Express 2 March)*.

FORTH BRIDGE – see DALMENY.

FORTROSE [High] op 1 February 1894 *(co n Elgin Courant 2nd)*; clo 1 October 1951 *(RM November)*.

FORTY HILL [GE] op 1 October 1891 *(RCG; Middlesex Gazette 3rd – in Turkey Street)*; clo 1 October 1909 (Friday) *(RCG; Evening Star Saturday August 2nd* – last used Thursday*)*; reop 1 March 1915 *(Railway News 27 March)*; clo 1 July 1919** (Tuesday) *(Cl)*. Turkey Street on this site later.

FORYD [LNW]

FORYD (a) op 5 October 1858 *(Chester Courant 5th*, which called it Forydd) on Denbigh line; replaced by >

FORYD (b) op 20 April 1885 *(Cheshire Observer 25th)* on coast line; clo 2 July 1917 *(RCH supp notice, April)* (see KINMEL CAMP), reop 1 July 1919 *(Cl)*; clo 5 January 1931 *(LMS alterations)*; Kinmel Bay here later.

F PIER (non-tt) use began August 1859, to connect with steamers to Liverpool; re-sited nearer river mouth 1 October 1865 *(LNW; Brad Sh 1866)*; unlikely use regular; ended ?

FOSS CROSS [MSWJ] op 1 August 1891 *(Chelt Exam 29 August)*; clo 11 September 1961*(T 9th)*.

FOTHERBY [GN]

F GATE HOUSE first in *Brad* September 1863 but advert dated April 2 said certain trains now stop*; Fridays only; last used Friday 28 June 1872 *(GN I, p 34)*.

* = extra use 7 May 1863 (a Thursday) for those attending reopening of Fotherby Church *(notice Louth Advertiser 25 April).*

FOTHERBY op 11 December 1905 *(Boston Guardian 9th)*; same site?; see 1905** (d); aot request; clo 11 September 1961 *(Peterborough Standard 28 July*, where shown as HALT*)*.

FOULIS [High] op 23 March 1863 *(Inverness Courier 26th)* as FOWLIS; altered 20 March 1916 *(hbl 27 April)*; clo 13 June 1960 *(RM July)*. *Hb* reverted to FOWLIS in 1929, amended 1936a; not then seen thus *Brad.*

FOULRIDGE [Mid] op 2 October 1848 *(Bradford Observer 5th)*; clo 5 January 1959 *(RM February)*. At first in *Brad* as FAULRIDGE; altered 1849.

FOULSHAM [GE] op 1 May 1882 *(GE- line)*; clo 15 September 1952 *(RM October)*.

FOULSHIELS [Edinburgh & Bathgate] (non-tt) op May 1850 to 1852 (H. Knox, *Vanished Railways of West Lothian)*, at what later became Addiewell Branch Junction; still shown on OS published 1856, surveyed 1854/5. Also see BENTS [NB], nearby later.

FOUNTAIN BRIDGE [BM] first in *Brad* October 1908**; HALT; down service only – see Waterloo for up service; clo 17 September 1956 *(RM October)*.

FOUNTAINHALL [NB] op 1 August 1848**; BURNHOUSE or FOUNTAINHALL in opening notice; BURN HOUSE when first in *Brad*; renamed 1849 *(Brad)*; became F JUNCTION 2 July 1901 *(Cl; hbl ref 23rd)* but 17 July 1902 *(RCG)*; back to F 1959 *(Cl)*; see 13 August 1948**; clo 6 January 1969 *(BR clo notice)*. RCH at times FOUNTAIN HALL and [NB] ticket thus *(JB)*.

FOUR ASHES [LNW] op 4 July 1837 *(co n Gore's Liverpool General Advertiser 29 June)*; clo 15 June 1959 *(RM July)*. 9 September 1963 wtt shows Fridays only stop ('W.T.T. only'), from 1.1 p.m., to Stafford 1.22 p.m.W?

FOUR CROSSES [Cam] op 1 May 1860 *(Cam; co ½ T 9 August- line)*; clo 18 January 1965 *(RM March)*.

FOUR LANE ENDS [TWM] op 11 August 1980 *(Newcastle Evening Chronicle 11th)*; still open. At/near Benton of 1864 to 1871.

FOUR OAKS [GW] op 16 October 1937 *(T 13th)*; HALT; clo 13 July 1959 *(RM August)*; {Newent – Dymock}.

FOUR OAKS near Sutton Coldfield [LNW] op 15 December 1884 *(co n Birmingham Daily Post 13th)*; still open.

FOURSTONES [NE] probably op about start of January 1837 (see 10 March 1835**); clo 2 January 1967 *(BR notice Newcastle Journal 1 December 1966)*.

FOWEY [GW] op 20 June 1876 *(R Cornwall Gaz 24th)*; clo 1 January 1940, reop 9 February 1942, clo 24 August 1942, reop 3 October 1942, clo 2 May 1944 (Tuesday), reop 2 October 1944 *(GW source Cl pap)*; clo 4 January 1965 *(W Briton 7th)*.

FOXFIELD [Fur] first seen in July tts *Soulby's Ulverston Advertiser* 1 July 1858 where F JUNCTION in main table but just F in Barrow and Piel tt – not present June; aot request; still open. F JUNCTION until 1893/4 *Brad* but *hb* until altered September 1957a.

FOXHALL JUNCTION (non-tt): railway ataff; in use 1966; {Didcot – Steventon} *(@JF)*.

FOXTON [GE] line op 1 April 1852 *(D&C 5);* first in *Brad* June 1852 – Harston there April; was used by special for Herts Yeomanry Races at Royston on 20 May *(co n Cambridge Independent Press 15th)*; aot request; still open.

FRAMLINGHAM [GE] op 1 June 1859 *(T 2nd)*; clo 3 November 1952 *(Diss Express Friday 7th* – last train Saturday); later ramblers' excur *(U)*; *RM August 1957, p 555* has picture of special train 4 May 1957 from Liverpool Street for a wedding party; last school use 2 May 1958 (portion of 3.33 pm from Liverpool Street to Yarmouth South Town detached at Ipswich and forwarded from there).

FRAMPTON – see GRIMSTONE.

FRANKLAND [NE] first in *Brad* March 1861; originally Saturdays, later alternate Saturdays only; last in *Brad* July 1877; {map 32}. F SIDING until 1868 *Brad*.

FRANKTON [Cam] first in *Brad* January 1867; became HALT before/with BR (WR) wtt of 13 June 1955; clo 18 January 1965 *(RM March)*.

FRANSHAM [GE] op 11 September 1848 *(Norfolk Chronicle 23rd)*; aot request; clo 9 September 1968 *(RM November)*.

FRANT [SE] op 1 September 1851 *(item, notice Kentish Gazette 2nd)*; still open.

FRASERBURGH [GNS] op 24 April 1865 *(co n Peterhead Sentinel 28th)*; clo 4 October 1965 *(Aberdeen Press 10 September* – last train will be Saturday 2nd). *Brad* ? to 1938/9: F for ROSEHEARTY and NEW ABERDOUR, but not thus LNE tt 1933.

Ticket platform, first and last references seen: item about reclaiming lost land near ticket platform *(Peterhead Sentinel 29 January 1869)*. Doubling line between here and Kethog Bridge *(Buchan Observer 21 August 1900)*.

FRATTON [LSW/LBSC] op 2 July 1885 *(Portsmouth Evening News 1st)*; still open. Became F & SOUTHSEA 4 July 1905 for LSW use, 1 October 1910 for LBSC *(JS)*; back to F 1 December 1921 *(RCG)*. 1890 to 1908a F JUNCTION in *hb*.

FREMINGTON [LSW] op 1 or 2 November 1855 *(see Bideford, full opening)*; clo 4 October 1965 *(Bideford 8th)*.

FRENCH DROVE & GEDNEY HILL [GN/GE] op 2 September 1867 *(GN)* – GN minutes say op 1st but that a Sunday and no Sunday service; & G H added 4 July 1938 *(Cl)*; clo 11 September 1961 *(Peterborough Standard 28 July)*.

FRESHFIELD [LY] first in *Brad* April 1854 and in tt *Southport Vis* 6 April 1854 (not in its tt 30 March); still open.

FRESHFORD [GW] op 2 February 1857 *(GW; Bath & Chelt 4th- line)*; still open.

FRESHWATER [FYN] op 20 July 1889**; clo 21 September 1953 *(T 21st)*. LBSC co tt June 1912: F for TOTLAND BAY. *Brad* ? to closure: F for T B, ALUM BAY and THE NEEDLES.

FRIAR WADDON MILK PLATFORM [GW]: perhaps passenger use for all/part of period 1932 to 1952 (BL Jackson, *The Abbotsbury Branch*, Wild Swan, 1989, pp 62 and 98); {Upwey – Coryates}.

FRICKLEY [SK Jt] op 1 July 1879 *(Mid; co n T 28 June)* as CLAYTON; renamed 1 November 1882 *(RCG)*; clo 8 June 1953 but excursion facilities retained *(Yorkshire Evening Post 23 May)*.

FRIDEN – see May 1833**.

FRIEZLAND [LNW] op 1 July 1886 *(RCG; LNW Officers 28684* – 'local service'); clo 1 January 1917 *(co n T 22 December 1916, RCH)*.

FRIMLEY [LSW] op 18 March 1878 *(co n T 15th)*; still open.

FRINTON-ON-SEA [GE]: section of line through here op 17 May 1867, to Walton-on-Naze; inspection report *(MT29/208)* described it as the only intermediate station, platforms unfinished, not to be used until June; *Essex Standard 8 May* said there was to be a flag station here, 'now in progress', and it appeared with trains in tt *ibid 24* and *29 May*; if used life probably short – omitted from June tt *ibid 4 June* and notice *ibid 1 July 1868* for special service for reopening of Frinton Church gave Walton and Kirby Cross as stations to use; *hb* 1872, 1877, 1883 shows as 'stopping place', without facilities (outdated information?). Station proper op Sunday 1 July 1888 *(Essex Standard 7th)*; on-Sea added tt later 1888; renamed F 20 February 1969 *(Cl)*, F-ON-SEA 20 May 2007 tt; still open. See WALTON-ON-THE-NAZE for intended use as ticket platform.

FRIOCKHEIM [Cal]: line op 4 December 1838 (see 24 November 1838**); clo 5 December 1955 *(Brechin Advertiser 25 November)*. F JUNCTION until 1849 *Brad* and *Topham*.

FRIOG (non-tt): railway workmen; op about 1960; clo ?; {Llwyngwril – Fairbourne} *(U)*.

FRISBY [Mid] op 1 January 1847 *(Mid)*; at first market service only (J Gough); full service by June 1849 when first in *Brad*; clo 3 July 1961 *(RM August)*. In tt *Rutland Echo 15 April 1882* as F-on-Wreake for market service.

FRITTENDEN ROAD [KES] op 15 May 1905 *(Ashford Chronicle 19th)*; aot request; clo 4 January 1954 *(T 2nd- last train Saturday 2nd)*.

FRITWELL & SOMERTON [GW] first in *Brad* April 1854 as S; became S OXON 12 February 1906 *(RAIL 253/482)*, F & S 1 October 1907 *(hbl 24th)*; clo 2 November 1964 *(Birmingham Daily Post 22 October)*.

FRIZINGHALL

FRIZINGHALL (a) [Mid] op 1 February 1875 *(Mid)*; clo 22 March 1965 *(RM April)*.

FRIZINGHALL (b) op 7 September 1987, same site *(wtt supp)*; still open.

FRIZINGTON [WCE Jt] op 1 July 1857 *(Cumberland Pacquet 21st)*; clo 13 April 1931 *(LNW Record)*; workmen 11 March 1940 to 8 April 1940 *(U)*.

Two halts existed from June 1875 to January 1888, either side of a weak bridge north of here, passengers walking between them (Dr. Andrews, The Furness Railway – a History, 2012, p. 161). R. Maund *(Chron 107)* has suggested that the length of time involved was the result of BoT requirements: area subject to mining subsidence so need to wait until they had ceased working area underneath – trains could pass over repaired bridge but passengers could not be taken.

FROCESTER [Mid] op 8 July 1844 *(Bristol T 13th)*; clo 11 December 1961 *(Div Traffic Manager Birmingham circular TTP/K104 23 November 1961)*.

FRODINGHAM & SCUNTHORPE [GC] op 1 October 1866 *(GC; Rtn- line)*; & S added 1886 *(Cl; RCG ref October)*; re-sited west of old Brigg Road level crossing *(GC)*, new op 2 January 1888 *(GC dates)*; briefly reverted to F about 1920 to 1922 according to *RCH dist refs 19 April 1920, 13 October 1922*; clo 11 March 1928 *(Cl; Rly Gaz 16 March* says closed day previous to new being brought into use on 11th), when replaced by a new station 1 mile west, which was later renamed S & F. *Hb* 1866a made FRADINGHAM of it.

FRODSHAM [Birkenhead] op 18 December 1850 *(D&C 10, co n Chester Chronicle 14th - l)*; still open.

FROGHALL – see KINGSLEY & FROGHALL.

FROME [GW] op 7 October 1850 *(Som H 12th)*; still open.

FRONFRAITH [Cam] first in *Brad* 9 July 1923; HALT according to some sources but not thus *Brad*, though in *hb* 1929 as F SIDING, no facilities shown, which suggests was treated as halt; aot request; clo 9 February 1931 *(LMS PCC 188)*. Spelling used is that given by *Brad, hb 1929, Bartholomew's Directory* and *1955 OS (1 inch)*.

FRONGOCH [GW] op 1 November 1882 *(N Wales Express 3rd)*; clo 4 January 1960 *(RM March)*.

FROSTERLEY [NE] op 3 August 1847**; clo 29 June 1953 *(RM August)*; [NE].

FUGAR BAR op 18 June 1842; see TANFIELD [Newcastle & Darlington Junction] for known details, where shown as SUNNISIDE; {map 27}.

FULBAR STREET – see under RENFREW.

FULBOURNE [GE] line op 9 October 1851**, in opening tt, local press, but no trains calling; first in *Brad* August 1852 – perhaps case of nd; aot request; clo 2 January 1967 *(RM February)*. Later used for Sunday School excursion for celebration of 1,300th anniversary of Ely Cathedral on 15 May 1973 (Tony Kirby). At first FULBOURN, *Brad* (intermittently until 1880/1); thus EC co tt 1854.

FULHAM BROADWAY [Dist] op 1 March 1880 *(co n London Daily News 27 February)* as WALHAM GREEN; renamed 1 March 1952 *(L)*; still open.

FULLARTON – see MEIGLE.

FULLERTON [LSW]

FULLERTON op 6 March 1865 *(Salisbury 11th- line)*; F BRIDGE (Chilbolton & Wherwell in tt *Salisbury & Winchester 1 April 1865)*; F BRIDGE until 1871 tt *(Cl)* but still F B in tts *Salisbury Times* January 1885; replaced by >

FULLERTON op 2 February 1885, to south, ready to serve as junction with Hurstbourne line *(LSW II, p 194)*; F JUNCTION 1889 tt to 7 July 1929 *(Cl)*; clo 7 September 1964 *(Andover Advertiser 31 July)*.

FULWELL near Teddington [LSW] op 1 November 1864 *(co n T 27 October)*; still open. Became F (NEW HAMPTON) 1874 *(L)*, F for HAMPTON HILL 1887 *(L)*; 1908/9 *Brad* added note that it was station for UPPER TEDDINGTON; in LSW co tt 1914, and *hb* 1938 it was F for U T and H H; reduced to F 1955 *(Brad)*.

FULWELL & WESTBURY [LNW] op 1 August 1879*; renamed 1 October 1880 *(Cl – LNW Officers recommended 16 September)*; clo 2 January 1961 *(RM February)*.

* = in *LNW Officers 19885* as W CROSSING but just WESTBURY in *tt Buckingham Advertiser 2nd* and item *Bicester Herald 8th*.

FULWOOD – see RIBBLETON.

FURNACE – see 1887**.

FURNESS ABBEY [Fur] op 24 August 1846**; early use intermittent; clo 25 September 1950 *(Lancaster Guardian 8th)*. F A JUNCTION until 1853/6 in *Brad*.

FURNESS VALE [LNW] op 1 November 1857 *(John Warren's Diary,* see *Chron January 2011)*; VALE added 1862 tt *(JS)*; still open.

FURZE PLATT [GW] op 5 July 1937 *(Bucks Herald 25th)* as HALT; renamed 5 May 1969 *(GW H)*; still open.

FUSHIEBRIDGE [NB]: *Scotsman 26 June 1847* said opening expected shortly, awaiting BoT permission (but false expectations common); *co n dated 29 July (Caledonian Mercury 5 August)* said parcels could now be booked from North Bridge to here by passenger train – but some of places listed (e.g. Temple, Pathhead, Arniston) would have involved final delivery by road so cannot be certain passengers now taken as far as here; certainly in use 27 August 1847 when used by excursion of 'the order of gardeners', complete with blue sashes, etc, *(ibid 30th)*; first in *Brad* September 1847, in notes; omitted from *Brad* September 1848 when extension to Bowland included (so clo 4 August 1848? – or, more likely tt omission only?); back in tt May or June 1849 *(Topham)*. Clo 4 October 1943 *(Cl)*, though workmen used to 1 January 1959 *(U)*. FUSHIE BRIDGE in *hb* until 1877.

FYLING HALL [NE] op 16 July 1885 *(T 16th)*; clo 20 September 1915 *(T 18th)*; reop 18 September 1920 *(RM October)**; became HALT 5 May 1958 *(RM June)*; clo 8 March 1965 *(T 19 January)*.

* = date also given by *Cl* but *Newcastle Daily Chronicle 28 August* and *Yorkshire Evening Post 26 August* both said NE would reopen this on 1 September; no press reference to delay seen; *RM* after event so more likely to be correct.

FYVIE [GNS] op 5 September 1857 *(two co notices Aberdeen Press 2nd: one gave details including all stations for special train 4th; other was summary for public opening 5th)*; clo 1 October 1951 *(BR notice Aberdeen Evening Express 17 September)*.

GADLYS ROAD [TV] (non-tt): see 1 June 1904**; in public tt 1921 though for miners only *(@JF)*.

GAERWEN [LNW] op 1 February 1849 *(Caernarvon & Denbigh Herald 10th)*; clo 14 February 1966 *(BR LM notice North Wales Weekly News 13 January)*. G JUNCTION *Brad* 1865/6 to 1899; LNW wtt 1908 and [Anglesey Central] ticket thus *(JB)*.

GAGIE [LMS] op 2 September 1935 *(Dundee Courier 2nd)*; clo 10 January 1955 *(T 28 December 1954)*; {Monikie – Kingennie}. HALT in 1938 *hb* and on LMS ticket *(JB)* but not seen thus *Brad*.

GAILES [GSW]: in 1889 a camp-site was created here for Volunteer Regiments' annual meetings and railway use resulted. 11 June 1889: siding being formed; 2 July advance party arrived yesterday at railway platform to start pitching tents; 10 July platform has been provided for convenience of Volunteers but no ordinary trains to stop; 3 July 1893 – work started on building a footbridge to comply with BoT requirements because of the large numbers using *(Glasgow Herald)*; perhaps also used by golfers – Glasgow Club had opened course here in 1892 and next year petitioned for station. Public station opened 22 September 1894 *(co n ibid 19th)*. Clo 2 January 1967 *(Cl)*.

GAILEY [LNW] op 4 July 1837 *(co n Gore's Liverpool General Advertiser 29 June)* as SPREAD EAGLE; renamed 1 August 1881 *(LNW dates; LNW Officers recommended 12 July)*; clo 18 June 1951 *(RM August)*.

GAINFORD [NE] op 9 July 1856**; clo 30 November 1964 *(Newcastle Evening Chronicle 4th)*.

GAINSBOROUGH

G CENTRAL [GC] op 2 April 1849 *(Lincs Times 3rd)*; CENTRAL added 1 July 1923 *(hbl 12th)*; clo 4 January 1992 for work on bridge over Trent here, was due to reop 10 May 1992 but this not confirmed *(BR booklet, with amendment pasted in)*; became Saturdays only, 4 October 1993 tt (A. Brackenbury, *Chron*); all days again May 2019 *(Wikipedia)*; still open.

G LEA ROAD [GN/GE] op 15 July 1867 *(Cambridge Chronicle 13th; co ½ T 19 August)*; op as G, renamed G NORTH 1 July 1923 *(hbl 12th)*, G L R 1 December 1923 *(hbl 14 February 1924)*; still open.

GAIRLOCHY [High; NB] op 22 July 1903**; clo 1 November 1911 (Wednesday) *(Cl)*; reop 1 August 1913 *(RM August)*; clo 1 December 1933 (Friday) *(LNE notice Scotsman 28 November)*.

GAISGILL [NE] op 8 August 1861 *(co n Durham County Advertiser 9th)*; clo 1 December 1952 *(BR notice Penrith Observer 4 November)*.

GALASHIELS

a) [NB] op 20 February 1849 *(Caledonian Mercury 26th)*; see 13 August 1948**; clo 6 January 1969 *(BR clo notice)*. Shown as G JUNCTION 1856/7 to 1882/3 main line, 1892/3 Peebles loop *(Brad)*.

b) op 6 September 2015**; still open; {less than ¼ mile north west of (a)}.

GALE STREET – see BECONTREE.

GALGATE [LNW] op 26 June 1840 *(LPJ; co n Carlisle Patriot 27th- line)*; clo 1 May 1939 *(T 27 April)*.

GALLIONS

GALLIONS [PLA]: used 27 September 1880 by party of dock directors and guests going to see the electric lights on the entrance jetties; party went to the Royal Albert Dock and then on to here. Inspection report dated 30 October 1880 (called it G REACH) shows one train each way already running (R. Green); London & St. Katharine Dock Railway first class single from Royal Albert Dock (Galleons) serial number 0000 is dated 11 October 1880, shows use on or before that date; first in *Brad* November 1880; re-sited 275 yards east, on diverted line, inspected 21 March 1887, op ?; re-sited again, to east 1924/5; clo 9 September 1940**. GE co tt 1882, 1914: ROYAL ALBERT DOCK G; tickets thus and GALLEONS *(JB)*.

G JETTY [PLA] (non-tt): munitions workers WW1; {beyond main station}; *(@JF)*.

G REACH [Dock] op 28 March 1994**; still open.

GALLOWGATE – see under GLASGOW and 5 June 1967**.

GALLOWSHALL – see ESKBANK.

GALSTON [GSW] op 9 August 1848 *(co n Glasgow Herald 9th)*; clo 6 April 1964 *(Irvine Herald 20 March)*.

GAMLINGAY [LNW] op 7 July 1862 *(Beds Mercury 12th)*; clo 1 January 1968 *(Coventry Evening Telegraph 11 November 1967)*.

GAMMER LANE – see RIBBLETON.

GANTON [NE] op 8 July 1845**; clo 22 September 1930**; used again for Ryder Cup Golf 12 to 17 September 1949 *(Cl)*.

GANTS HILL [Cen] op 14 December 1947 *(T 17th)*; still open.

GARA BRIDGE [GW] op 19 December 1893 *(Totnes 16th, 23rd)*; clo 16 September 1963 *(Cl)*.

GARDEN: see 4 October 1929**.

GARELOCHHEAD [NB] op 7 August 1894 *(Glasgow Herald 8th)*; still open.

GARFORTH

See 1837 A** for service to Aberford.

GARFORTH [NE] op 22 September 1834** - see note for details of early service; still open. Certainly used 14 November 1845 by service from Leeds and return there for consecration of new church here *(notice Leeds Mercury 8th)*.

GARGILL – see GARTSHERRIE.

GARGRAVE [Mid] op 30 July 1849 *(T 28 July, 1 September)*; still open. G for MALHAM in *Brad* 1863 to 1878/9; not thus Mid sources *(Mid)*.

GARGUNNOCK [NB] op 26 May 1856**; clo 1 October 1934 *(Dundee Courier Monday 1st* – last train Saturday).

GARLIESTOWN {map 17}

GARLIESTOWN (a) [Wigtownshire] op 2 August 1875 *(co minutes 29 September)*; replaced by >

GARLIESTOWN (b) [PPW Jt] op 3 April 1876 *(Little SW Scotland; expected to be opened 3rd, Scotsman 30 March)*; clo 2 March 1903 *(Motherwell Times 6th)*. Line between Wigtown and here kept open though *Brad* August 1876 (only) just shows service between Newton Stewart and Wigtown; other stations absent from index*. Note that surviving goods had become GARLIESTON by 1910 *(hba)*.

* = tts *Galloway Gazette* show this. Conflicting information in paper: planned to alter service 1 July and included notice to that effect; in another place another notice cancelled this; if same messages sent to *Brad* might have caused confusion.

Also see MILLISLE.

GARMOUTH [GNS] op 12 August 1884 *(co n Aberdeen Free Press 11th)*; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

GARN-YR-ERW [LNW] op 1 February 1913 *(LNW Officers 43959)*; clo 5 May 1941 *(co handbill RAIL 1014/33)*. 13 July 1912** applies here; was HALT in *hb*.

GARNANT [GW] op 1 May 1850**. On 14 December 1859 they ordered service on the Amman branch to be discontinued after the end of the month *(Llan)*. However, unlikely it did close: was included in *Brad* and tts in *Cambrian* January – June 1860 and Ammanford (then Duffryn) was opened on the line in July 1860. Re-sited ½ mile west 20 March 1865 *(Carmarthen 17th*, with notice of opening of extension to Brynamman); clo 18 August 1958 *(T 11th)*.

Platforms for Gwaun-Cae-Gurwen line, shown as G HALT, added 1 January 1908 *(GW)*; clo 2 April 1917 *(Cl)*; reop 7 July 1919 *(GW circ 2672)*; see April/May 1921**; clo 4 May 1926**.

GARNDIFFAITH [LNW] op 13 July 1912** *(LNW Cl)* as SIX BELLS; renamed 2 October 1922 *(LNW tt)*; clo 5 May 1941 *(co handbill RAIL 1014/33)*. HALT in *Brad* and *hb* but not LNW co tt nor LMS tt 1930; 'Motor Halt' according to *LNW dates*.

GARNEDDWEN near Bala [GW] op 9 July 1928 *(GW source Cl pap)*; HALT; clo 18 January 1965**; {Llanuwchllyn – Drws-y-Nant}.

GARNEDDWEN [Corris] (ng) first in *Brad* November 1887; aot request, daylight only; clo 1 January 1931 (Thursday) *(T 13 December 1930)*.

GARNGAD [NB]* opened 10 September 1883 *(CGU co ½ Scotsman 18th)*; closed 1 March 1910 (Tuesday) *(NB list)* – *RCG* says 31 March (Thursday) but last in *Brad* February; {map 15}. BLOCHAIRN for first fortnight *(MK)*. At times GLASGOW G in tts.

* = [CGU] until 1896.

GARNKIRK [Cal]: line op 1 June 1831 (see 1828 B**), stop by 1837 *(Garnkirk)*; at first CHRYSTON ROAD, later G WORKS (thus *Murray September 1844*); G when first detail appeared in *Brad*, 1847/8; clo 7 March 1960 *(Cl)*. G for C in *Brad* but not *Murray* 1948.

GARNOCK [LMS] (both non-tt)

EAST and **WEST** op 8 January 1940; closed about 1945, EAST probably first; for ICI explosives workers?; {East between Bogside and Kilwinning; West on branch from Stevenston} *(WW II)*.

GARNQUEEN [Monklands] op 10 December 1849 *(MK)* – perhaps earlier use (see 1828 B**); clo 10 December 1851** (Wednesday) *(MK)*; {map 16}.

GARROWHILL [LNE] op 16 March 1936 *(RM May* as HALT; renamed 11 September 1961 tt; still open.

GARRY BRIDGE – see 1957**.

GARSCADDEN op 7 November 1960**; still open.

GARSDALE [Mid] op 1 August 1876 *(Bradford Observer 4th)* as HAWES JUNCTION; renamed H J & G 20 January 1900 *(Mid)*, G 1 September 1932 *(Mid)*; clo 4 May 1970 *(RM June)* but still excursions; trial charter excursion 9 June 1974 *(AB)*; reop for Dales Rail summer use 3 May 1975**; reop fully 14 July 1986 *(Settle)*; see 16 October 1989**; still open.

GARSINGTON BRIDGE [GW] op 1 February 1908 *(Oxford Chron 31 January)*; HALT; clo 22 March 1915 *(RCH)*; {Wheatley – Littlemore}. Morris Cowley here later.

GARSTANG

G & CATTERALL [LNW] op 26 June 1840 *(LPJ; co n Carlisle Patriot 27th- line)*; & C added 1881 (recommended *LNW Officers 18 January)*; clo 3 February 1969 *(Cl)*. *Preston Chronicle 10 December 1870* said would now be G JUNCTION. Tickets for G & C JUNCTION/G JUNCTION *(JB)*.

G TOWN [KE] op 5 December 1870**; clo 11 March 1872, reop 17 May 1875; TOWN added 2 June 1924 *(Rly Gaz 23 May)*; closed 31 March 1930 *(Lancs Evening Post co n 29th, item 31st)*.

GARSTANG ROAD [KE] first in *Brad* October 1923; see 1905** (d); clo 31 March 1930 *(Lancs Evening Post co n 29th, item 31st)*; {Cockerham – Pilling}.

GARSTON Liverpool

G CHURCH ROAD [LNW] op 1 March 1881 *(LNW Officers 21780, 21840)*; clo 15 April 1917* (Sunday) *(Cl)*; reop 5 May 1919 *(RCH)*; clo 3 July 1939 *(Liverpool Echo 29 June)*. Alias C R G.

* = already shown 'service suspended' April 1917 *Brad* – it had anticipated events; 15 April 1917 was date of new LNW co tt, so strictly clo date was 16th – see article by R. D Foster, *LNWR Society Journal* December 2012.

G MERSEYSIDE [CLC] op 1 April 1874 *(co n Liverpool D P 1st)* as G; clo 17 April 1972 *(Liverpool Echo 23 March)*; reop 3 January 1978 as G LANCS *(ibid 3rd)*; became G M 14 May 1984 BR tt; clo 11 June 2006 *(Merseyrail leaflet)* – replaced by Liverpool South Parkway. BR ticket for G CENTRAL *(JB)*.

G DOCK [LNW] op 1 July 1852 *(T 10th)*; clo 15 April 1917* (Sunday) *(Cl)*; reop 5 May 1919 *(RCH)*; clo 16 June 1947**. Aot G DOCKS *(hb)*. *Brad* did not add DOCK until the opening of Church Road (above).

GARSTON HERTFORDSHIRE op 7 February 1966 *(RM March)*; op as G, HERTS added 5 May 1975 tt, later H...SHIRE; still open.

GARSWOOD [LNW]: op 1 December 1869**; still open.

GARTCOSH

GARTCOSH (a) [Cal]: line op 1 June 1831 (see 1828 B**), nd, stop by 1837 *(Garnkirk)*; clo 5 November 1962 *(RM October)*.

GARTCOSH (b) op 9 May 2005, at 97 m 31 ch (previous at 97 m 29 ch) *(Rly Obs June, August)*; still open.

GARTH near Builth [LNW] op 11 March 1867 *(LNW Officers)*; still open.

GARTH near Maesteg

GARTH [PT] first in *Brad* March 1899; clo 9 June 1913 *(Cl; RAIL 1005/280* gives 7th, last day) – buildings destroyed by arson 21 May 1911, station stayed in use; local council asked for replacement to be at CWMDU, which see *(Welsh Railway Archive May 2003, p. 156)*.

G MID GLAMORGAN op 28 September 1992 *(RM December)*; on different line from earlier, about ¼ mile north of earlier Troedyrhiew Garth; still open.

GARTH & SUN BANK – see SUN BANK.

GARTH & VAN ROAD [Van] op 1 December 1873**; last in *Brad* July 1879 (August 'service suspended'); excursion trains once or twice a year in 1880s, children continued to be taken to school *(Van)*; still shown 'P' *hb* 1895; {goods *IA*}.

GARTLY [GNS] op 20 September 1854 *(co n Aberdeen Herald 23rd)*; clo 6 May 1968 *(BR notice Aberdeen Express 5 April)*. *Brad* 1911: G for LUMSDEN and STRATHDON.

GARTMORE [NB] op 2 October 1882 *(Edinburgh Evening News 3rd)* clo 2 January 1950 *(BR notice Scotsman 26 December 1949)* – notice said that Gartmore passengers would be booked to Aberfoyle from which bus service available – fares charged for going beyond desired station and back?

GARTNESS [NB] op 26 May 1856**; clo 1 October 1934 *(Dundee Courier Monday 1st* – last train Saturday).

GARTON [NE] op 1 June 1853**; clo 5 June 1950 *(Cl)*; see 1953**.

GARTSHERRIE {map 16}

Line op 1 June 1831 (see 1828 B**). Some sort of stop must have existed from start, since it was end of Garnkirk & Glasgow (later Cal) stretch of line; passengers taken on further by MK; inn beside line op for use of travellers by 7 July 1832 *(Garnkirk)*; see 1828 B**; originally GARGILL (and thus in report of accident 9 June 1842); renamed by time first in *Brad*, 1848. GARTSHERRIE OR GARTGILL in *co n* for alteration of fares *(Glasgow Herald 1 December 1848)*. Monklands use ended 1 January 1850 *(MK)*. Cal clo 1 January 1917 *(RCH)*; reop 1 March 1919 *(RCH)*; 1931/1932 *Brad* note added that this station would be used as a halt; became G HALT 1933; back to G 1934/5; clo 28 October 1940 *(Cl)*. Aot G JUNCTION in *Brad*.

GARTSHERRIE IRONWORKS – see 1828 B**

GARVE [High] op 19 August 1870**; still open.

GASCOIGNE WOOD [NE]: op 30 May 1839 *(co n Leeds Mercury 18th)*; see 22 September 1834** for details of use; clo 1 January 1902 (Wednesday) (closed permanently yesterday *Leeds Mercury 2nd* – i.e. last day); 1940s wtts showed stops for railwaymen's wives all days both ways except Sundays (e.g. LNE wtts 5 October 1942, 1 October 1945, 31 May 1948); according to *U* used by railwaymen until 2 November 1959; {physical junction *IA*}. When first in *Brad 19 October 1839* was JUNCTION eastwards, JUNCTION YORK & NORTH MIDLAND westwards; OLD J 1850; MILFORD OLD J April 1867 co tt *(JS)*, G W J 1 November 1879 *(Cl; RCG ref October)*, G W 1893/4 *(Brad)*.

GATCOMBE [GW] first in *Brad* August 1852; replaced by Awre Junction 1 May 1869 *(co n Gloucester J 10 April)*. Always G PURTON PASSAGE *(Brad; hb)*; thus GW co tt 1865, not 1859.

GATE HELMSLEY – see HOLTBY.

GATEACRE [CLC] op 1 December 1879 *(co n Liverpool D P 29 November)*; clo 17 April 1972 *(Liverpool Echo 23 March)*. G & WOOLTON on 1887 Junction Diagram; G for W Mid co tt 1894, LMS tt 1930, and *hb* still 1956 but *Brad* dropped 'for W' 1938/9.

GATEHEAD

See 1818** for **first service** to run through here.

GATEHEAD [GSW] op 1 March 1847**; clo 3 March 1969 *(BR Board notice Irvine Herald 7 February)*.

GATEHOUSE OF FLEET

GATEHOUSE OF FLEET [PPW Jt] first in *Brad* September 1861 as DROMORE/D for G; names alternated (sometimes just G in local press) until settled 1 January 1912 *(hbl 25th)*; clo 5 December 1949 *(RM January 1950)*; reop 20 May 1950 *(Cl)* but not in public tt (e.g. not in BR Scot R tt 25 September 1950); Fridays and Saturdays only 30 June 1952 wtt; back in *Brad* after that of November 1953, before/with that of March 1954; thereafter variety of Monday, Friday and Saturday services; lost last eastbound service 18 June 1962 tt; HALT by 1960 wtt but not thus even in last public tt. Last wtt for line, 7 September 1964, shows unadvertised stops both ways – eastbound Fridays and Saturdays, westbound Fridays and Mondays. Clo 14 June 1965 *(RM July)*.

Also see TARFF.

GATESHEAD {map 27}

DERWENTHAUGH [NC; NE] stop on way to Redheugh, below; evidence is very patchy and incomplete so no guarantee of continuity. Op ? - line op 1 March 1837 (see 10 March 1835**), this station first in *Brad* April 1843, earliest press mention so far found seen is in *co n Newcastle Journal 28 June 1845* which said that a train left Redheugh every evening at 6 o'clock for here and Blaydon; lack of mention of anything other way would suggest this was alteration or addition to existing service, not a completely new one; *5 July paper* added except Sundays (oversight in previous notice?). Clo 30 August 1850 *(co n Gateshead Observer 24th)*; but would continue to be served indirectly by Redheugh to Swalwell Colliery service Tuesdays and Saturdays which stopped at junction just short of D for reversal but did not use station. According to note in *Cl* reop November 1852 tt but not seen thus in press tts – was this when *Brad* restored mention of indirect link? *Co n 30 April 1853 ibid* said that on and after 3 May 1853 Tuesday service would cease (i.e. last 30 April) and Saturday one would run from Newcastle Central Station via D and (presumably) Scotswood. Still present October 1854 tt; note about market trains omitted November *(paper of 25th)*, but Blaydon also omitted so probably now leaving market trains to local knowledge. Stops provided on special train for those attending soiree and ball of Dunston Reading Room and Mechanics' Institute 13 October 1856 *(their advert ibid 11th)*. Services interrupted by destruction of Scotswood Bridge by fire 9 May 1860 – it was a wooden structure built before need for BoT inspection and was already heavily criticised by various bodies as inadequate; Col Yolland had come as a result and subjected it to stringent testing in the morning and it was assumed that hot ashes from testing engines had fallen through crevices, smouldered unseen for some time and then burst into flame. Saturday train now only to / from Scotswood, with omnibus connections to D and Blaydon *(Newcastle Daily Chronicle 10th, 11th, 12th)*; road congestion resulting meant that omnibus going to Blaydon would now run to part of Redheugh line near D where trains would stop for them *(ibid 23 May)*. Temporary bridge on piles of old finished 12 July, but needed BoT authorisation for passenger use *(ibid 13th)*; reop ? - clearly by 26 July when report *ibid* said that Blaydon 'bus was still running despite fears that it would cease on bridge reopening. Reappeared in notice in *Newcastle Guardian* 6 July 1867, as did Blaydon market trains (now running as far as Mickley); this was a list of all arrivals and departures at Newcastle central station. Saturday trains still shown tt *ibid* 12 February 1870, after which paper stopped publishing relevant table. [Not included notes in *Brad November 1871* when Blaydon and Mickley were, but this not conclusive given erratic way market trains were publicised.]

REDHEUGH [NC] op 1 March 1837 *(see 10 March 1835**)*; acted as south-of-the-Tyne terminus for NC, with ferry link to station at 'The Close'. Lost function as ferry station for Newcastle October/November 1839 when NC extended to station near Shot Tower but

remained in use for local needs. Omitted from *Brad* about February 1841, back January 1842; given lack of detail in NC tables cannot be taken as proof of brief closure; on return at first only in notes, some trains asterisked to show they carried portions to/ from here as well as Newcastle. From 18 June 1842 when the Newcastle & Darlington Junction reached Oakwellgate its usefulness increased again when Brandling Junction/Newcastle & Darlington Junction started free service down the inline from their Gateshead station *(NE maps; Return of accident on 31 October 1844)*. A notice reproduced in *NC MacLean* refers to a service starting on 23 March 1843, presumably a later addition to/alteration of the service; this states that service was free – perhaps to avoid problems over inspection? Only in July 1844 did NC table in *Brad* start to reflect this – 'GATESHEAD' replaced 'REDHEUGH' in table but timings left alone; in October 1844 timings adjusted to include time taken on incline link. Reduced to being terminus of Tuesday and Saturday service to Swalwell Colliery, which operated detached from system 30 August 1850 *(co n for* opening of Newcastle Central *Newcastle Guardian 24th)*. Last shown in *co tt same paper* May 1854, absent June.

OAKWELLGATE [Newcastle & Darlington Junction] op 5 September 1839 from Wearmouth and South Shields *(co n dated 3rd)*; clo 2 September 1844 when service diverted to Greenesfield, which was already open *(Cl)*. *Brad* 1844: G station, OAKWELL GATE.

GREENESFIELD

GREENESFIELD [Brandling Junction] terminus of service from TANFIELD [Newcastle and Darlington Junction], which see for full details; 18 June 1842 to ? Relation to next station unknown – perhaps same site?

GREENESFIELD [York, Newcastle & Berwick] op 19 June 1844 (18th formal) as terminus for main line service to south *(co n T 24 May)*; clo 30 August 1850 *(Cl)*, service concentrated on East.

GATESHEAD (EAST)* [NE] op 30 August 1850 *(NE)* – but some sort of arrangement presumably needed here when service across Tyne began 1 November 1848 – see note at end of Newcastle-on-Tyne entry; became G March 1971**; clo 23 November 1981 (last train Sunday 22nd); replaced by TWM station.

GATESHEAD WEST* [NE] op 1 December 1868 *(Newcastle Journal 1st)*; clo 1 November 1965 *(RM November)*.

* = *Brad* added EAST and WEST 1872/3, and then only in main line table; *hb* only one entry for both, 'G', until 1904.

GATESHEAD [TWM] op 15 November 1981 *(Tyneside)*; still open.

GATESHEAD STADIUM [TWM] op 15 November 1981 *(Tyneside)*; still open. Intended name was OLD FOLD and ticket issued under that name *(JB)*.

Also see METRO CENTRE

GATESIDE [NB] op 15 March 1858**; aot request; clo 5 June 1950 *(Scotsman 18 May)*.

GATESIDE SCHOOL HOSPITAL Cambuslang [Cal] (non-tt): a platform to receive wounded soldiers at Kirkhill Junction, alongside line to Westburn Junction was ordered 23 October 1915 *(internet item)*; first batch arrived next day *(Hamilton Advertiser 30th)*; used until ? Certainly also 18 November 1915 *(Hamilton Advertiser 20th)*, 11 June 1916 *(Scotsman 12th)* and 17 July 1917 *(Scotsman 18th)*; press references referred to it as at Cambuslang, name of the area involved, or Kirkhill, from whose line it was served.

GATEWEN [GW] op 1 May 1905 *(GW H)*; HALT; clo 1 January 1931 (Thursday) *(T 20 December 1930)*; {map 75}.

GATHURST [LY] op 9 April 1855 *(co n Southport Vis 5th)*; still open. Became G for SHEVINGTON in *Brad* 1934/5, and *hb* 1936a; back to G 5 May 1975 *(RM July)*.

GATLEY [LNW] op 1 May 1909 *(LNW Officers 42501 + appendix; Manchester Evening News 1st, 8th)*; still open. Became G for CHEADLE 1 February 1911 *(RCG)* and thus LNW co tt 1921, LMS tt 1930; reverted to G 6 May 1974 *(BR notice)*.

GATWICK

GATWICK: *U* includes station clo to public in 1876; no tt or other supporting evidence seen.

G RACECOURSE [LBSC] op non-tt 7 October 1891 *(RCG)* but pre-opening special to view course 2 May 1891 *(Surrey Mirror2nd, Referee 3rd)*; appeared in *Brad* June 1907 as G, apparently full public station; last in *Brad* November 1907, reverting to non-tt racecourse use; R added before 11 July 1936 when *CLC Circular 455* notified change; in use until 15 June 1940 (last); later used for this 24 April 1948 *(AB)*, 10 July 1948 (B Pask, *Chron April 2009)* and 23 July 1949 (final) (*Daily Express)* for air pageants; site used for >

G AIRPORT (a) [SR] had op 30 September 1935 *(SR sig inst 35/1935; Surrey Mirror 6th)* as TINSLEY GREEN FOR G A; renamed 1 June 1936 *(CLC Circular 448, 12 May* – but name already in use *T 28 May*); closed 28 May 1958, name transferred to G A (b), below.

G AIRPORT (b), public station, 28 May 1958 *(Crawley Observer)*; still op.

GAVELL – see TWECHAR.

GAYTON ROAD [MGN] op 1 July 1887 *(GN)*; clo 2 March 1959 *(T 2nd)*.

GEDDINGTON [Mid] op 1 March 1880 *(co n Rutland Echo 27 February)*; clo 1 November 1948 *(Mid)*.

GEDLING [GN]

G & CARLTON op 1 February 1876 *(Notts Guardian 4th)*; clo 4 April 1960 *(Cl)*. Only seen as G & C in *Brad*, but *hb* 1876a had G, & C added 1877.

G COLLIERY (non-tt): PLATFORM; miners; 8 January 1906 *(Whittle from GN Engineer's records)*; clo before 1940; {Daybrook – Gedling} (A. Henshaw, *The Great Northern Railway in the East Midlands, vol 1*, RCTS, 1999, p 60).

GEDNEY [MGN] op 1 July 1862 *(Linc R & S Merc 4th)*; aot request; clo 2 March 1959 *(T 2nd)*.

GELDESTON [GE] op 2 March 1863 *(T 5th- line*; included in inspection report); clo 22 May 1916 *(T 2 May)*; reop 14 September 1916 *(co tt, RAIL933/42)* as HALT; ceased to be HALT 2 October 1922; aot request; clo 5 January 1953 *(T 5th)*. GELDESTONE in *hb* until altered 1904.

GELLI near Treherbert

GELLI [TV] first in *Brad* October 1906; see 1904**; last November 1912; later non-tt use *(U)*; {in *IA*}.

Also see YSTRAD RHONDDA.

GELLI CEIDRIM [Llanelly] first in *Brad* November 1851 (perhaps in use earlier); then omitted (result of lack of detail in tt then? intermittent use?), included again April 1852 on; same mileage as Cross Keys (later Glanamman), one minute between stops; aot request; see Garnant for possible but unlikely loss of service in 1859; 18 December 1861 ordered that trains should no longer be stopped here *(Llan)* – last in *Brad*, December 1861; {Glanamman – Garnant}.

GELLI FELEN [LMS] op 5 September 1933 – *Western Mail* of that date says GELLI FELEN 'opens today' with official opening on 6th, paper of 7th has photographs of fancy opening of GELLI-FELIN 'yesterday'; HALT; clo 6 January 1958 *(W Mail, 6 January 1958* – last Saturday); {Brynmawr – Clydach}.

GELLY MILL – see MACDUFF.

GELLYRHAIADD CROSSING [GW] (non-tt): PLATFORM; miners; service approved 27 June 1912 by GWR Traffic Committee; began ?; ended ?; {Hendreforgan – junction to east) *(RAC)*.

GENERAL POST OFFICE – see ST PAULS.

GEORGE INN – see BRITHDIR.

GEORGE LANE – see SOUTH WOODFORD.

GEORGEMAS JUNCTION [High] op 28 July 1874 *(co n John O'Groat Journal 30th*, where just G); still open. JUNCTION omitted 1913/14 to 1923 *(Brad)*.

GEORGETOWN

GEORGETOWN [Cal] op 31 March 1841** as HOUSTON; renamed 1 May 1926 *(hbl April)*; clo 2 February 1959 *(Port Glasgow Express 17 December 1958* – result of closure of RAOC depot in December 1957).

Non-tt: *True Line 87*, has article on station here during First War, work on shell-filling factory starting 25 September 1915. Says Cal built station and operated lines connected with factory; inspection report dated 8 February 1916 said it was a platform on a loop off the main line for trains arriving from the Glasgow direction only. *True Line 142, October 2018, using material from official history of factory*, said first train in 14 February 1916, clo unknown date after 2 December 1918 – factory closed and most workers discharged 30 November 1918 *(Scotsman 30th)* but then factory area used as demobilisation centre and special trains used to get troops there or did they go to main station? *(ibid 22 January 1919)*. According to internet item was about ¾ mile north of main station.

GERARDS BRIDGE [LNW] op 3 February 1858 *(Ormskirk 4th)*; clo 1 August 1905 (Tuesday) *(LNW Officers 41559)*; GERRARDS B in LNW co tt 1864; {St Helens – Moss Bank}.

GERRARDS CROSS [GW/GC] op 2 April 1906 *(T 5 March)*; still open.

GETHIN PIT [GW/Rhy] (non-tt); PLATFORM; exact dates? - in use 6 February 1912 (report of accident *Merthyr Express 10th*); {Troedyrhiw – Abercanaid}.

GIDEA PARK [GE] op 1 December 1910 *(RCG)* as SQUIRRELS HEATH & G P; renamed G P & S H 1 October 1913 *(hbl 23rd)*, G P 20 February 1969 *(Cl)*; still open.

GIFFEN [Cal] op 4 September 1888 *(Scotsman 3rd, 4th)* as KILBIRNIE JUNCTION; renamed 1 October 1889 *(hbl 24th)*; clo 4 July 1932 *(Cl)*. Seen as G JUNCTION only in *hb*, 1890 to 1912 (inclusive).

GIFFNOCK [Cal] op 1 January 1866**; still open.

GIFFORD [NB] op 14 October 1901**; clo 3 April 1933 *(Scotsman 15 March)*. See 13 August 1948**.

GIGGLESWICK [Mid] op 30 July 1849 *(T 28 July, 1 September)* as SETTLE; renamed S OLD 1 May 1876 co tt *(Mid)*, G 1 November 1877 *(RCG)*; still open.

GILBERDYKE [NE] op 2 July 1840 *(Hull 10th)* as STADDLETHORPE; renamed 7 January 1974 *(BR ER alterations leaflet of that date)*; still open.

GILBEYS COTTAGES op 15 June 1959 *(GNS)*; HALT; request; clo 18 October 1965**; {Carron – Knockando}.

GILDERSOME

GILDERSOME [LNW] op 1 October 1900 *(LNW Officers 39764; Leeds Mercury 2nd)*; clo 1 August 1917 (Wednesday), reop 5 May 1919 *(RCH)*; clo 11 July 1921 *(RCG)*.

G WEST [GN] op 20 August 1856 *(T 7th, 21st)*; WEST added 2 March 1951 *(Cl)*; clo 13 June 1955 *(Cl)*.

GILESGATE – see DURHAM**.**

GILESTON [Barry] op 1 December 1897 *(co n S Wales Echo 1st)*; clo 15 June 1964 *(RM August)*. GW co tt 1932: G for ST ATHAN and the LEYS; also BR ticket thus *(JB)*.

GILFACH FARGOED [Rhy] first in *Brad* April 1908 as HALT; renamed 5 May 1969 tt; still open.

GILFACH GOCH [GW]

GILFACH GOCH op 9 May 1881 *(Brad Sh 1882)*; clo 5 March 1928, reop 26 March 1928 *(Cl)*; GOCH added 30 June 1928 *(hbl July)*; clo 22 September 1930 *(Cl)*; used by workers' trains to Tremains Factory, started on or by 6 October 1941 (*Trains to Tremains*, D. Tomkiss, *Welsh Railways Archive supp to Vol. 5)*, though *GW official source*, *Cl pap* says "Blackmill – Gilfach Goch service restored (unadvertised) 20.9.1943" but another reference implies that service already running for workers and date represented when it was made publicly available (but still unadvertised). Ended before June 1947; later excur *(U)*.

G G COLLIERS PLATFORM (non-tt): op after 1915; probably clo with above, 22 September 1930; not in wtt 20 July 1931 nor any later; {60 chains beyond G G}.

GILGARRAN [WCE Jt] (non-tt): HALT; shown on OS map about 1925, on Cleator & Workington Junction north-west of junction at Distington; no other information.

GILLESPIE ROAD – see ARSENAL.

GILLETTS CROSSING [PW] op 1 October 1913 *(Haslingden Gazette 6th* – named after local farmer); clo 1 October 1915 (Friday) *(Cl)*, reop by 13 June 1919 *(Blackpool Gazette of that date* said had reopened); HALT; clo 11 September 1939 *(LMS letter 22 May 1945 Cl pap)*.

GILLING [NE] op 1 June 1853**; clo 2 February 1953 *(RM March)*; later military use; last school use 28 April 1964 *(Whitby)*; *RM February 1955* refers to shopping and football excursions; last ramblers' special to here 3 May 1964 *(handbill)*; Sunday School excursion to Scarborough 27 July 1964 *(BLN 1285)*. NE co tt 1880, LNE tt 1933 and *Brad* to closure: G for AMPLEFORTH COLLEGE.

GILLINGHAM DORSET [LSW] op 2 May 1859 *(W Fly P 3rd)*; DORSET added 9 July 1923 *(hbl 26 April)*; still open. LSW co tt 1914: G for MERE and thus *Brad* until 1923.

GILLINGHAM KENT [LCD] op 24 June 1858 as NEW BROMPTON, in time for Chatham races *(E Kent notice T 21st)*; in 1886 *Brad* became N B G, but N B & G 1904 *(hb)*; became G 1 October 1912 *(hbl 24th)*; KENT added 9 July 1923 *(Cl)*; still open. *Brad* dropped KENT from body of tt 1955 but it was restored in 14 June 1965 tt, having remained in index and sometimes been used in table headings in the interval; was G K in *hb* 1938.

GILLOW HEATH – see BIDDULPH.

GILMERTON [NB] op 23 July 1874**; clo, except for workmen's services, 1 January 1917 *(RM February)*; fully reop 2 June 1919 *(RCH)*; clo 1 May 1933 *(Scotsman 5 April, citing LNE announcement)*. Later excursions on line *(Glencorse)* – but stops here not specified.

GILMILNSCROFT [GSW] (non-tt): daily workmen's train from Muirkirk, stopping at intermediate stations, G JUNCTION and G COLLIERY; *(GSW Society Journal 38, page 44)*; miners' trains by July 1912, still 1 October 1910 wtt, not 1 October 1922 wtt, to NO 4 PIT (same as G Colliery?); {Junction was 26 chains from Auchinleck; COLLIERY at end of branch, serving several collieries, 1 m 78 ch beyond – stop at junction probably to allow miners from Auchinleck to join}.

GILMOUR STREET – see PAISLEY

GILNOCKIE [NB] preliminary description of line which op 11 April 1864 *(Dunfermline Press 24 February / Carlisle Express)*: 'we arrived at Thorniewats. This station ought to be called "Gilnockie" on account of its proximity to Gilnockie Castle'; however local press said it was new station at Claygate op 31 October 1864 (reop date of Langholm, for which see LANGHOLM, below). Tickets issued to station-master here in October 1864; not in *Brad* until October 1865; clo 15 June 1964 *(RM July)*. *Hb* 1866a, NB co tt 1900, *Murray* 1948 and *Brad*/BR tts to closure: G for CLAYGATE.

GILSHOCHILL op 3 December 1993 as LAMBHILL *(BLN 725)*; renamed 24 May 1998 *(RM August)*; still open.

GILSLAND [NE]: op 20 July 1836 (see 10 March 1835**); originally ROSE HILL (body)/ROSEHILL (index) *(Brad)*; renamed 1 May 1869 *(Cl)*; clo 2 January 1967 *(BR notice Newcastle Journal 1 December 1966)*. *Scott* 1837: R for G in tt, R H text. Name Gilsland used much earlier in co adverts in Newcastle papers; earliest seen for Whit-Monday excursion 16 May 1842, where was G station; usually seen in connection with Sunday use, at one time tts in papers show that in summer at least it was served every Sunday; likeliest explanation is that potential travellers would be more likely to be attracted by this name because it was associated with Gilsland Spa and nearby scenery while Rose Hill would not have been; it is difficult to see where a station specific to Rosehill could have been so re-siting is unlikely; often R for G in these tts.

GILWERN [LNW] first in *Brad* April 1863 but *LNW MTA Minutes Engineer's Reports 27 January 1863* say supposed to be ready in 3 or 4 weeks, *6 August* say has been open for five months, *Hereford Journal 21 February* 'in course of erection'; suggests actual opening in March; became HALT 1 November 1932; clo 6 January 1958 *(Western Mail 6 January 1958* – last on Saturday).

GIPSY HILL [LBSC] op 1 December 1856 *(T 31 October, 28 November)*; still open. Alias GYPSY HILL *(L)*. Became G H for UPPER NORWOOD 1911/12 *(RCG ref January1912)* and thus LBSC co tt 1912, *hb* 1938 and *Brad* until 1955.

GIRTFORD [LMS] op 1 January 1938 *(T 8 December 1937)*; first appeared in *Brad* July 1938 as a HALT, though *notices* for that month implied it had just been renamed to that; clo 17 November 1940 (Sunday) *(Cl)*; use for ? continued until 1951 *(@JF)*; {Sandy – Blunham}.

GIRVAN [GSW]

G OLD op 24 May 1860 *(co n Glasgow Herald 22nd)*; OLD added 5 October 1877; clo 1 April 1893 (Saturday) *(Cl)*.

GIRVAN op 19 September 1877** as G NEW; NEW dropped 1 April 1893; clo 7 February 1882 (Tuesday), reop 1 August 1883, clo 12 April 1886, reop 14 June 1886, clo 2 September 1886, reop 14 July 1890 *(Cl)*; still open.

At times passengers from New Luce direction had to use both stations; *Glasgow Herald, 3rd*, described 1893 opening of new station – had needed BoT inspection before opening.

GISBURN [LY] op 2 June 1879 *(Blackburn Standard 31 May)*; clo 10 September 1962 *(T 5 July)*. *Brad* ? to 1950/1 but not LMS tt 1930: G for BOLTON-BY-BOWLAND.

GLADSTONE DOCK

GLADSTONE DOCK [LO] op 16 June 1930 *(Liverpool Echo 16th)*; clo 31 December 1956 *(T 29 September)*.

GLADSTONE DOCK [LY] op 7 September 1914 *(RCG; co n Liverpool Echo 26 August)*; clo 7 July 1924 *(hbl 52)*. Became HALT 1916 *(Brad)*.

GLAIS [Mid] op 21 February 1860 *(Mid; Mining Journal 25th- line)*; re-sited on deviation March 1875**; clo 25 September 1950 *(RM November)*; {map 44}.

GLAISDALE [NE] op 2 October 1865 *(Leeds Mercury 3rd)*; still open.

GLAMIS [Cal] op 4 June 1838 *(Perthshire Courier 14th – opened Monday week)*; clo 4 July 1846 (see 1837 B**); reop 2 August 1848 *(Dundee ... Advertiser 4th)*; clo 11 June 1956 *(Montrose Standard 8 March)*. GLAMMIS/GLAMMISS early.

GLAN CONWY [LNW] op 17 June 1863 *(North Wales Chronicle 28th)* as LLANSAINTFFRAID; renamed G CONWAY 1 January 1865 *(Cl)*; clo 26 October 1964 *(BR LM notice N Wales Weekly News 8th)*; reop 4 May 1970 *(T 8 April)*; spelling altered 12 May 1980 *(BLN 392)*; aot request; see 2015/16**; still open.

GLAN LLYN [GW] op 4 August 1868 *(Carnarvon 11th)* as private station for Sir W W Wynn but public use with his consent; in paper 'flag station at Glanllyn'; in *hb* SIR WATKIN'S, later FLAG STATION; first in *Brad* 20 September 1926 as F S; officially public 14 September 1931 *(GW H)*; became F S HALT 4 July 1938 *(Cl* – from *Brad?)* but still F S in GW wtt 28 September 1938; renamed G L HALT 25 September 1950 *(Cl)*; clo 18 January 1965**; Sir Watkin Wynn had right to stop expresses at Bala Flag Station for owners, occupiers or visitors to Glanllyn Mansion; inherited from Bala & Dolgelly Co *(Out of Course)*; sometimes one word; {Llanderfel – Llanuchllyn}.

GLAN ROAD – see BWLLFA DARE.

GLAN-YR-AFON near Llanidloes [GW] op 16 January 1928 *(Oswestry area notice 13th)*; HALT *(Brad)*; clo 31 December 1962 *(T 31st)*; {Tylwch – Pantydwr}. In *hb* 1938 as PLATFORM.

GLANAMMAN [GW] first in *Brad* May 1851 (perhaps op earlier since no detail given for a while previously) as CROSS KEYS; see Garnant for possible but unlikely loss of service in 1859; on 18 December 1861 ordered platform to be provided here *(Llan)*:

existing arrangements? – clearly already stop here; renamed 1 December 1884 *(RCH dist 12 February 1885)*; aot request; clo 18 August 1958 *(T 11th)*.

GLANDWYFACH – see 2 September 1867**.

GLANDYFI [Cam]

GLANDYFI op 1 July 1863 *(Cam; co ½ T 28 August- line)* as GLANDOVEY (GLAN-DOVEY in *Brad* until 1880/1, GLAN DOVEY in *hb*); renamed 1 July 1904 *(hbl 7th)*; clo 14 June 1965 *(RM July)*.

GLANDOVEY JUNCTION – see DOVEY JUNCTION.

GLANRAFON [VoR] (ng) op 7 May 1904 *(VoR; Aberystwyth Observer 12th – 'have opened'*)*; see 22 December 1902** (for line history); originally HALT, HALT dropped 6 May 1968 *(Cl)*; to preservation 1989.

* = paper said it 'was understood' it was opened 'partly as a compliment to Mr. Powell, Nant Eos, in return for his kindness to the contractors during the construction of the line'; a mile beyond Llanbadarn, it would be useful for Moriah, Capel Sion, Nant Eos and neighbouring farms.

GLANRAFON [NWNG] (non-tt): quarrymen; op 14 May 1881 (?); clo – October 1901; Rhyd Ddu extension part-funded by quarry company in exchange for workmen's trains so op same date as line or later that summer; clo on run-down of quarry (138 employees 1901, 9 in 1902); October 1901 tt change made daily commuting impracticable; though quarry later revived, its train service remained impracticable (R. Maund); {Snowdon Ranger – South Snowdon}.

GLANRHYD [Vale of Towy Joint] first in *Brad* and tt *The Welshman* May 1858; clo 20 July 1931 *(Cl)*, reop 19 December 1938 as HALT *(GW notice dated 'December')*; aot request; clo 7 March 1955 *(Cl)*. Aot Glan-rhyd in *hb*.

GLANTON [NE] op 5 September 1887 *(Morpeth Herald 3rd)*; clo 22 September 1930** *(T 10 July)*.

GLANYLLYN [Cardiff] op 1 March 1911 *(RCG; Railway News 4th)*; clo 20 July 1931 *(Caerphilly Journal 11th)*.

GLANYRAFON near Oswestry [Cam] op 1 September 1904 *(Oswestry District op n, RAIL 279/37);* aot request; HALT; clo 15 January 1951 *(Cl)* – see 1951**.

GLAPWELL [Mid]

GLAPWELL (public station): first used 13 August 1892 by those attending laying of foundation stone of chapel and classroom at Doe Lea, for benefit of new community resulting from opening up of coalfield; public 22nd *(two items Derbyshire Courier 20th)*; clo 28 July 1930 *(Derbyshire Times ... 12th)*.

G (non-tt), alias **G COLLIERY SIDING(S)**: op 1 September 1886 wtt; clo 14 September 1931 wtt; {Palterton – Glapwell} *(Mid)*.

GLASBURY-ON-WYE [Mid] op 19 September 1864 *(co n Hereford J 24th)*; -on-WYE added 1 February 1894 *(RCG)*; clo 31 December 1962 *(T 31st)*.

GLASCOED [GW] (see *RAC Atlas for exact sites)*

GLASCOED (public) op 16 May 1927 *(co n dated 'May')*; HALT; originally platform on downside of single line, moved to up 22 April 1938 *(GW letter 29 March 1945 Cl pap)*; clo 30 May 1955** (wtt 8 June 1953 shows only served by public trains so probably fully closed); {Usk – Little Mill Junction}.

There were also non-tt stations for Ordnance workers, first two on main line, third on a branch:

G EAST ACCESS; HALT; op 3 January 1943 *(RAIL 250/450)*; alias E A ROAD HALT; clo by mid-1953 – 23 May 1949 wtt shows only used by one train each way (combined Newport/ Blaenavon sections) and that absent 8 June 1953 wtt – relevant train to G R O F.

G WEST ACCESS; HALT; op 12 June 1941 for workmen's train; 18 June 1941 service by public trains added *(GW Superintendent of line's letter)*; before/with 23 May 1949 wtt was G CROSSING HALT; by 8 June 1953 wtt only stops by public services shown so probably fully clo 30 May 1955, with Usk line service.

G ROYAL ORDNANCE FACTORY; first trains with construction workers ran to level crossing at Glascoed 24 May 1938 (no platform) – later G WEST ACCESS; probably later temporary platforms until station op 6 October 1940 *(RAC)*; clo 24 April 1961.

Also see WERN HIR.

GLASGOW {map 15}

Some stations in addition to those listed below were at one time shown in tt as 'GLASGOW xxx'. Those not listed here will be found under their own initial letters, as will all on the Glasgow Subway.

Most Glasgow stations were just 'GLASGOW' in early tts. The additions given below were added mostly about 1850 or later, often at first only in tables where there were two possibilities for a particular service.

G BRIDGE STREET [Cal] op 14 July 1840 *(Scotsman 11th)*; permanent buildings op 4 April 1841 *(GSW)*; clo 1 March 1905 (Wednesday) *(RCG)*. References to **CLYDE PLACE**: in e.g. Col Cobb's Atlas and Brand's Chronology should be regarded as names used loosely for through part of this station.

G BUCHANAN STREET [Cal] op 1 November 1849 *(T 6th)*; clo 7 November 1966 *(RM January 1967)*.

Troops for Volunteers' meeting, 8 August 1874, on Lanark Moor were despatched from the **East Siding** *(Glasgow Herald 10th)*.

Ticket platform, first and last references seen: Saloon belonging to Marquis of Lorne detached here and taken into station by special engine *(Scotsman 21 August 1871)*. Assault *(Glasgow Evening Post 22 March 1881)*.

G CENTRAL [Cal] op 1 August 1879 *(co n Glasgow Herald 29 July)*; still open. Aot G C HL GORDON STREET *(hb)*; G C HL in *Murray* 1948.

G CENTRAL LL [Cal] op 10 August 1896 *(RCG; co n Glasgow Herald 6th)*; *RM February 1899* says permanent station now open and temporary closed – does not give exact date or any details about site; clo 5 October 1964 *(BR n Wishaw Press 25 September)*; reop 5 November 1979 *(Wishaw Press 2nd)*; see10 December 1994**; still open, since 1979 both levels of G Central treated as single station.

G COLLEGE – see G HIGH STREET.

G DUNDAS STREET – see G QUEEN STREET, below.

G DUNLOP STREET [CGU] op 12 December 1870 (minute of 19th, *SRO BR/CGU/ 1/5*); absorbed into G ST ENOCH, 1 May 1876.

G GALLOWGATE [GSW]* op 19 December 1870*[2] for NB service to Coatbridge (minute of 26th, *SRO BR/CGU/1/5*); clo 1 April 1871 (Saturday), (minute of 3rd, *SRO BR/CGU/1/6*) – this says service diverted to College (later High Street), implying that was then replaced by latter, but only way of reconciling this with entry for latter is to assume that both were in use after 1 February; reop 17 May 1871 (minute of 22nd, *SRO BR/CGU/1/6*), with start of hourly Bellgrove to Shields Road service; additional service

1 June 1871 when through Edinburgh to Greenock trains began (minute of 3rd, *SRO BR/CGU/1/6*); clo to public 1 October 1902 (Wednesday) *(RM November)*. Included in *Brad* December 1904 with Renfrew Wharf, workmen's service (see 5 June 1967**); last in tt September 1926 *(G&S)*.

* = [CGU] until 1896.

*[2] = report of NB meeting *(Scotsman 17 March)* says op 1 January 1871 - derived from tt?

G GALLOWGATE CENTRAL [NB] op 1 June 1892 *(Edinburgh Evening News 2nd)*; clo 1 January 1917 *(RM February)*.

G GORBALS [GBK Jt] op 1 September 1877 *(Scotsman 3rd)*; clo 1 June 1928 (Friday) *(Cl)*.

G HIGH STREET [NB]* op as COLLEGE, a terminus, 1 February 1871 *(co meeting Scotsman 17 March, Brad Sh)* though earliest other evidence seen is in in advert for special trains for a concert on 14 February *(Glasgow Herald 13th* and *undated NB co n Glasgow Herald 28 February* – College station now open); replaced at lower level by new station (still C) on through line 15 March 1886 *(Scotsman 16th)*; renamed 1 January 1914 *(NB list)*; still open. See GALLOWGATE, above, for likely explanation of 1 April date previously given.

* = COLLEGE originally shown in RCH sources (error?) as [CGU/NB Joint]. *Brad Sh* shows that ground for station belonged to CGU and that might have led RCH to think that NB station, built on rented land was part CGU property; shown as [NB] only by 1883.

G KELVINHAUGH DEPOT (non-tt) temporary platform in NB Harbour Depot on east side of Kelvinhaugh Street for departure of Shah of Persia after his visit to Glasgow 18 July 1889 *(Glasgow Herald 18th)*.

G LONDON ROAD [Cal] op 1 April 1879 *(co n Glasgow Herald 1st)*; clo 1 November 1895 (Friday) *(RCG)*.

G MAIN STREET [GSW]: op ? - first in *Brad June 1871*; *Hamilton 22 April 1871* – understand it will be opened in a few days, all trains from Paisley and stations on the South Western will call. Replaced 20 August 1900 *(RCG)* by station later renamed Cumberland Street.

G QUEEN STREET [NB] op 21 February 1842 *(Scotsman 23rd)*. Sunday evening 17 August 1879 part of tunnel outside Queen Street collapsed during work to enlarge station, blocking line to Cowlairs. Traffic temporarily run from College Street station; line (previously goods only) to Cowlairs branches off a little to east of Bellgove, passes the Alexandra Park, goes under Springburn Road and joins main line about 200 yards north of Cowlairs. Temporary provision at Cowlairs on this line for passengers from Edinburgh needing to change. Tickets are being collected at Bellgrove. *(Glasgow Evening Citizen 18th)*.Traffic will be resumed today *(Glasgow Herald 27 August 1879)*. This portion (HIGH LEVEL in source, also sometimes *Brad*) clo 20 March 2016 for tunnel upgrade, services diverted to Low Level; due to reopen Monday 8 August 2016 *(Scotrail pamphlet)*. G Q S HL in *Murray* 1948. To begin with Glasgow, Dumbartonshire & Helensburgh company's early notices in press used Queen Street and Dundas Street indiscriminately.

G QUEEN STREET LL [NB] op 15 March 1886 *(Scotsman 16th)*; still open.

G ST ENOCH [GSW]* op 1 May 1876 *(GSW)*; clo 27 June 1966 *(Cl)*. Later use: 4 July 1966 for Kings Troop Royal Horse Artillery to Kensington Olympia for Royal Tournament *(Rly Obs August p 266)*.

* = [CGU] until transferred 29 June 1883 (before split between NB and GSW).

G SOUTH SIDE: first used from Barrhead by [GBK Jt] 27 September 1848**; joined by [Cal] service from Motherwell 1 June 1849 *(T 5th)*. [Cal] initially called it G GUSHETFAULDS*, then G S S by 1 August 1849 *(Cal co notices)*, November 1849 *(Brad)*. Maps in *scotcities* website and 1860 map in *Glasgow Stations*, C. Johnson & J. R. Hulme, D&C, 1979, show one station, each company using half; *co n Scotsman 30 May 1849* called it 'new station at South Side'.

Most of station was demolished to make way for through viaduct to St Enoch. Temporary platforms (dates?) either side (W. A. C. Smith & P. Anderson, *An Illustrated History of Glasgow's Railways*, Irwell, 1993) until Barrhead trains diverted 1 September 1877 *(R.Maund Chron October 2014)* and Motherwell trains diverted to Bridge Street 1 July 1879 (Tuesday) *(co n Glasgow Herald 27 June)*.

* = *The Times* referred to new station at Southside in Glasgow; GUSHETFAULDS was *Brad* first version; on 30 April 1848 Capt Simmons had inspected a branch 'to a temporary terminus[,] called the Gushet Faulds branch' which failed because a necessary connection was not complete) *(MT6/7/46)* .

G ST ROLLOX (alias TOWNHEAD) [Cal] op 1 June 1831 (see 1828 B**); replaced by Buchanan Street 1 November 1849 *(Cl)*. See under 'S' for later ST ROLLOX through station.

CATTLE BANK STATION – see ST ROLLOX (under 'S').

G WORKS (non-tt): open day; 27 June 1981 *(@JF)*.

25 August 1881: wholesale alterations to local services from Glasgow and Edinburgh to make way for special traffic to Volunteer Review in Edinburgh; many stations without trains that day. See Caledonian and North British company notices in *Dundee Courier 22* and *24 August*. Reportedly more than 40,000 Volunteers were present at Review.

GLASGOW CROSS [Cal] opened 1 November 1895 *(Glasgow Herald 30 October)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*. Argyle Street near later.

GLASGOW GREEN [Cal] op 1 November 1895 *(Glasgow Herald 30 October)*; clo 1 January 1917 *(RM February)*; reop Monday 2 June 1919 *(RCH)*; clo 2 November 1953 *(RM December)*.

GLASSAUGH [GNS] op 1 April 1884 *(co n Banffshire Advertiser 3rd)*; clo 21 September 1953 *(RM November)*.

GLASSEL [GNS] op 2 December 1859 *(co n, item Aberdeen Press 30 November)*; clo 28 February 1966 *(BR notice ibid 1st)*. According to *ref RM October 1960* had become a HALT but not thus in *Brad.*

GLASSFORD [Cal] op 2 February 1863** *(Cal)*; in *Brad* became HALT 1933, reverted to G 1937/8 and thus to closure (but became HALT *hb* 1944a); clo 1 October 1945 *(RM March 1946)*.

GLASSHOUGHTON op 21 February 2005 *(Rly Obs April)*; still open.

GLASSON near Carlisle [NB]: line op 22 June 1854 but *Newcastle Journal (24th)* said Burgh was only station; directors contemplated erecting platform here; earliest evidence is in *co n* of alterations from 25 July 1854 *(Carlisle Journal 28th)* as request stop, fitting first appearance in *Brad* August; initially all days; omitted March 1858 (error?); back April 1858 Saturdays only; all days again June 1884; clo 1 January 1917 *(Cl)*, reop 1 February 1919 *(RM February)*; August 1921 *Brad* includes PORT CARLISLE line, but without trains. Trains were shown September 1920 and July 1922. Another casualty of April/May 1921**? Clo 1 June 1932 (Wednesday) *(T 3 March)*.

GLASSON DOCK near Lancaster [LNW] op 9 July 1883 *(LNW Officers 24972)*; clo 7 July 1930 *(LMS notice Lancashire Evening Post 24 June)*. LNW co tt July 1883 said it was 'expected' that this would open on 2nd; clearly a short delay. G D PLATFORM on 1928 Junction Diagram.

GLASTERLAW [Scottish North Eastern, later Cal]: line op 1 February 1848 *(co n RM February 1953)*, nd, May *(Topham)*; probably did open with line – estimates for building station here advertised in *Montrose Advertiser 26 February 1847* in same notice as those at Dubton and Bridge of Dun. Original intention was for a large junction station here but this did not come about and much of the site was used in 1858 for a manure works; last in tt March 1849.

There was later use but evidence so far found is very scrappy and makes it impossible to say how far there was continuity for passengers (goods use did continue) or these were occasional uses. *Montrose Standard Friday 29 June 1849* said that pair of aristocratic newly-weds were expected to arrive here on following Monday; four trains each way stopped 28 April 1852 for convenience of those going to market here *(co n Montrose ... Advertiser 23rd)* and similar for market 18 August and 13 October 1852 *(Arbroath Guide 14th, 9th respectively)*; *deletion* if it was a regular use for this purpose only, it would have been seasonal since markets here were monthly from April to October (inclusive), the April one apparently more important (often described as 'annual'). *Dundee Advertiser (1 June)* included case of assault when cattle were being loaded on 28 April 1871; no guarantee passengers could use then but this would have made sense (1852 notice had linked market attendance with handling of cattle).

Saturday 8 June 1878 some attending an Oddfellows Gathering got off here by mistake; most had used Friockheim *(Dundee Courier 11th)* – but how did they manage this? Did they give wrong instructions for their special? 14 June 1879 there was an arranged special here *(Dundee Advertiser 17th)*.

Cl says clo December 1857 tt – did he see records of e.g. market day use (would have had to be for those going from here to elsewhere since market days here were mostly Wednesdays, with occasional change to other days to avoid clash with other nearby markets)?

Back in *Brad* September 1880, and included in item about alterations for September, one call each way, Saturdays only *(Dundee Courier 31 August 1880)*. Was this a first reuse or a resurfacing of Saturday stop long left to local knowledge? Same paper 31 October 1882 gave alterations for November that implied all days use – one train (Aberdeen to Perth) would no longer call but another (Montrose to Dundee) would, no indication that Saturdays only – but these alterations items were clearly not comprehensive and this might have been an adjustment to an existing service; *Brad* certainly by April 1885 all days, both ways; clo 2 April 1951 *(letter Brechin Advertiser 3rd)*. Aot G JUNCTION in *Brad*.

Wtt 14 June 1954 shows Tuesday stop to set down linesman.

GLASTONBURY & STREET [SD Jt] op 28 August 1854**; see 16 March 1859**; & S added 1885 *(RCG ref October)*; clo 7 March 1966 *(Shepton 11th)*.

GLAZEBROOK [CLC] op 1 September 1873 *(MS&L co ½ T 21 January 1874)*; still open.

GLAZEBURY & BURY LANE [LNW]: line op 17 September 1830**, nd, 1 January 1831; clo 7 July 1958 *(RM August)*. Op as B L, renamed G 1878 *(RCG ref April)*, G & B L 1883/4 *(Brad)*.

GLEMSFORD [GE] op 1 June 1866? – *Bury & Norwich Post 26 June* said it had first appeared in tt then but advert in *Bury & Norwich Post 24 April 1866* for sale of estate said it was near new station here – or should that have been 'intended' ...?; clo 6 March 1967 *(RM April)*.

GLEN – see GREAT GLEN.

GLEN DOUGLAS [NB]: at first non-tt; line opened 7 August 1894; not in NB wtt July 1896; note (probably regular fixture) in wtt alterations 6 February 1922 that any of five trains each way could be stopped on request, clearly by any traveller; according to *U* was for use by railwaymen and families, school teacher, occasional visitors; wtts 11 June 1956 and 13 June 1959 also show trains both ways, none noted as 'not advertised'; op to public 12 June 1961 *(U)*; aot PLATFORM/ HALT; clo 15 June 1964 *(RM July)*. Wtt 6 March 1967 shows Thursday and Saturday stops for domestic purposes *(IU)*; Wtt 7 May 1973 stop Thursdays only for domestic purposes, Saturdays only for track walker (G. Borthwick); {Whistlefield – Arrochar}.

Also see MILEPOST items.

GLEN PARVA – see under WIGSTON.

GLENBARRY [GNS] op 1 October 1859 *(GNS)* as BARRY; see 30 July 1859**; last in tt *Banffshire Journal* 20 January1863, by when was B SIDING, in footnotes only, request; last in *Brad* October 1863* but probably remained open (see Ordens, similarly treated), victim of tt rearrangement; back in Brad September 1870. *Dundee Courier Saturday 4 February 1871* said that Knock station was to be abolished in a week or two [it was not] and Barry Siding, where only certain trains formerly [= up to now if *Brad* is to believed] stopped is to be converted into a regular station, work began Monday; *Aberdeen Press 6 March 1872* said that new station on Barry Moss named Glenbarry had been opened *(Cl* has it reop under that name 19 February) – map evidence (K. Fenwick) shows that before 1880 platform had been moved north to allow platforms to be built, which would fit this. Clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

GLENBIRNIE – see GLENBURNIE.

GLENBOIG [Cal] first in *Brad* February 1880; clo 11 June 1956 *(BR notice Coatbridge Leader 2nd)*.

GLENBUCK [Cal] first in *Brad* October 1875; clo 4 August 1952 *(Motherwell Times 4 July)*.

GLENBURNIE [Edinburgh & Northern] op 9 December 1847 *(co n Perthshire Advertiser 9th)* as a temporary terminus; *co n* called it NEW LINDORES STATION, about a mile north of Newburgh; clo 17 May 1848 *(co n Perthshire Courier 18th)*; {map 5}. In tt as GLENBIRNIE but this was probably mis-spelling by tt printers – estate shown on 1850s map is GLENBURNIE and NB wtt later used this version (D Lindsay), as did *Edinburgh Advertiser*, which only mentioned opening 'shortly'.

GLENCARRON [High]: approval given for station 9 May 1871 *(High)*, though not in *Brad* until August 1873 (earliest use as private station?) as PLATFORM; became G 10 September 1962 *(Cl)*; aot request; clo 7 December 1964, but later unadvertised use – revenue shown *(High; Lochalsh)*. *Hb* 1938 showed as HALT.

GLENCARSE [Cal] op 24 May 1847 *(Perthshire Courier 27th)*; clo 11 June 1956 *(Aberdeen Evening Express 2 March)*.

GLENCORSE [NB] op 2 July 1877 *(Edinburgh Evening News 2nd* – station at Greenlaw Barracks); op as GLENCROSS; 'henceforth' to be GLENCORSE *(GM circular 26 November 1877, BR/NBR/4/322)*; clo 1 May 1933 *(Scotsman 5 April, citing LNE announcement)*. 2 October 1943 began to run Saturday recreational trains for service personnel at Barracks here *(LNE letter 19 April 1945 Cl pap)*; last special 29 August 1959 *(Glencorse p 127)*.

GLENCRUITTEN SUMMIT [LMS] (non-tt): railwaymen, schools; op ?; clo after 1938; {Connel Ferry – Oban} *(U)*.

GLENDON & RUSHTON [Mid] op 8 May 1857** *(Mid; co ½ T 13 August- line)* as R; renamed 1 March 1896 *(hbl 23 April)*; clo 4 January 1960 *(RM February)*.

GLENEAGLES [Cal] op 14 March 1856, with Crieff branch *(Tayside)*, as CRIEFF JUNCTION; renamed 1 April 1912 *(RCG)*; still open.

GLENELLRIG [Monkland]: line op 5 August 1840 but this station later in the 1840s *(MK)*; early tts nd, first found July 1848 *(Topham)*; clo 1 January 1850 (Tuesday) *(Cl)* but advert for letting of farms in *Falkirk Herald 11 January 1855* says nearly all adjoin the Glenellrig station of the 'Slamanan' Railway – still passenger use? unrecorded goods use only now?; {Slamannan – Avonbridge}.

GLENESK [NB] first in *Brad* October 1855; originally trains shown both ways, last northbound train shown January 1861; then southbound only until clo (does tt tell full story? Unadvertised exchange use?); clo 1 November 1874 (Sunday) *(Cl)*; unadvertised use to at least 1886 *(U)*; {Millerhill – junction with line to Dalkeith}. In *Brad* at first as G for LASSWADE; became G JUNCTION for L 1859/61, G J 1869/70.

GLENFALLOCH [LNE] (non-tt): workmen Loch Sloy HEP; op 10 April 1946*(U)*; clo later 1940s (shown 6 October 1947 wtt); {Ardlui – Crianlarich}. Spelling as in 1947 wtt – sometimes two words?

GLENFARG [NB] op 2 June 1890 *(NB list)*; clo 15 June 1964 *(RM July)*.

GLENFIELD [Mid] op 18 July 1832 *(Mid; in fare list Leicester Chronicle 21st. description of opening)*; see December 1847**; re-sited east of level crossing 1875 *(Mid)*; clo 24 September 1928 *(LMS PCC 62, Nottingham Evening Post 21st)*. Used 1 July 1938 for educational excursion to Port Sunlight and 2 July 1938 for British Legion one to Mablethorpe *(Rly Obs August p 266)*.

GLENFIELD [Cal]: perhaps built about 1902 between Barrhead New and Stanely for suburban service that never materialised *(U)*.

GLENFINNAN [NB] op 1 April 1901 *(Scotsman 2nd)*; still open. LNE tt 1933, *Murray* 1948 and BR tts: G for LOCH SHIEL / G L S. Became just G 17 May 1982 tt.
Also see MILEPOST items.

GLENFOOT – see under TILLICOULTRY.

GLENGALL HOSPITAL [GSW] (non-tt): passengers on visiting days; dates?; {branch from Alloway} *(Hosp)*.

GLENGARNOCK

GLENGARNOCK [GSW] op 14 June 1841 co tt *(GSW)* as KILBIRNIE; became G & K 1888 *(RCG ref April)*, G 1 June 1905 *(hbl 27 April)*; still open.

G HIGH [Cal] op 2 December 1889 *(RCG; Glasgow Evening Post 2nd)*; HIGH added 2 June 1924**; clo 1 December 1930 *(Cl)*.

GLENLOCHY CROSSING [LMS] (non-tt): railwaymen and families; op ?; clo ? – still shown 15 September 1952 wtt; {Tyndrum – Dalmally}.

GLENLUCE [PPW Jt] op 12 March 1861 *(Galloway 15th)*; clo 14 June 1965 *(RM July)*.

GLENOGLEHEAD – see KILLIN.

GLENORMISTON (non-tt): private station for William Chambers, founder of publishing house who lived at Glenormiston House and was at one time a Director of the Peebles Railway. The earliest certain reference to a station is in an advert in *The Times* 30 July 1883 for the sale of the estate following Chambers's death: 'There is a private station on the railway at Howford, within five minutes walk of the mansion house'. It was probably used 4 ? August 1865 when the whole of Messrs Chambers' Edinburgh staff, upwards of 300 were treated to a pleasure trip and various entertainments in the grounds of the House *(Scotsman 5th* – 'yesterday' – did not specify station at Howford but difficult to see how else such numbers could have got there). Certainly also used as G PLATFORM 5 August 1911 by specials to and from Peebles for Mr. Thorburn's party – fare 1s *(NB notice for special trains)*; {Cardrona – Innerleithen, probably at 322365}. (D. Cattanach).

GLENROTHES WITH THORNTON op 11 May 1992 *(Dundee Courier 20 April)*; still open.

GLENSIDE [GSW] op 17 May 1906 *(Kilmarnock Herald 18th)*; built on initiative of the Marquess of Ailsa, mainly for his use – few others lived within reach (A. Wham, *The Lost Lines of Ayrshire*, GC Book Publishers, 1999); in *Brad* and available to others; clo 1 December 1930 *(undated LMS Northern Division list, Cl pap)*. Used 20 May 1938, northbound only (return by bus – engines wrongly believed to be too heavy for line) for excursion to Ibrox for Glasgow British Empire Exhibition at nearby Bellahouston Park *(Maidens)*. See 1939**.

GLENTARRAS [NB] (non-tt): siding for distillery and tileworks; HALT here during First World War for Gretna munitions workers billeted at distillery and later for Boy Scouts camping here; exact dates not known (siding lifted mid-1950s); {Langholm – Gilnockie}. See R. B. McCartney, *The Railway to Langholm ...*, author, 1991.

GLENWHILLY [GSW] op 19 September 1877** which see for early clo and reop; clo 6 September 1965 *(BR notice Belfast Telegraph 1 July)*; later use by railwaymen *(U)*.

GLOBE ROAD & DEVONSHIRE STREET [GE] op 1 July 1884 *(Morning Post 2nd)*; clo 22 May 1916**; {Bethnal Green – Coborn Road – just west of earlier London Devonshire Street – see maps in P. Kay, *GE in Town & Country*, part 3, Irwell, 1996}.

GLOGUE [GW] op 12 July 1875 *(Whitland)*; clo 10 September 1962 *(Cl)*.

GLOSSOP

GLOSSOP [GC] op 1 July 1845 *(Derbyshire 5th)**; became G CENTRAL 10 July 1922 *(hbl 13th)*, reverted 6 May 1974 *(BR notice)*; still open.

* = support from Captain Coddington's inspection report, made 10 June; said line satisfactory but company had postponed opening to 1 July. M. Bairstow, *The Sheffield, Ashton-under-Lyne & Manchester Railway – The Woodhead Line*, 1986, appendix p. 71 gives 30 June as opening date (9 June was goods opening). See DINTING for similar instance – free rides on 30 June or change of mind or did company regard first day of full service as true opening?

G JUNCTION: see DINTING.

GLOUCESTER {map 95}

GW expected that Birmingham – Gloucester – Bristol line would become part of GW; however, it became part of Mid instead.

[**Birmingham & Gloucester**] op 4 November 1840 *(Bath & Chelt 10th)* >

[**Bristol & Gloucester**] was originally operated by GW; service began 8 July 1844 *(Gloucester Journal 13th)*, using platform added to station above >

Station became **GLOUCESTER** [Mid]; replaced by through station 12 April 1896 *(ibid 18th)*; renamed G EASTGATE 1951 >
[**GW**] arrived from Swindon 12 May 1845 *(ibid 17th*, initially using Bristol & Gloucester platform; own station op with line to South Wales 19 September 1851 *(ibid 20th)*; renamed G CENTRAL 1951 >
EASTGATE and CENTRAL combined 26 May 1968 as G *(Mid)*; old Mid part closed 30 November 1975*; GW part still open.
* = engineer's possession to take out platforms and track was from 1500, Saturday 29 November so timetabled Sunday service did not run *(signal notice 43/W/2718)*.
G 'T' STATION [GW] op 23 October 1847 with Gloucester avoiding line *(T 25th)*; clo 19 September 1851 *(Cl)*.
Ticket platform for Midland: earliest reference: accident night mail from Bristol – *(Cheltenham Examiner 15 October 1856)*. Enquiry into another accident; ticket inspector said checked one side of train at ticket platform, other in station *(Gloucester Journal 29 October 1870)*. *Ibid 24 July 1880*: suggestion made at Council meeting (trying to get joint station) that at least time could be saved if Midland collected tickets at station before here, as GW did. *Cheltenham Chronicle 8 December 1900*: fatal accident; body found between old ticket platform and up road; accident 29 November. So now closed?
Also see OVER JUNCTION.

GLOUCESTER ROAD

GLOUCESTER ROAD [Met] op 1 October 1868 *(T 16th, 30th September)*; sometimes BROMPTON G R until 1903 *(Brad)*; [Dist] service began 12 April 1869; still open.
GLOUCESTER ROAD [Picc] op 15 December 1906 *(co n T 14th)*; clo 30 August 1987, reop 21 May 1989 *(ug)*; still open.
GLYN ABBEY [BPGV] op 2 August 1909** as PONTNEWYDD; renamed 1910 tt *(Cl)*; HALT until 1913, when moved from notes to table in *Brad* and again from 3 May 1943 *(Cl)*; clo 21 September 1953 *(T 16th)*.
GLYN COLLIERY [TV] (non-tt): approval for station given 26 April 1892; workmen's trains began later that year *(Cd 187)*; clo by September 1928; {branch from Treferig, in *IA*, goods} *(U)*.
GLYN NEATH [GW] op 24 September 1851**; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*.

GLYNCEIRIOG [Glyn] (ng) {map 79}

NEW INN G op 1 April 1874 *(Glyn V)*; clo 1 April 1886 *(Cl)*.
GLYNCEIRIOG op 16 March 1891 *(Carnarvon & Denbigh Herald 20th)*; reopening of above; clo 6 April 1933**. Often Glyn-Ceiriog in local press.
GLYNCORRWG [GW] op to public March 1918** (see for full details); clo to public 22 September 1930 *(Cl)*. GW wtt July 1923 *(RAIL 937/135)* has unadvertised workers' service between Cymmer Junction and Glyncorrwg (only).
GLYNDE [LBSC] op 27 June 1846 *(Brighton Gazette 25th)*; still open.
GLYNDYFRDWY [GW] op 8 May 1865 *(co n Eddowes 10th)*; clo 14 December 1964**.
GLYNE GAP [LBSC] op 11 September 1905 *(Bexhill-on-Sea Observer 9th)*; HALT; last in tt September 1915; {Bexhill – St Leonards}.
Temporary Platform (non-tt) on siding hereabouts for visit of party from Institute of Gas Engineers to Hastings & St Leonards Gas Co's new works 2 June 1905 *(Bexhill-on-Sea Observer 3rd)*.
GLYNHEBOG COLLIERY SIDING [BPGV] (non-tt): miners used from about 1898 *(U)*; still in use 15 September 1952 wtt; {Pontyberem – Cwmmawr}.
GLYNRHONWY [LNW]: only evidence found is in *LNW Officers*, minute of 13 July 1870; G is included, one train each way per day, in tt proposed for Llanberis line, following opening of Carnarvon Town Line. Line through G had op 1 July 1869. Not found in *Brad*, where timings suggest still in use both ways May 1872, reduced to one train from Llanberis January 1873. LNW co tt timings suggest April 1870 that most trains were stopping here on way to Llanberis; January 1874 none either way (though *Brad* April 1874 suggested one still stopping – presumably inertia); in *hb* as siding, latterly for slate company; {Llanberis – Cwm-y-glo}.
GLYNTAFF [ANSW] op 1 September 1904**; clo 5 May 1930 *(GWR leaflet, RAIL 936/64)*.
GNOSALL [LNW] op 1 June 1849 *(Shrewsbury 8th)*; clo 7 September 1964 *(Birmingham Daily Post 11 July)*. At times GNOSSAL, GNOSAL *(hb, Brad)*; LNW co tt altered from GNOSAL to GNOSALL in body 1864/70 but index still using earlier form in 1883.

GOATHLAND [NE]

GOATHLAND (a): line op 26 May 1836 (see 1835 B**). Omitted from *Brad* October 1857; back April 1858, in footnotes as terminus of Saturday afternoon service from Whitby; shown fully again November 1863; however, throughout this period trains had to stop hereabouts to join/leave incline haulage; April 1858 entry probably only included because G was terminus – presumably at least one train took people to Whitby; it was listed as a station in adverts for excursions of Grosmont Mechanics' Institute Tuesday 15 July 1862 *(Whitby Gazette 12th)* and Wednesday 15 July 1863 *(ibid 11th)*.
GOATHLAND (b): New station on deviation line op early July 1865 (see 1835 B**), op as G MILL; MILL dropped 1 November 1891 *(Cl)*; clo 8 March 1965 *(T 19 January)*; occasional later severe weather use *(U)*. Press 1865 mostly GOTHLAND.
GOATHLAND (c): see 6 April 2007**.
G SUMMIT – see end of 1835 B**.
GOBOWEN [GW] op 14 October 1848 *(Shrewsbury 13th)*; still open.

GODALMING [LSW]

G OLD op 15 October 1849 *(Hants Chron 20th)*; OLD added on opening of G NEW; clo 1 May 1897 *(co n Morning Post 28 April)*; replaced by FARNCOMBE.
GODALMING op 1 January 1859 *(SR corr; T 1st- line)* as G NEW; renamed 1 May 1897 *(RCG)*; still open.

GODLEY

GODLEY station at the Toll Bar [Sheffield, Ashton-under-Lyne & Manchester] op 17 November 1841 *(co n Manch 17th)*; temporary terminus; described in *op n* as 'near Mottram'; clo 11 December 1842** *(GC dates)* when line extended – 10th was last day; no immediate replacement.
G EAST [CLC/GC] op 1 February 1866 *(co n Manch Cour 1st)* as G JUNCTION; J dropped 6 May 1974 *(LMR WON)*; EAST added 7 July 1986, when effectively replaced by next entry; after that only token service (one train per week to Manchester, often in footnotes only) until last train ran Saturday 27 May 1995 *(BLN 754)*.

GODLEY op 7 July 1986 *(BLN 543)*; still open.

GODMANCHESTER [GN/GE] op 17 August 1847 *(EC co ½ T 13 August)* as HUNTINGDON/H JOINT and acted as its station; service from St Ives reduced to horse-drawn one from October 1849 to December 1849 *(Companies)*; renamed G 1 May 1882 *(Mid)*; clo 15 June 1959 *(RM July)*.

GODNOW BRIDGE [GC] first in *Brad* November 1859; Saturdays only; clo 1 March 1917 co tt (last train 24 February?); {Medge Hall – Crowle}.

GODREAMAN [GW] op to public 1 January 1906**; HALT; see April/May 1921**; re-sited 2 January 1922 *(Superintendent of Line's Circ A3878)*; clo to public 22 September 1924; {goods *IA*}.

GODSHILL [IWC] op 20 July 1897 *(co n IoW County Press 24th;* in description *IoW Times 22nd)*; aot request; became HALT 1928/9 *(Brad)*; clo 15 September 1952 *(T 6 August)*. *Brad* ? to closure: G HALT for SANDFORD.

GODSTONE [SE] op 26 May 1842 *(co n T 13th, T 20th)*; clo 25 July 1992 for work on Bletchingly Tunnel in connection with electrification, reop 31 August 1993 *(Network SouthEast North Downs pamphlet)*; still open.

GODSTONE ROAD – see PURLEY.

GODWINS [Mid] op 9 August 1905 *(Mid)*; HALT; clo 16 June 1947**.

GOGAR [NB] first in *Brad* July 1842; see 21 February 1842**; clo 22 September 1930 *(Scotsman 15th)*.

GOGARTH [GW] op 9 July 1923 *(GW commercial circular)*; originally HALT, HALT dropped 6 May 1968 *(GW H)*; clo 14 May 1984 *(RM June)* – temporary closure because of condition of halt but later made permanent. In 1983 there were no trains 28 May to 4 June and 16 July to 3 September; schools on holiday; trains scheduled to call here ran term time only *(RM August)*. {Dovey Junction – Aberdovey}.

GOITRE [GW] first in *Brad* starting 9 July 1923; clo 9 February 1931 *(LMS PCC 188)*; {Abermule – Kerry}. Not Halt in *Brad* but only in *hb* 1929 as G SIDING, which suggests it was treated as one.

GOLANT [GW] op 1 July 1896 *(Cornwall; W Brit 9th* – 'now a station at G'); clo 2 April 1917 *(RAIL 253/537)*, reop 1 September 1917 *(Co Train Alterations Committee, RAIL 271/4)*; see April/May 1921**; clo 1 January 1940 *(hbl L 50)*, reop 9 February 1942 *(hbl L 17)*, clo 24 August 1942, reop 3 October 1942, clo 2 May 1944 (Tuesday), reop 2 October 1944 *(GW source Cl pap)*; became HALT 1938 *hb*, 1952 *Brad*; clo 4 January 1965 *(W Briton 7th)*.

GOLBORNE

G NORTH [GC] op 3 January 1900 *(Liverpool Daily Post 4th)*; NORTH added 1 January 1949 *(RM March)*; clo 3 March 1952 *(RM April)*.

G SOUTH [LNW]: line op 3 September 1832, station probably later *(C to C)* – certainly by 31 October 1838 when included in description of opening of North Union *Preston Pilot 3 November*, where GOLBOURNE GATES; at first GOLBOURNE GATE in *Brad*, soon altered to GOLBORNE; SOUTH added 1 January 1949 *(RM March)*; clo 6 February 1961 *(Cl)*.

GOLCAR [LNW] op 1 August 1849**; clo 7 October 1968 *(RM November)*.

GOLDEN GROVE [LNW] op 1 June 1865**; clo 9 September 1963 *(T 9th)*.

GOLDEN HILL Pembroke [GW] op 1 July 1909 *(RCH)*; PLATFORM; clo 5 February 1940 *(Cl)*.

GOLDEN HILL near Preston – see LEYLAND.

GOLDEN SANDS [RHD] (ng) (non-tt) HALT used only for holiday camp, op 1948 *(Wolfe)*; see 16 July 1927** for later history of line.

GOLDENHILL near Stoke-on-Trent – see NEWCHAPEL.

GOLDERS GREEN [Nor] op 22 June 1907**; still open.

GOLDHAWK ROAD [HC] op 1 April 1914 *(RCG; Westminster Gazette 1st* – with Uxbridge Road to replace Shepherds Bush but see Shepherds Bush Market); see 24 July 2010**; still open.

GOLDSBOROUGH [NE]: trains stopped at FLAXBY level crossing on market days from line opening 30 October 1848** *(co n York Herald 28th)*; GOULDSBROUGH here / nearby all days when first in *Brad* February 1850; spelling amended 1853 *Brad* but *hb* 1899a; clo 15 September 1958 *(RM October)*.

GOLDTHORPE

GOLDTHORPE op 16 May 1988 *(Mid)*; still open.

G & THURNSCOE [Dearne] op 3 June 1912**; clo 10 September 1951 *(RM November)*. Was renamed from HICKLETON two days before passenger traffic added to existing goods *(hbl 13th)*.

GOLF CLUB HOUSE [GNS] op 1 October 1913 *(co n Aberdeen Press 27 September)*; request; originally all year use; by December 1920 reduced to May to November (inc), by end to May to September (inc) *(GNS)*; HALT; clo 6 July 1964 *(Aberdeen Press 5 June)*; {Banff – Ladysbridge}. *Hb*: at first G H HALT, amended May 1961a.

GOLF LINKS [Rye & C] (ng) op 13 July 1895**; op CAMBER, remamed 13 July 1908 on extension to Camber Sands (P Harding, *R & C Tramway)*; no winter service after 1925; clo 4 September 1939 *(Cl)*; {Rye – Camber}.

GOLF STREET Carnoustie op 7 November 1960 *(RM May 1961)*; at first trains southbound only; northbound added 11 September 1961 *(BR Scottish Regional tt)* as HALT; renamed 16 May 1983; still open.

GOLFA [Cam] (ng) op 6 April 1903**; aot request; clo 9 February 1931 *(LMS PCC 188)*. THE GOLFA in paper cited in note.

GOLLANFIELD [High] op 7 November 1855** as FORT GEORGE; renamed GOLLANFIELD JUNCTION 1 July 1899 *(hbl 13th)*, G 1959; clo 3 May 1965 *(Aberdeen Evening Express 16 April)*.

GOLSPIE [High] op 13 April 1868 *(Inverness Courier 16th)*; aot request; still open. The Duke of Sutherland and his private party arrived here by train on 7 April 1868 *(Glasgow Herald 10th)*.

GOMERSAL [LNW] op 1 October 1900 *(LNW Officers 39764; Leeds Mercury 2nd)*; clo 5 October 1953 *(Yorkshire Post Monday 5th* – last train Saturday).

GOMSHALL [SE] op 20 August 1849 as G *(co n T 18th)*; still open. At first in *Brad* as G & SHEIRE/G & S HEATH*; became G & SHERE 1897/8 *(Brad)*; just G from 12 May 1980 tt *(Cl)*.

* = *Brad* did not give station detail for this line until some time after it opened; likely that SHE(I)RE added after closure of station there.

GOODGE STREET [Nor] op 22 June 1907** as TOTTENHAM COURT ROAD; renamed 9 March 1908 *(L)*; still open.
GOODMANS CROSSING – see 20 August 1883**.
GOODMAYES [GE] op 8 February 1901 *(RCG; Essex Guardian 8th)*; still open.
GOODRINGTON SANDS [GW] op 9 July 1928 *(Western Morning News 9th)*; HALT; SANDS added 24 September 1928 *(GW H)*. At first clo in winter: 1 November 1928 to 24 March 1929 *(Ex & Plym 19 September 1928)*; clo 7 October 1929 to 14 April 1930 *(Western Times 20 September 1929)*; not after October 5th 1930 *(22 September Brad)* – but no restriction 12 September 1932; trains calling January 1936 and January 1941; no trains GW co tt 6 October 1941 and later winter tts seen. Commencing Monday May 22 1944 all advertised stops withdrawn *(GW Supt of line notice dated 19th)*; began again? See 1 November 1972**. According to 'notices' panel *Brad* July 1938 had been renamed from G-ON-SANDS HALT to G S HALT; always G S in tables – error? {Paignton – Churston}.
GOODWICK – see FISHGUARD.
GOOLE
GOOLE [LY] op 1 April 1848 *(co n Leeds 1st)*; service diverted to NE station 1 October 1879 (Wednesday) *(York Herald 1st)*.
GOOLE [NE] op 2 August 1869 *(T 2nd)*; still open. *Hb* 1956 showed it as G TOWN, name confined in 1938 issue to goods use; not seen thus *Brad*, though according to *RM April* TOWN dropped 12 June 1961.
GOONBELL [GW] op 14 August 1905**; HALT clo 4 February 1963 *(W Briton 4th)*.
GOONHAVERN [GW] – details as Goonbell.
GOOSEPOOL – see 1825**.
GOOSTREY [LNW] op 1 September 1891 *(LNW Officers 32907; co n Manchester Courier 29 August)*; clo (for resignalling) for about 18 months until reop 26 June 2006 *(Northern Rail leaflet)*; still open.
GORBALS – see GLASGOW.
GORDON [NB] op 16 November 1863 *(co ½ T 4 April 1864- line)*; clo 13 August 1948**.
GORDON HILL [GN] op 4 April 1910 *(Luton Times 8th)*; still open.
GOREBRIDGE
a) [NB] op 14 July 1847 *(Scotsman 17th)*; see 13 August 1948**; clo 6 January 1969 *(BR clo notice)*. Before 1872 GORE BRIDGE in *hb* and often thus in local press.
b) op 6 September 2015**; still open; same site.
GORGIE
GORGIE CATTLE MARKET [owned by Edinburgh Corporation, traffic worked by NB] (non-tt): used by Cavalry Regiments, their families and horses when being moved from one barracks to another; e.g. 7 November 1928 *(Scotsman 8th)*, 22 October 1933 *(ibid 23rd)*, 1 November 1935 *(ibid 2nd)*, 2 May 1939 *(Edinburgh Evening News 2nd)*. Probably also much used for smaller detachments: *LNE Supplementary Advice of Special Trains* has uses 2, 5 and 9 August 1930 – last two for the Trick Riding Team of the 16/5th Lancers. Likely that also used by special train listed in next item? {On ½ mile branch westwards from Gorgie East},
GORGIE EAST [NB] op 1 December 1884 *(Edinburgh Evening News 1st)*; EAST added May 1952 *(Cl; ref RM July)*; clo 10 September 1962 *(BR notice Ed Sub)*. Also used on 18th for Royal Volunteer Review of 18 September 1905 *(Scotsman 16th, 19th)*. Later used 21 May 1969, special train for Household Cavalry during a Royal Visit to Edinburgh *(Ed Sub)*.
GORING & STREATLEY [GW] op 1 June 1840 *(GW; co n T 30 May- line)*; & S added 9 November 1895 *(hbl 23 January 1896)*; still open.
GORING-BY-SEA [LBSC] op 16 March 1846 *(Brighton Gazette 19th)*; -by-S added 1 April 1908 *(hbl 23rd)*; clo 1 November 1847 *(Hants Teleg 30 October – presumed for winter)*; included without trains tts *Sussex Advertiser November*; trains restored *ibid 7 March 1848*; still open.
GORLESTON-ON-SEA [Norfolk & S]
G LINKS first in *Brad* March 1914; clo 1 May 1918, reop 21 October 1919 after agreement with golf clubs *(GE Journal October 2003)*; originally HALT; HALT dropped 6 May 1968 *(Cl)*; clo 4 May 1970 *(RM May)*; {Hopton – Gorleston}.
G NORTH op 13 July 1903 *(Yarmouth Independent 18th)*; clo 5 October 1942 *(T 25 September)*.
GORLESTON-ON-SEA op 13 July 1903 *(Yarmouth Independent 18th)*; clo 4 May 1970 *(RM May)*.
GORNAL [GW] op 11 May 1925 *(Dudley Chronicle 14th)*; HALT; clo 31 October 1932 *(RM January 1933)*; {map 96}. G Crossing pre-op *(RAC)*.
Wombourn refers to stops for specials to Wembley on Cup Final days in '1930s' but no explicit post-1932 mention.
GORS-Y-GARNANT [GW] op 1 January 1908 *(GW H)*; HALT; clo 2 April 1917 *(RAIL 253/537)*; reop 7 July 1919 *(GW circ 2672)*; see April/May 1921**; clo 4 May 1926**.
GORSE LANE Swansea – see ST GABRIELS.
GORSEINON [LNW] op 14 December 1867 *(Cambrian 20th)* as LOUGHOR COMMON; renamed G for L 1 February 1868 *(RCH dist 19th)*; 'for L' dropped 1874/5 *(Brad)*; clo 15 June 1964 *(RM August)*. Also G ROAD in local press.
GORTAN/GORTON [NB] (non-tt): op ? wtt for West Highland, July 1896, shows one stop each way on Fridays only by passenger trains – to Glasgow one called 7.56 a.m., to pick up and 8.12 p.m. other way to set down; at 12.53 a goods to Fort William shown as dropping provisions for workmen here on Tuesdays and Fridays.
T, 26 August 1938, described remote setting. Then: 'Until last Easter a morning and afternoon train stopped especially at Gorton Box to take the [railwaymen's] children to and from Rannoch, but this little school has become overcrowded so the LNER have provided a carriage body which has been placed on the platform by Gorton Box and fitted up with chairs and desks and at Easter this year a young woman teacher was appointed by the educational authorities of Argyll County Council and now gives lessons at what must be one of the most unusual schools in Great Britain'. Trains now stopped for teacher; still 'P' 1956 *hb*; still in use December 1968; crossing place closed by 1975, ending need for school *(U)*; {Bridge of Orchy –Rannoch}.
GORTON [GC] op 23 May 1842 *(GC)* as G; re-sited about 200 yards east 26 August 1906 *(GC dates)*, as G & OPENSHAW; renamed G 4 May 1970 tt; still open.
GORTONS BUILDINGS – see WEASTE.

GOSBERTON [GN/GE] op 6 March 1882 *(co n Stamford Mercury 3rd)*; clo 11 September 1961 *(RM September)*.

GOSFORTH

See SOUTH GOSFORTH; WEST GOSFORTH.

G SHEDS (non-tt): regular service between here and Newcastle for railwaymen 1938 – 1946 *(@JF)*.

GOSPEL OAK

GOSPEL OAK [LNW] op 2 January 1860 *(T 2nd)* as KENTISH TOWN; renamed 1 February 1867 *(L)*; clo 2 December 1984 (Sunday), reop 7 January 1985 (see Hampstead Heath for details); still open. LNW co tt 1869, LMS tt 1930 and *Brad*/BR tts G O for HIGHGATE, renamed G O 7 May 1973 *(LMR WON)*.

GOSPEL OAK [TH Jt] platforms op 4 June 1888* *(Mid; Willesden Chronicle 8th)*; regular service ceased 1 November 1925, began again 1 June 1926, last train 5 September 1926, but Bank Holiday trains used to 7 August 1939 (last train). Also used by football specials to Northumberland Park for Tottenham Hotspur's home games; evidence from ticket dated 22 October 1932 and club's Handbooks. Likely last use was for game 26 August 1939, last home game before war intervened (B. Pask).

On 5 January 1981 service from Barking rerouted to terminate here instead of Kentish Town; bay platform added. Still in use.

* = in 1868 platforms partly built here but not used (KA Scholey, *Railways of Camden*, Camden Historical Society, 2002).

GOSPORT [LSW]

GOSPORT op 29 November 1841**; see 1951**; clo 8 June 1953 *(BR notice Portsmouth Evening News 8 May)*; also used for naval reviews *(S Spec)*.

Ticket platform, only reference seen: civil action, fatal accident 26 August 1882 *(Portsmouth Evening News 20 January 1883)*.

G CLARENCE YARD (non-tt): on extension from Gosport for Queen Victoria's trips to Portsmouth and the Isle of Wight. First used 13 September 1845 by special train from London carrying Ministers to Privy Council meeting *(T 5th)*. 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. Even royal lines could open in incomplete state – later 1845 Lords of the Admiralty were considering plans for an appropriate royal reception room *(T 22 December)*. Examples of use: 23 April 1856 for Queen's visit to review Fleet at Spithead *(T 24th)*, for outward journey described in WOOLWICH DOCKYARD entry. Used by Queen Victoria's Funeral Train 2 December 1901 (see *RM February 1901*; article by G. P. Neele, *RM December 1906*, for further details).

GOSPORT ROAD & ALVERSTOKE [LSW] op 1 June 1865 *(SR corr)* as STOKE(S) ROAD; became G R 8 November 1866 *(JS)*, G R & A 1893 *(Cl)*; clo 1 November 1915 *(RCH)*; {map 127}.

GOSWICK [NE]: line op 29 March 1847 (see 1847**); opening date unknown; some sort of facility, perhaps not passenger, existed by 6 March 1850 (evidence from inquest on stoker killed in accident level crossing here on 5th after they had stopped to detach cattle trucks *(Newcastle Journal 9th)*. Earliest examples of varied mentions of clearly passenger use found: 11 May 1858 certain trains to stop at 'Windmill Hill Station' for those attending farm sale at Goswick *(Illustrated Berwick Journal 8th)*; 25 October 1862 advert for letting of Windmill Hill Farm – railway passes through farm, on which there is a station for goods at which passenger trains stop on market days *(Newcastle Journal 25th)*; 6 January 1863 'Windmill Hill' in list of places to be served by an excursion *(Kelso Chronicle 5th)*; first in *Brad* November 1870 as WIND MILL HILL; renamed 1 January 1898 *(hbl 27th)*; clo 5 May 1941 *(Berwick Advertiser 1st*, reop 7 October 1946 *(co n ibid 3rd)*; clo 15 September 1958 *(Shields Daily News 23 August)*. In *hb* as WINDMILL HILL.

GOTHERINGTON [GW] op 1 June 1906 *(Chelt Chron 2nd)*; became HALT 1 January 1941 *(RM March)*; clo 13 June 1955 *(Cl)*.

GOUDHURST [SE] op 12 September 1892 as HOPE MILL for G and LAMBERHURST *(co n Kent & Sussex Courier 9th, item Sussex Agricultural Express 17th)*; renamed G 1 December 1892 *(Cl; RCG ref January 1893)*; clo 12 June 1961 *(T 12th)*.

GOURDON [NB] op 1 November 1865 *(co n Dundee Courier 30 October)*; clo 1 October 1951 *(Dundee Courier Monday 1st* - last train Saturday).

GOUROCK [Cal] op 1 June 1889 *(Glasgow Herald 3rd)*; clo 5 February 1973 for tunnel repairs, reop 20 April 1973; clo 3 October 1993 (Sunday) *(BLN 718)*; reop 27 March 1995 *(BLN 752)*; still open.

GOVAN

GOVAN [GP Jt] op 2 December 1868 *(GSW)*; clo 1 July 1875 (Thursday), reop 1 March 1880, clo April 1899 *Brad*, back May 1902, last May 1906, back February 1911; clo 9 May 1921 *(Cl)*; see 5 June 1967**.

GOVAN [GU] op 14 December 1896**; G CROSS prior to 1979 reopening; still open.

GOVILON [LNW] op 1 October 1862**; clo 6 January 1958 *(Western Mail 6 January 1958* – last Saturday). GOVILAN in *Brad* until 1872, *hb* before 1890.

GOWER ROAD Swansea – see GOWERTON.

GOWER STREET London – see EUSTON SQUARE.

GOWER STREET Swansea – see SWANSEA.

GOWERTON

GOWERTON [GW] op 1 August 1854 *(Cambrian 28 July)* as GOWER ROAD; renamed GOWERTON 1 July 1886 *(GWR GM Circ1036, 30 June)*, G NORTH 1950 *(Cl)*, GOWERTON 6 May 1968 tt *(offic)*; still open.

G SOUTH [LNW] op 14 December 1867 *(Cambrian 20th)* as GOWER ROAD; renamed GOWERTON 1 July 1886 *(RCH dist 25 August)*, G S 1950 *(Cl)*; clo 15 June 1964 *(RM August)*.

GOXHILL [GC] op 1 March 1848 *(co n, item Hull Packet 3rd)*; still open.

GOXHILL ROAD – see WASSAND.

GRACE DIEU [LNW] op 2 April 1907 *(LNW Cl)*; clo 13 April 1931 *(Leicester Evening Mail 8th)*. See 1905** (a).

GRAFHAM [Mid] op 1 March 1866 *(Cambridge Independent Press 3rd)* as GRAFFHAM; altered 1 February 1877 wtt *(Mid)*; clo 15 June 1959 *(RM July)*.

GRAFTON & BURBAGE [MSWJ] op 1 May 1882 *(W Gaz 5th)*; clo 11 September 1961 *(T 9th)*.

GRAHAMSTON – see FALKIRK, BARRHEAD.

GRAIG-Y-PWLL-DDU [Cam]: temporary platform for Woolhope Naturalists' Field Club visit 25 July 1867 *(Hereford Times 27th)*; {Boughrood – Erwood}.

GRAIN {Middle Stoke – Port Victoria}.
G CROSSING [SEC] op Sunday 1 July 1906 *(item and tt, Gravesend Reporter ... 30 June)*; HALT; substituted 11 June 1951 by bus until replacement ready – next entry; line shortened by about 300 yards for oil refinery expansion.
GRAIN op Monday 3 September 1951 *(SR sig inst 1/1951*, which dated to 2nd – but no Sunday service here); clo 4 December 1961 *(East Kent Gazette 17 November)*. This was east of the above and effectively replaced Port Victoria as well.
GRAINSBY [GN] op 11 December 1905 *(Boston Guardian 9th)*; see 1905** (d); clo 1939 *(Cl)* – trains shown October 1939 *Brad* but not January 1940 (still shown, trainless, until 1941).
GRAMPOUND ROAD [GW] op 4 May 1859**; clo 5 October 1964 *(West Briton 24 September)*.
GRANBOROUGH ROAD [Aylesbury & Buckingham; Met/GC] op 23 September 1868 *(Bucks Chronicle 26th)*; see 27 March 1874**; [Met] use began 1 July 1891. Op as GRANDBOROUGH ROAD; altered 6 October 1920 *(Cl; RCG ref October)*; aot request; clo 6 July 1936 *(Bucks Herald 10th)*.
GRAND SLUICE [West Lancs] (non-tt): *Liverpool & Southport Daily News*, 12 to 16 December 1878 carried notice that trains would stop here for benefit of skaters; line crossed Sluice about half-way between Crossens and Banks.
GRAND SURREY CANAL – see 9 June 1835**.
GRANDTULLY [High] several trains Saturday evening 1 July (presumably with verbal permission of Capt. Rich), full opening 3 July 1865 *(Dundee Courier 3rd)*; clo 3 May 1965 *(RM June)*.
GRANGE [GNS] op 5 January 1857 *(co n Aberdeen Herald 3rd)*; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.
GRANGE COURT [GW] isolated entry October 1853 *Brad*, without trains; exchange station existed here from opening of line to Hopebrook 11 July 1853 (see R Maund, *Chron October 2019)*; replaced by proper station 1 June 1855**; clo 2 November 1964 *(Cl)*. Aot G C JUNCTION *(hb, Brad)*, one word GW co tt.
GRANGE HILL op [GE] 1 May 1903 *(RCG; Barking ... Gazette 2nd)*; last steam train ran Saurday 29 November 1947 *(Clay)*; buses until reop by [Cen] 21 November 1948 *(T 20th)*; still open. From July 1912 *(hbl 24 October)* to ? was G H for CHIGWELL ROW (thus GE co tt 1914, LNE tt 1933) to 1947 clo *(Brad)* or later.
GRANGE LANE [GC] first in *Brad* June 1855; clo 7 December 1953 *(RM January 1954)*.
GRANGE PARK [GN] op 4 April 1910 *(Luton Times 8th)*; still open.
GRANGE ROAD [LBSC] op 2 April 1860 *(LBSC; Surrey Gazette, Tuesday 3rd* – is now open); aot request; clo 2 January 1967 *(Kent & Sussex Courier 16 December 1966)*. Became G R for CRAWLEY DOWN and TURNERS HILL 14 February 1912 *(hbl 25 April)* and thus LBSC co tt later 1912, *hb* 1938; 'for ...' dropped 1955 *(Brad)*.
GRANGE-OVER-SANDS [Fur] op 1 September 1857** *(Fur)*; initially, and intermittently later, just G; still open.
GRANGEMOUTH [Cal] op 1 November 1861 *(Falkirk Herald 7th)*; clo 29 January 1968 *(RM March)*.
Also platforms for Carron Line's ships to London; original at Carron Dock (arrangements approved by BoT 6 June 1889); replaced by one at new Grange Dock (1907), different route from main station *(MT 6/1715/1)*; not continuous use – at times replaced by road connection; perhaps lasted until First War (all D Stirling).
Non-tt: 1 January 1918 to well on into 1918 workers' trains to platforms at Mine Depot here, run at Admiralty insistence *(True Line July 2005,* from E Pratt, *British Railways and the Great War)*.
GRANGESTON [LMS] (non-tt): HALT; Ordnance workers; op 15 December 1941 *(WW II)*; clo ?; added 'P' *hb* 1949a, shown closed May 1957a; but *Scotsman 23 January 1948* described factory as deserted; also see *Maidens*; {Killochan – Girvan}.
GRANGETOWN near Penarth [TV] op 29 May 1882 *(GW Minutes RAIL 250/33 – RAC)*; still open. GRANGE TOWN until 1890s *(Brad, hb)*; became G GLAM 6 May 1974 tt, G SOUTH GLAM 5 May 1975.
GRANGETOWN near Middlesbrough [NE] op 22 November 1885 (S&D) as ESTON GRANGE, replacing earlier station, listed under ESTON; renamed 1 January 1902 *(RCG)*; clo 25 November 1991 (last train 24th) (RM December); {map 43}.
GRANITE QUARRY [Glyn] (non-tt): workmen; dates ?; alias HENDRE QUARRY; {end of Glyn Valley line} *(U)*.
GRANTHAM [GN]
GRANTHAM op 15 July 1850 *(Nottinghamshire Guardian 18th* – temporary station); service diverted to station below 15 July 1852*; later called Old Wharf.
* = presumed from opening date of next station – or did some trains continue to use until through express service began, 1 August 1852?
GRANTHAM op 15 July 1852** *(Newark; T 20th- line)*; still open.
Temporary platform (non-tt) at Springfield for brief period ending 18 August 1914 *(Grantham Journal 22nd)*.
Ticket platform, only reference seen: fatal accident *(Grantham Journal 1 August 1868)*.
GRANTON
GRANTON [NB] op 19 January 1846 *(co n Edinburgh Evening Post 17th)*; see 31 August 1842** for early details; clo 1 January 1917 *(RM February)*, reop 1 February 1919 *(RM February)*; see April/May 1921**; clo 2 November 1925 *(LNE notice Scotsman 26 October)*.
G GAS WORKS [Cal] (non-tt): used by workmen at least 1902 to 1942 *(U)*.
Both sides of **GRANTON PIER** [NB and Cal] used for detraining troops for Royal Volunteer Review 25 August 1881 *(Scotsman 20th, 26th)*.
GRANTON ROAD [Cal] op 1 August 1879 *(RCG; co n Edinburgh Evening News 1st)*; clo 30 April 1962 *(RM May)*.
GRANTOWN-ON-SPEY
G-O-S EAST [GNS] op 1 July 1863 *(Banffshire Journal 23* and *30 June)*; clo 18 October 1965**.
G-O-S WEST [High] op 3 August 1863 *(Banffshire Journal 4th)*; clo 18 October 1965**.
Both: -on-S added 1 June 1912 *(hbl 3 July)*, EAST/WEST 5 June 1950 *(Cl)*.

GRANTSHOUSE [NB]: op 22 June 1846 *(co n T 23rd- line; Newcastle Guardian 27th, description of formal opening 18th)*; see 13 August 1948**; clo 4 May 1964 *(RM June)*. GRANTS HOUSE *Brad* and e.g. NB co tt 1900; to one word 1915 *(Cl)*.
GRANVILLE STREET – see BIRMINGHAM.
GRAPPENHALL ROAD – see LATCHFORD.

GRASSCROFT [LNW] op 1 January 1912 *(LNW Officers 43577)*; clo 16 July 1917 *(RCH supp notice April 1918)*, reop 1 January 1919 *(Cl)*; clo 2 May 1955 *(T 11 March)*. HALT *(hb)*.

GRASSINGTON & THRESHFIELD [Mid] op 30 July 1902* *(RCG)*; & T added October 1902 *(Derby trains office records, Cl pap)*; clo 22 September 1930 *(Liverpool Echo 13th)*; ramblers' excursions to 14 April 1968 (probably last) – now just 'G' *(AB)*.
* = four public trains at ordinary fares ran in afternoon 29th, following formal opening (notices in *Midland Railway Society Journal No 20)*.

GRASSMOOR [GC] op 1 November 1893 *(Sheffield Independent 30 October)*; clo 28 October 1940 *(Cl)* – *Nottingham Evening Post Tuesday 22nd* said would be closed on and from Sunday next (27th) but there was no Sunday service so 28th correct.

GRASSMOOR COLLIERY [Mid] (non-tt): op 1 January 1874 wtt; clo 9 November 1927; {branch from Clay Cross} *(Mid)*.

GRATELEY [LSW] op 1 May 1857 *(W Fly P 5th)*; still open.

GRAVELLY HILL [LNW] op 2 June 1862 *(co n Aris 31 May)*; still open. *Hb* 1862: GRAVILLY HILL, corrected 1863a.

GRAVESEND

GRAVESEND [SE] op 10 February 1845**; clo 14 December 1846 (Sunday) for line rebuilding *(co n T 27 November*, – last train will run 13th); reop 23 August 1847 *(co n T 20th)*; new station on through line op 30 July 1849 *(Cl)*; became G CENTRAL 1 June 1899 *(hbl July)*, reverted 14 June 1965 *(BR WR circ 31 May)*; still open. [Due to close 22 December 2013 to 6 January 2014 for improvement *(RM July 2013). Not confirmed.*]

G WEST [LCD] op 10 May 1886 *(Kent Messenger 15th)* as G; renamed G WEST STREET 1 June 1899 *(hbl July)*, G W 26 September 1949 *(Cl)*; clo 3 August 1953 *(Portsmouth Evening News 15 May)*.
Also see Section 7, Non-rail.

GRAYRIGG

GRAYRIGG (a) [Lancaster & Carlisle] op by 8 July 1848, when first in weekly tt *Westmorland Gazette**; clo 1 November 1849 (Thursday) *(Cl)* – still in tts *Westmorland Gazette* throughout November, inertia?
* = not in tt in paper of 1 July, but that was probably still June tt. *Lancaster Gazette* added on 15 July.

GRAYRIGG (b) [LNW] op 1 November 1861 *(co n Lancaster Obs)*, two miles east of (a); clo 1 February 1954 *(RM March)*.

GRAYS [LTS] op 13 April 1854 *(Mid; T 13th- line)*; still open. Alias G THURROCK early *(L)* – only seen index *Brad* 1858/9 to 1865/6, not tables.

GRAYTHORP [NE] (non-tt): Gray's shipyard workers; HALT; first in wtt 12 July 1920 (not in previous wtt, 1 April 1920*); last in wtt 2 October 1922 (not in next wtt, 9 July 1923); occasional excursions until 1936 (K. Hoole, *Railway Stations of the North East*, D&C 1985); {Seaton Snook branch}.
* = also mention of special train in advert for bricklayers to work on housing scheme here *(Hartlepool Northern Daily Mail 13 July 1920).*

GREAT ALNE [GW] op 4 September 1876 *(W Mid; Rtn- line)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*, reop 18 December 1922 *(co n Birmingham Daily Gazette 16th)*; clo 25 September 1939 *(Tewkesbury Register 30th)*; workers' service ran about July 1941 to last train, Saturday 1 July 1944 because Maudslay Motor Co had been bombed out of Coventry (*GW wtt*, letter from company to R. Maund).

GREAT AYTON [NE] op 1 April 1868 *(NE- line)*; GREAT added 1874 *Brad*; still open.

GREAT BARR [LNW] op 1 October 1862 *(Worcester Journal 1st)* as G B, then HAMSTEAD & G B December 1862 tt *(JS)*, G B 1 May 1875 *(LNW notices of alterations)*; replaced by station, south of bridge, later renamed HAMSTEAD, 25 March 1899 *(Cl)*. *Hb*: G BAR & H 1863a.

GREAT BENTLEY [GE] op 8 January 1866 *(Suffolk Chronicle 13th)* as B GREEN; renamed 1 May 1878 *(Cl; RCG ref July)*; still open.

GREAT BRIDGE

G B NORTH [LNW] op 1 May 1850 *(T 2nd)*; NORTH added 1 July 1950 *(Cl)*; clo 6 July 1964 *(RM August)*.

G B SOUTH [GW] op 1 September 1866 *(W Mid)*; clo 29 November 1915 *(co n Birmingham Gazette 27th)*, reop 5 January 1920 *(GM's report 8th)*; see April/May 1921**; SOUTH added 1 July 1950 *(Cl)*; clo 15 June 1964 *(Birmingham Daily Post 6 May)*.

GREAT BRIDGEFORD [LNW] op 1 December 1876 *(LNW Officers 16602)*, at/near site of earlier Bridgeford; clo 8 August 1949 *(Staffordshire Newsletter Saturday 13th* – last train last Saturday); railwaymen's use to at least mid-1952 *(U)*.

GREAT BROUGHTON [CW Jc] *Workington Star 7 August 1908* referred to meeting on 30 June between West Cumberland Traders' Association and railway co when latter had agreed to provide Saturday-only market service for Linefoot and Great Broughton from 1 August if arrangements could be made; this probably began mid-August *(co n ibid 14 August*, dated 14 August was first evidence found for this); first in *Brad* September 1908; last trains shown there November 1908 but had probably ceased earlier – last evidence seen in *West Cumberland Times Wednesday 9 September* and item Workington paper 4th had said few using*; some of notices seen also mentioned Saturday excursions to Carlisle; according to article in *RM September 1912, p 223 on*, excursions and specials were then stopping there occasionally; in *hb* shown 'P' 1895 to 1912; amendment RCH Distance Table (953/8 – at RAIL 1089/70) said closed 1 September 1921 – end of excursions?; {goods *IA*}.
* = item *Workington Star 30 October 1908* said Linefoot and Broughton service would be discontinued but all notices seen later only included Linefoot.

GREAT CENTRAL – see MARYLEBONE.

GREAT CHESTERFORD [GE] op 30 July 1845 *(Norfolk Chronicle Supplement 2 August)*; GREAT added 1 June 1875 *(RCG)*; still open.

GREAT COATES

GREAT COATES [GC] op 1 March 1848 *(co n, item Hull Packet 3rd)*; still open.

G C LEVEL CROSSING [GC GI] op 15 May 1912 *(RCG)*; clo 3 July 1961 *(co n G&I)*.

GREAT DALBY [GE/LNW] op 15 December 1879 *(Leic; LNW Record- line)*; clo 7 December 1953 *(T 7th)*.

GREAT DOVER STREET – see BOROUGH.

GREAT GLEN [Mid] op 8 May 1857** *(Mid; co ½ T 13 August- line)*; GREAT added 18 January 1897 *(Mid; hbl ref 28 January)*; clo 18 June 1951 *(BR notice Leicester Evening Mail)*.

GREAT GRIMSBY – see GRIMSBY.

GREAT HARWOOD [LY] op 15 October 1877 *(Blackburn T* – op two days before advertised date); clo 2 December 1957 *(RM January 1958)*. Certainly excursions Easter 1962 *(AB)*; used Wakes Weeks until 1963 (LY Society, *The North Lancs Loop – Branch Line Series No 10)*.

GREAT HAYWOOD [NS] op 6 June 1887 *(Staffordshire Chronicle 11th)*; reduced to one up train daily, no down trains with tt alterations of 28 July 1941 (J Gough); became HALT 20 July 1931 *(LMS PCC 208)* – but not thus 1938 LMS public tt and *Brad*; clo 6 January 1947 *(RM January 1950)*.

GREAT HORTON [GN] op 14 October 1878 *(Leeds Times 19th)*; clo 23 May 1955**. *Hb* 1935a: renamed G H for LIDGET GREEN; though it remained thus in *hb*, not seen in *Brad*.

GREAT HOUGHTON [Dearne] op 3 June 1912**; GREAT added 24 August 1912 *(hbl 24 October)*; HALT; clo 10 September 1951 *(Bradford Observer 16 August)*.

GREAT LONGSTONE [Mid] op 1 June 1863 *(co n Buxton 6th)* as L; became G L for ASHFORD 1 October 1913 co tt *(Mid)* and thus to closure; clo 10 September 1962 *(Daily Mirror 18th)*; condition of closure was that a hospital sister could continue to use when necessary *(T 18 May)*; certainly used 26 April 1966 (R Maund); last available for her use Saturday 4 March 1967.

GREAT MALVERN [GW] op 25 May 1860 *(Hereford Journal 30th)*; still open. Many tts, including GW co tts, at times had M, M G.

GREAT MARLOW – see MARLOW.

GREAT MISSENDEN [Met/GC] op 1 September 1892 *(London Evening Standard 1st)*; Met use from opening, ended 11 September 1961; GC use began 15 March 1899; still open for ex-GC services.

GREAT NORTHERN RAILWAY CEMETERY – see under COLNEY HATCH.

GREAT ORMESBY [MGN] op 7 August 1877 *(T 9th)*; GREAT added 1 January 1884 *(Cl; RCG ref January)*; clo 2 March 1959 *(T 2nd)*.

GREAT PONTON [GN] op 15 July 1852**; clo 15 September 1958 *(Cl)*.

GREAT PORTLAND STREET [Met] op 10 January 1863 *(Morning Post 12th)* as P ROAD; renamed 1 March 1917 *(hbl 12 July)*; still open. In *hb*, but not *Brad*, was G P S &/for REGENTS PARK 1923a until 1938.

GREAT SHEFFORD [GW] op 4 April 1898 *(Faringdon Advertiser 9th)* as WEST S; renamed November 1900 tt *(Cl; RCH dist ref 5 December)*; clo 4 January 1960 *(Reading Standard 1st)*.

GREAT SOMERFORD [GW] op 18 December 1877 *(Bath Chron 20th- line)*; GREAT added 1 January 1903 *(RCG)*; HALT from 22 May 1922 *(Cl)*; clo 17 July 1933, when Malmesbury branch diverted to Little Somerford *(North Wilts Herald 14th)*; {map 122}

GREAT WESTERN ROAD – see ANNIESLAND.

GREAT YARMOUTH

Railways have rarely until recently included GREAT – first BR National tt to do so was 15 May 1989 tt.

GREAT YARMOUTH [GE] op 1 May 1844 *(T 14 April)*; Y VAUXHALL 1864/5 *(Brad)*, reverted March 1971**; still open.

Ticket platform, includes first and last references seen: accident 29 September, engine failed to stop at ticket platform *(Morning Advertiser 14 November 1850)*. Letter complaining that on 4th passengers had had to walk last quarter-mile from ticket platform through the mud *(Norfolk News 7 November 1857)*. Child fell out between Berney Arms and here; engine sent back; child found relatively unharmed *(Lowestoft Journal 13 July 1878)*.

Y BEACH [MGN] op 7 August 1877 *(T 9th)*; BEACH added 1882/3 *(Brad)*; clo 2 March 1959 *(T 2nd)*.

Y SOUTH TOWN [GE] op 1 June 1859 *(T 2nd)*; S T added 1864/5 *(Brad)*; clo 4 May 1970 *(RM May)*.

Ticket platform. Only reference seen: riotous behaviour of those on race special *(Norwich Mercury 31 August 1867)*.

GREATHAM [NE] op 10 February 1841**; clo 25 November 1991 (last train 23rd) *(RM December)*.

GREATSTONE (-ON-SEA)

GREATSTONE-ON-SEA [SR] op 4 July 1937 *(Sussex Agricultural Express 25 June)*; HALT from 14 June 1954 *(Cl)*; clo 6 March 1967 *(RM April)*; {map 130}.

GREATSTONE [RHD] (ng) op 24 May 1928 *(RHD)* as G DUNES; D dropped later 1928 *Brad* see 16 July 1927** for remainder of history.

GREEN BANK near Coalbrookdale [GW] op 12 March 1934 *(Chester Divn Report 1934)*; HALT; clo 23 July 1962 *(RM August)*.

GREEN LANE [Mersey] op 1 February 1886 *(co n Liverpool Mercury 25 January)*; still open. In *co n* and aot G L TRANMERE in *Brad (Pask)*.

GREEN LANES – see HARRINGAY STADIUM; NOEL PARK.

GREEN PARK

GREEN PARK [Jub] op 1 May 1979 *(Daily Mirror 30 April)*; still open.

GREEN PARK [Picc] op 15 December 1906 *(co n T 14th)*; as DOVER STREET (thus in *Brad)*; see 1922**; renamed 18 September 1933 when entrance re-sited *(T 18th, 19th* – called it new station); still open. *Hb* 1910a said it had opened as D STREET ST JAMES; altered 1935a.

GREEN PARK [Vic] op 7 March 1969 *(T 8th)*; still open.

GREEN ROAD [Fur] first seen in tt for 1 December 1850 *(Cumberland Pacquet 31 December)*, where shown as THE G R, MILLOM; aot request; still open.

GREENBANK [CLC] op 22 June 1870 *(CLC)* as HARTFORD & G; renamed 7 May 1973 *(LMR WON)*; still open.

Line through here op to passengers 1 March 1870, for local service Acton Bridge to Northwich *(LNW)*; *Brad* showed this line October and November 1869, with a stop here; clearly error since December table was replaced by notice 'line expected to open soon'. When trains were shown again, March/April 1870, no stop was shown here.

GREENESFIELD – see under GATESHEAD

GREENFAULDS op 15 May 1989 *(RM July)*; still open.

GREENFIELD near Hamilton – see BURNBANK.

GREENFIELD near Huddersfield [LNW] op 1 August 1849**; still open.

GREENFORD

GREENFORD [GW] op 1 October 1904 *(RCG)*; see April/May 1921** for temporary loss of local service; June 1949 *Brad* still showed full use, but table heading warned that service was subject to alteration in July; before/with October 1949 *(Brad)* nearly all trains terminated at [Cen] station, only occasional through trains, varying over time, used [GW] – at end was only 1221 Mondays to Saturdays from Thame; fully clo 17 June 1963 *(Cl)*; later excur *(U)*.

GREENFORD [Cen] op 30 June 1947 *(T 1 July)* by GW for Cen use – bay in GW station *(RAC, tts)*; transferred to London Transport 1 January 1948; spur line for [GW] use op 21 November 1948 *(RAC; tts)*; still open.

Also see SOUTH GREENFORD.

GREENHEAD [NE] op 20 July 1836 (see 10 March 1835**); clo 2 January 1967 *(RM January)*.

GREENHILL {map 11}.

GREENHILL [Cal] op 1 March 1848 *(co ½ T 4 September-line)*; clo 18 April 1966 *(Cl)*. At first G JUNCTION in Cal tables but CALEDONIAN JUNCTION, G LOWER J/LOWER G in Scottish Central tables *(Brad)*; *Murray* April 1852 also had CALEDONIAN JUNCTION so companies presumably responsible for this usage – best described as descriptive?

Also see UPPER GREENHILL.

GREENHITHE FOR BLUEWATER [SE] op 30 July 1849 *(co n The Era 29 July)**; for B added 1998/2000 tt; still open.

* = QUEENHITHE in opening notice.

GREENLAW [NB] op 16 November 1863 *(co ½ T 4 April 1864- line)*; clo 13 August 1948**.

GREENLOANING [Cal] op 23 May 1848**- line; clo 11 June 1956 *(Aberdeen Evening Express 2 March)*. Cal co tt 1913, LMS tt 1930, *Murray* 1948: G for BRACO and thus to closure in *Brad*.

GREENMOUNT [LY] op 6 November 1882 *(co n Bury Times 4th)*; clo 5 May 1952 *(RM June)*. GREEN MOUNT in op notice.

GREENOCK

G CATHCART STREET [Cal] op 31 March 1841** as G; CATHCART STREET added 1877/8*, G B S 1878/9 *(Brad)*; replaced on extension to Gourock by >

G CENTRAL [Cal]: op 1 June 1889* *(Glasgow Herald 3rd)* as G CATHCART STREET; renamed 1 October 1898 *(RCG)*; still open.

* = 1878/9 to 1889 *Brad* called first G BRIDGE STREET – error (duplicated from Glasgow end of table?) – no street of that name local knowledge via D. Lindsay; shown as G C S in *hb* 1883 and 1890. 1876 *hb* had G ARTHUR STREET 'P' and 'G'; in 1883 this shown as same as Cartsdyke Mineral. CATHCART STREET was *Brad* name; only added in co tts much later – *wtt* 1 June 1889 and *co tt* by January 1897.

LYNEDOCH G [GSW] op 23 December 1869 *(co n Greenock Telegraph 25th)* as L; became L G 1898 tt; clo 2 February 1959 *(RM March)*. G LYNEDOCH STREET *(hb)*.

G PRINCES PIER [GSW] op 23 December 1869 *(T 25th)* as G ALBERT HARBOUR; renamed 1 May 1875 *(JS)*; re-sited 100 yards north 25 May 1894 *(Cl)*; clo 2 February 1959 *(RM March)*; boat trains used to 20 November 1965 *(BLN 49)*.

G WEST [Cal] op 1 June 1889 *(Cal- line)*; still open.

Also see I B M; UPPER GREENOCK.

GREENODD [Fur] op 2 June 1869 *(Kendal Mercury 5th* – temporary station); reduced to summer only from 26 September 1938, continued in use all-year by unadvertised Barrow Shipyard workers' trains until at least summer 1939 wtt; clo 16 September 1940, reop 3 June 1946 *(Cl)*; clo 30 September 1946 *(Cl)*. See Windermere Lake Side for details of 1938 and 1946 arrangements.

GREENS OF DRAINIE [Morayshire; GNS] op 4 June 1853 *(co n Elgin Courier 8th)*; last in *Brad* November 1859 but actually clo 1898– not continuous use *(GNS*, from wtts and company records); request; {map 3}.

GREENS SIDING [GW] first in *Brad* July 1903; clo 8 December 1941. In *hb* was G S 1908a (under Westbrook), G S HALT 1938 (under 'G') but not seen thus *Brad*, but with a name like G S likely to have been treated as one; {Clifford – Westbrook}.

GREENWAY [GW] op 1 April 1937 *(co n dated 'March')*; HALT; clo 13 July 1959 *(RM August)*; {Dymock – Ledbury}.

GREENWICH

GREENWICH [SE] op 24 December 1838 *(co n T 22nd)*; permanent station 12 April 1840 *(SE)* 17 chains east; replaced on extension to Maze Hill 1 February 1878 by one midway between first two, on alignment to north at lower level *(Brown)*; still open. G PARK in *hb* 1877, amended (corrected?) 1879a.

GREENWICH [Dock] op 20 November 1999 *(RM January 2000)*; still open.

G PARK [LCD] op 1 October 1888 *(London Daily News 1st)*; PARK added 1 July 1900 *(RCG)*; clo 1 January 1917 *(T 28 December 1916)*.

Also see MAZE HILL; NORTH GREENWICH.

GREETLAND [LY] first in *Brad* February 1846 (but January table blank – 'arrangements incomplete') as NORTH DEAN; earliest press reference found is in *co n alterations for* 1 February 1846 *(Manchester Times 24 January)* but no January tt seen; renamed G & N D 1 January 1883 *(Cl; RCG ref January)*, G 22 December 1886 *(hbl 28 January 1887)* or 1 January 1887 *(RCG)**; clo 10 September 1962 *(Cl)*. N D JUNCTION 1852 to 1883 *(Brad)*.

* = should former have read 'will be renamed 1 January ...'? or was latter derived from timetable?

GREGSON LANE [LY] (non-tt): For workers at Brindle Mill which opened in 1895; also used by locals, especially for holiday specials. Originally G L Sidings; 'Halt' well established by 1909; tickets had to be bought from Bamber Bridge or Hoghton, whose station-masters notified trains of need to stop at Halt. Mill closed 1932 and Halt into disuse. Reopened in Second World War; finally closed ? – after 1 August 1952 (date on copy of ticket, provided by D. Geldard); {78 chains west of Hoghton}. Also see article by F. Elliot, LY Society's *Platform*, no 22.

GRESFORD [GW] op 4 November 1846 *(co n GW)*; became G for LLAY 1923? *(hbl ref 12 July)* and thus GW co tt 1932; became HALT 1955 *(Brad)*; clo 10 September 1962 *(Cl)*; {map 75}.

GRESKINE [Cal] (non-tt): railwaymen and families; op 3 January 1900; clo after 1926 *(U)*; also see 1966**; {Beattock – Elvanfoot}.

GRESLEY [Mid] op 1 March 1849 *(Mid)*; re-sited east of road bridge about 1869 *(Mid)*; clo 7 September 1964 *(RM October)*.

GRESTY [LNW] op 2 January 1911 *(LNW Cl)*; clo 1 April 1918 *(RCH)*. HALT in July 1921 *RCH* list giving its closure date – see 1905**.

GRETNA

GRETNA [Cal] op 10 September 1847 *(co n True Line)*; clo 10 September 1951 *(RM December, corr)*. Used by railway staff in 1960s *(@JF)*. G JUNCTION 1849 to 1862/3 *Brad* and in Cal co tt 1859.

GRETNA [NB] op 1 November 1861 *(NB)*; clo 9 August 1915 *(RCG; co n Scotsman 6th* – closing after Sunday 8th)

G GREEN (a) [GSW] op 23 August 1848**; GREEN added 1852 tt; clo 6 December 1965 *(RM January 1966)*.

G GREEN (b) op 20 September 1993 *(BLN 712)*; short distance north of (a); still open.

GRETTON near Cheltenham [GW] op 1 June 1906 *(Chelt Chron 2nd)*; HALT; closed 7 March 1960 *(Coventry Evening Telegraph 26 February)*.

GRETTON near Kettering [Mid] op 1 March 1880 *(co n Rutland Echo 27 February)*; clo 18 April 1966 *(Cl)*.

GREYHOUND LANE – see STREATHAM.

GRIFFITHS CROSSING [LNW] op 13 February 1854 *(Eddowes 22nd* – on Monday se'nnight trains stopped for first time); HALT at clo 5 July 1937 *(RM August)*.

GRIMES HILL – see WYTHALL.

GRIMESTHORPE BRIDGE [Sheffield & Rotherham] op on or by 24 November 1838**; clo 25 March 1839 *(co n Sheffield Independent 23rd* – where just Grimesthorpe). Reopened, Tuesdays & Saturdays only – date?; not in 2 November tt 1841 *(Sheffield Independent 23 October)*, present tt *ibid 27 November* which lacks usual starting date, probably mostly December since first part says trains will be despatched but in later part 'trains now stop' here; last in *Brad* January 1843 – by then tts had ceased to appear in local press.

GRIMETHORPE

GRIMETHORPE [Dearne] op 3 June 1912**; HALT; clo 10 September 1951 *(RM November)*. All Dearne Valley branch trains booked to call 28 October 1940 wtt *(RAIL 957/183)*.

G COLLIERY [Mid] (non-tt): HALT; miners; op 21 February 1916 *(Midland Special Traffic Notice 547, RAIL 963/107)*; clo at or by 7 March 1927 *(LMS notice of that date* – not shown as suspended in January notice *RAIL 957/12)*; {Mid branch from Storrs Mill Junction, Cudworth – trains ran to/from Barnsley via Cudworth}.

G COLLIERY [Dearne] (non-tt): trains stopping 1913 wtt.

GRIMOLDBY [GN] op 17 October 1877 *(Lincoln Gazette 20th)*; clo 5 December 1960 *(RM January 1961)*.

GRIMSARGH

GRIMSARGH [Preston & Longridge]: op 2 May 1840**; clo 2 June 1930 *(LMS notice Lancashire Evening Post 26 May)*.

Also see 7 6, Hospitals.

GRIMSBY [GC] {map 64}

G DOCKS: inspection report 7 December 1854 said line from town to Docks in use some time for goods but so incomplete that approval for passenger use refused. 30 January 1855: company withdrew notice of passenger opening – line not yet ready for inspection *(Rtn)*. Station here actually op 6 April 1863 *(Grimsby ... Advertiser 11th)*. Still open.

G TOWN op 1 March 1848 *(co n, item Hull Packet 3rd)*; TOWN added 1900; still open. GREAT G in description *T 12 April 1849* and *Brad* to about 1900; then G T, though occasionally just 'G'.

Ticket platform, earliest reference seen: *Lincolnshire Chronicle Saturday 4 April 1868*: inquest on Monday dealt with fatal accident on 1st put down to inadequate length of ticket platform. *Hull Daily Mail 15 January 1903*, letter: no longer collecting tickets at old ticket platform, but at station.

(Non-tt) temporary platform for Duke and Duchess of Connaught to depart after their opening of Grimsby Park 17 August 1883 *(Stamford Mercury 24th)*. Another behind Town Hall when Lord Yarborough brought party in special train from Brocklesby to Hospital Ball 30 December 1891 *Stamford Mercury 8 January 1892)*.

G PIER (non-tt): MS&L notice *(T 13 May 1852)* says new dock will be opened for steamers and ships [freight] on 27 May at noon. Clear PIER station would be available then – main line of railway extends to edge of low water landing-stage, 'where a passenger station is [compiler's underlining] built and to which passenger trains will run in connection with the boats'. Exact date of first use not known – said subsequent advertisements would give details, but none found. Certainly likely that was in use by mid-August since half-yearly report (and meeting) *(T 20, 26 August)* say steam packets running to 'Hamburgh', Rotterdam and Antwerp.

Only relevant reference in GC's list op opening dates *(RAIL 1005/273)*, which goes as far as 22 March 1915, is 'Royal Dock, Grimsby 27 May 1852'; no reference in list of closures.

No explicit timetable evidence for its use has been seen; however, various indirect references, from RCH sources and as increasing amounts of detail were included in *Brad*, suggest use, perhaps not continuous, until First War. Clearing House evidence is contradictory. Pier only given separate listing in Hand-books 1872 and 1877 (first time facilities listed, now shown goods only); thereafter presumably treated as part of Royal Docks which was always shown goods only. Junction Diagrams show it as passenger station 1870 to 1929 (inclusive), with no closure shown in Supplement dated November 1939. Initially it was shown as 57 chains beyond Dock passenger station but this was amended to 55 in 1877. [The first diagram, 1867, had lumped most of Grimsby together.] England & Wales maps show it as passenger station still in 1923. A possible explanation for discrepancy is that Pier station was not available as starting point or destination in itself, which would also explain lack of direct evidence in *Brad*.

Brad evidence: By July 1867 a train was shown as far as Great Grimsby (= Town, Docks not included separately) on days and at times that matched steamer sailings. By August 1887 relevant train was continuing to Cleethorpes. After September 1898, before or with August 1908 *Brad* GC's advert for steamer services (see e.g. p 966-7-8 *Brad April 1910)* refers to trains running to Grimsby Docks 'alongside the steamer', which cannot literally be Grimsby Docks station since that is outside the docks, and says return passengers from Antwerp and Hamburg were conveyed to Docks station by omnibus; tt in body of book shows that relevant train was allowed longer than others between Town and Docks, suggesting that carriages might have been detached at Town and taken onto the Pier station. Still same August 1914 (see *BLN 21 December 2014*, where it is suggested, probably correctly, that service ceased with war – Clearing House information often out of date).

Included in table in *Bilbrough* 1924, without any indication of facilities; omitted 1928.

Non-tt: report of 7 December 1854 referred to (very incomplete) CLEETHORPE [ROAD? – there is a mention of junction at C R] as intermediate station; presumably nothing ever came of this.

G PYEWIPE ROAD [GC]; terminus of Grimsby District Light Railway; used by contractors from May 1906 *(GC)* but workmen's use not certain; four special trains for the sod cutting ceremony at Immingham 12 July 1906 *(GC)*; op to public 3 January 1910 *(GC handbill)*; clo 15 May 1912 *(Cl)*; effectively replaced by first two tramway items >

Tramways

G CLEVELAND BRIDGE [GC GI] op 15 May 1912 *(RCG)*; clo 3 July 1961 *(co n G&I)*.

G CORPORATION BRIDGE [GC GI] op 15 May 1912 *(RCG)*; clo 1 July 1956 (Sunday) *(co n G&I)*.

These stops on town section of Grimsby & Immingham, shown in e.g. LNE tt 1933: YARBOROUGH STREET; STORTFORD STREET; JACKSON STREET; BOULEVARD RECREATION GROUND. *G&I* also mentions stop at CLEVELAND STREET (later SPENCER STREET) about 1930, exact dates unknown. BOULEVARD STREET was BEESON STREET on tickets; many other minor variations – see *G&I.*

GRIMSTON [Mid] op 2 February 1880 *(RCG; Leicester Chronicle 7th)*; clo 4 February 1957 *(T 4th)*.

GRIMSTON ROAD [MGN] op 16 August 1879 *(T 18th)*; clo 2 March 1959 *(T 2nd)*}.

GRIMSTONE & FRAMPTON [GW] op 20 January 1857 *(W Fly P 27th)*; clo 3 October 1966 *(W D Press 3rd)*. First in *Brad* as F, became G for F August 1857, G September 1857, G & F before/with January 1859.

GRINDLEFORD [Mid] op 25 June 1894 *(Derbyshire 30th)*; still open.

GRINDLEY [GN] op 23 December 1867 *(Staffs Sentinel 28th)*; clo 4 December 1939 *(Cl)*.

GRINDLEY BROOK [LMS] op 4 July 1938 *(LNW Record)*; HALT; clo 16 September 1957 *(LNW Record)*; {Whitchurch – Malplas}.

GRINDON [NS] (ng) op 29 June 1904**; clo 12 March 1934 *(LNW Record; LMS notice Derby Daily Telegraph 5th)*.

GRINKLE [NE] op 3 December 1883 *(Whitby Gazette 8th)* as EASINGTON; renamed 1 April 1904 *(hbl 28th)*; clo 11 September 1939 *(LMS letter 13 April 1945 Cl pap)*.

GRISTHORPE [NE] op 7 October 1846**; clo 16 February 1959 *(RM March)*.

GROESFAEN COLLIERY/COLLIERS [BM] (non-tt): PLATFORM; agreement for workers' trains to/from Pengam dated 20 June 1919 *(GW deeds office)*; in 2 December 1926 wtt supp; for Powell Duffryn Co.s workers; clo 31 December 1962 *(U)*; {Bargoed – Darran}.

GROESFFORDD [GW] op 8 September 1934 *(T 6th)*; HALT; clo 31 December 1962 *(T 31st)*.

GROESLON Spellings as found in tts local press; variable in press items, but tendency over years towards one-word form. For first service see 1829 B**.

GROES LON [Nantlle] (ng) op 11 August 1856; clo 12 June 1865 for line conversion; see 1829 B** for earlier service through here and sources for next.

GROESLON [LNW] op 2 September 1867** *(co ½ T 10 October- line)*; clo 7 December 1964 *(N Wales Weekly News 19 November)*.

GROESWEN [ANSW] op 1 September 1904**; became HALT 1 July 1924 according to *GW circular 18 June* but always thus *Brad*; clo 17 September 1956 *(RM October)*.

GROGLEY [LSW] op 1 June 1906 *(W Briton 4th)*; HALT; clo 30 January 1967 *(Corn & D P 4 February)*; {map 113}. Tickets exist for G JUNCTION HALT.

GROOMBRIDGE [LBSC] op 1 October 1866 *(co n T 1st)*; clo 8 July 1985 *(RM June)*.

GROSMONT [NE]: for op see 1835 B**; originally TUNNEL INN; renamed by time detailed tts first provided in 1848; still open. Whitby & Pickering ticket for TUNNEL *(JB)*

GROSVENOR ROAD

GROSVENOR ROAD [LBSC] op 1 November 1870 *(L)* – in *Brad* by April 1870, no trains shown; G R & BATTERSEA PIER until 1890 *(Brad)*; clo 1 April 1907 *(RCG)*. See BATTERSEA PARK.

GROSVENOR ROAD [LCD] op 1 November 1867 *(co n T 29 October)*; clo 1 October 1911 (Sunday) *(RCG)*.

Both previously used as ticket platforms (op January 1867) *(L)*.

GROTTON & SPRINGHEAD [LNW] first in *Brad* December 1857; & S added 1 May 1900 *(hbl 26 April)*; clo 2 May 1955 *(T 11 March)*.

GROVE FERRY & UPSTREET [SE]: op 1 July 1846 *(Kentish Gazette 7th)*; & U added 20 September 1954 *(BR(ER)circ 342)*; clo 3 January 1966 *(Thanet Times 4th)*.

GROVE PARK [SE] op 1 November 1871 *(Morning Advertiser 2nd)*; still open.

GROVESEND [LNW] op 1 January 1910 *(LNW Officers 42725)*; clo 6 June 1932 *(LMS weekly notice M1, 21 May)*.

GUARD BRIDGE [NB] op 1 July 1852 *(Fife Herald 1st)*; clo 6 September 1965 *(Aberdeen Press 20 August)*.

GUAY [High] op 1 June 1863 *(Perthshire Journal 3rd)*; clo 3 August 1959 *(Cl)*.

GUEST KEEN – see DOWLAIS, last entry.

GUESTLING – see DOLEHAM.

GUESTWICK [MGN] op 19 January 1882 *(Ipswich Journal 21st)*; clo 2 March 1959 *(T 2nd)*.

GUIDE BRIDGE [GC] op 17 November 1841 *(co n Manch 17th)* as ASHTON & HOOLEY HILL*; renamed A 1842, G B 1845 tt; still open. G B JUNCTION some tables at least 1853-1881 *(Brad)*.

* = but just ASHTON in opening notice; also thus notice for 25 December 1842 opening to Glossop.

GUILDFORD [LSW]

GUILDFORD op 5 May 1845 *(co n T 1st)*; still open. G JUNCTION 1852/3 to 1858/9 *(Brad)* but *RCG ref January 1921* for dropping of JUNCTION.

Temporary station at **St Catherines Tunnel** op 23 March 1895 *(U)*; clo 1 April 1895 *(U)*; tunnel collapsed very early in morning of 23rd; at first passengers had to walk past blocked section but by end of day road transport and temporary platform had been provided (for fuller details see e.g. *Sussex Agricultural Express 26th* and *West Surrey Times 30th)* .
Sidings used to load Volunteers for Wimbledon Review 27 July 1867 *(Aldershot Military Review 27th)*.
Also see LONDON ROAD GUILDFORD.

GUISBOROUGH [NE] op 25 February 1854 *(co ½ T 25 August)*; clo 2 March 1964 *(RM April)*.

GUISBOROUGH LANE – see STOCKTON [S&D].

GUISELEY [Mid] op 1 August 1865 *(Leeds Mercury 2nd)*; clo for electrification 25 July 1992 *(BLN 689)*; reop 8 September 1992; still open.

GULLANE [NB]

GULLANE op 1 April 1898 *(RCG; Fife Free Press 2nd)*; clo 12 September 1932 *(Edinburgh Evening News Monday 12th* – last train Saturday).

G PRIVATE GOLF CLUB PLATFORM (non-tt): see LUFFNESS.

GUNNERSBURY op [LSW] 1 January 1869 *(co n T 24 December 1868)* as BRENTFORD ROAD; renamed 1 November 1871 *(L)*; [Dist] use began 1 June 1877; [Met] used 1 October 1877 to 1 January 1907; LSW use ended 5 June 1916; still open.

GUNNESS & BURRINGHAM [GC] op 2 August 1869 *(GC dates)*; clo at 10.10 a.m. 21 May 1916 (Sunday) *(GC handbill RAIL 231/17)*; replaced by Althorpe; {in *IA*, goods}.

GUNNISLAKE [PDSW] op 2 March 1908 *(W Morn News 3rd)*; clo 31 January 1994 *(RM June)*; new station short of old op 9 June 1994 *(BLN 890)* – planned for 2nd but delayed; still open.

GUNTON [GE] op 29 July 1876 *(T 29th)*; still open.

GUPWORTHY – see 4 September 1865**.

GUSHETFAULDS

GUSHETFAULDS [Cal] op 6 April 1885 as CATHCART ROAD *(Glasgow Evening Post 3rd)*; renamed 1 July 1886 *(Cl; RCG ref July)*; clo 1 May 1907 (Wednesday) *(RCG)*. At times GLASGOW C R, tts.
Also see GLASGOW SOUTH SIDE [Cal].

GUTHRIE [Cal] op 4 December 1838 (see 24 November 1838**); clo 5 December 1955 *(Brechin Advertiser 25 November)*. G JUNCTION 1849 to 1882/3 *(Brad)*.

GUYHIRNE [GN/GE] op 2 September 1867* *(GN)*; clo 5 October 1953 *(RM November)*.
* = GN minutes say 1st but that a Sunday and no Sunday service.

GWAELODYWAEN COLLIERY [BM] (non-tt): HALT; op by 1926, when on map with *The Great Western Railway*, P. R. Gale, Chief Goods Manager's Office, Paddington Station; clo by June 1954; {south of Aberbargoed} *(U, @JF)*.

GWAUN-CAE-GURWEN

GWAUN-CAE-GURWEN [GW] op 1 January 1908 *(Weekly Mail 4th)*; HALT; clo 2 April 1917 *(Cl)*, reop 7 July 1919 *(GW circular 2672)*; see April/May 1921**; clo 4 May 1926**. Included 'P' in *hb* 1912 to 1938 – and not shown as halt.
GWAUN-CAE-GURWEN [Mid] shown 'P' only in *hb* 1899a (cumulative since 1895) – assumed error, amended to 'G' only 1904.
G-C-G COLLIERS – see CWMLLYNFELL.

GWENDRAETH COLLIERY [BPGV] (non-tt): ticket 18 February 1911 *(JB)*; {Glyn Abbey – Pontyates, or on branch between these? – see *RAC* Atlas}.

GWERNYDOMEN [BM] first in *Brad* October 1908**; HALT; clo 17 September 1956 *(RM October)*. Still in wtt unadvertised at September 1962; finally out of use?

GWERSYLLT {map 75}

GWERSYLLT [WMCQ] op 1 May 1866 *(T 7th)*; still open. G & WHEATSHEAF in *hb* 1883 on but not thus *Brad*.
G HILL [GW] op 1 May 1906 *(GW H)*; HALT; clo 1 January 1931 (Thursday) *(T 20 December 1930)*.

GWINEAR {map 111}

Tt and local press evidence seen gives no support to there being a station for Gwinear on the original Hayle to Redruth line (23 May 1843**).
G ROAD [GW] first in *Brad* November 1853 (also in *tt Penzance 2 November)* – likely that op 1 November with new tt; clo 5 October 1964 *(Cl)*. 1890-1912 G R JUNCTION *(hb)*.
Ticket platform: within last 12 or 18 months ticket platform has been provided here; previously had to climb into carriages from ground *(Cornish Telegraph 21 March 1889)*. On Helston branch; closed 1 January 1903; *(U)*.

GWYDDELWERN [LNW] op 22 September 1864**; clo 2 February 1953 *(RM March)*.

GWYS [Mid] op 2 March 1868 *(Mid)*; clo 25 September 1950 *(RM November)*.

GYFEILLON [TV] op 5 June 1905 *(co n Pontypridd Observer 10th)*; see 1904** but Motor Car Platform in source cited; last in *Brad* July 1918.

GYPSY LANE op 3 May 1976 *(Rly Obs July 1976)*; still open.

HABROUGH [GC] op 1 March 1848 *(co n, item Hull Packet 3rd)*; still open.
HACHESTON [LNE] op 9 April 1923 *(Framlingham Weekly News 14th)*; clo 3 November 1952 *(Diss Express Friday 7th* – last train Saturday); {Marlesford – Parham}.
HACKBRIDGE [LBSC] op 1 October 1868 *(T 28 September)*; still open.

HACKNEY

HACKNEY [NL] op 26 September 1850 *(T 12 October, co ½ T 26 February 1851)*; re-sited 1 December 1870 *(co n London Evening Standard 1st)*; clo 15 May 1944 but replacement bus service to 23 April 1945 *(Cl)*.
H CENTRAL op 12 May 1980 *(BR leaflets)*; see 1 June 2010**; still open. Pre-opening references to this as MARE STREET / H M S (see Tony Jervis *Chron 105)*.
H DOWNS [GE] op 27 May 1872 *(co n T 25th)*; still open. H D JUNCTION most tables until 1897/8 *(Brad)*.
H WICK op 12 May 1980 *(BR leaflets)* see 1 June 2010**;still open. Pre-opening references to this as WALLIS ROAD / H W R (see Tony Jervis *Chron 105)*.

HADDENHAM

HADDENHAM [GW/GC] op 2 April 1906 *(T 5 March, 3 April)*; clo 7 January 1963 *(Birmingham Daily Post 2nd)*. H (BUCKS) in LNE co tt 1927.
H & THAME PARKWAY op 5 October 1987 *(wtt supp)*; about 0.4 miles north of earlier H; still open.
HADDENHAM CAMBS [GE] op 16 April 1866 *(T 16th)*; CAMBS added 1 July 1923 *(hbl 12th)*; clo 2 February 1931** *(RM March)*; later excur *(U)*.
HADDINGTON [NB] op 22 June 1846 *(co n T 23rd)*; clo 5 December 1949 *(Scotsman 18 November)*. See 13 August 1948**..

HADDISCOE

[GE] {map 73 needs to be used in conjunction with information below}
First station on line from Reedham to Lowestoft, op 1 July 1847 *(Norfolk News 3rd)*; line from Halesworth also used it from 4 December 1854 until 15 May 1858** >
When line from Halesworth was reopened, 1 June 1859 *(T 2nd)*, it now passed east of Haddiscoe and exchange only station, ST OLAVES JUNCTION, was opened at the junction, passengers needing to change lines walking to original station; new two level interchange 1 May 1879 *(MT6/240/13)*; St O J (alias ST O BRIDGE, ST O EXCHANGE STATION in GE letters to BoT) was renamed HERRINGFLEET JUNCTION 1 November 1891 *(RCG)* >
9 May 1904: original HADDISCOE (H JUNCTION 1854/5 to 1859 *Brad)* closed *(RCG; GE Weekly Engineering Notice 456)*; replaced, with the exchange station, by a two level public station 700 yards east of this, H HL and H LL * >
HL clo 2 November 1959 *(RM December)*; LL still open as H.
* = officialdom saw 1904 events as renaming of (HL) and replacement of (LL) by new station.
HADFIELD [GC] op 8 August 1844 *(Sheffield 10th)*; still open. H & TINTWISTLE 1862/3 to 1880/1 *(Brad)*; became H for HOLLINGWORTH 12 October 1903 *(hbl 29th)*; thus LNE tt 1933, *hb* 1938 and *Brad* to 1955.
HADHAM [GE] op 3 July 1863 *(Hertford 4th)*; clo 16 November 1964 *(T 14 October)*.
HADLEIGH [GE] op 2 September 1847** *(EC)*; clo 29 February 1932 *(T 27th)*.
HADLEY [LNW] op 1 June 1849 *(Shrewsbury 8th)*; clo 7 September 1964 *(Birmingham Daily Post 11 July)*.
HADLEY WOOD [GN] op 1 May 1885 *(Pall Mall Gazette 2nd)*; still open.
HADLOW ROAD [Birkenhead] op 1 October 1866 *(Birkenhead; LNW co ½ 13 February 1867- line)*; clo 17 September 1956 *(Liverpool Echo Friday 14th* – last tomorrow). Became H R for WILLASTON 22 July 1910 *(LNW dates)*; thus *hb* 1938 but not seen *Brad*.
HADNALL [LNW] op 1 September 1858 *(co n Liverpool Mercury 1st)*; clo 2 May 1960 *(RM June)*.
HADNOCK [GW] op 7 May 1951 *(Monmouthshire Beacon 11th)*; HALT; clo 5 January 1959 *(T 5th)*; {Symonds Yat – Monmouth}.
HADRIAN ROAD [TWM] op 14 November 1982 *(Newcastle Journal 12th)*; still open.
HAFOD [TV] op 30 August 1861 tt, at 18 m 8 ch *(RAC)*; replaced by Trehafod, 17 October 1892 at 14 m 72 ch *(RAC; South Wales Daily News 18th)*. HAVOD until 1890 tt *(Cl)*.
HAFOD GARREGOG [WH] (ng) op 1 June 1923 as YNYSFERLAS, renamed 9 July 1923 *(WHH)*; request; see 31 July 1922** for details of service and closure; {map 76}. Also see *NGNC II, p 16; WHH pp 12, 20.*
HAFOD RUFFYDD [WH] (ng) op 1 June 1923; request; see 31 July 1922** for details of service and closure; {map 76}. WH ticket for H RYFFYDD *(JB)*.
HAFOD-Y-LLYN [WH] (ng) op 1 June 1923 (see 31 July 1922**); request; clo 28 September 1936 *(Cl)*; {map 76}.
HAFOD-Y-LLYN [Festiniog] (ng) op 6 January 1865* *(D&C 11)*; replaced by Tan-y-Bwlch, ½ mile north, July 1872 tt. At first HAVOD-Y-L *(hb)*.
* = passengers free, own risk for some months previously; free use 5th after formal opening *(Festiniog)*.
HAFODYRYNYS [GW] op 1 January 1913 *(South Wales Daily News 3rd* – called it a halt); clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May*, where PLATFORM); {Pontypool – Crumlin}. *GW notice of 3 August 1932* said treat as Halt from 8th but not so shown *Brad* or BR tt September 1962.
HAG FOLD op 11 May 1987 *(Sandwell Evening Mail 11th)*; still open

HAGGERLEASES

[S&D] {map 31}
For first services in this area see 24 March 1834**; these intermittent. One example: on 18 March 1836 orders were given for arranging a coach (horse-drawn) to 'Hagger Lease's Lane' (co minutes). Purely passenger services almost certainly ceased 1847 when rail service to West Auckland ended, but *NE* (p 527-8) quotes 1854 press description of a chiefly coal train with passenger waggons near rear.
HAGGERLEASES first in *Brad* April 1859; then and May shown as terminus of one train per day, outwards; June – one each way per day; last trains shown August 1859.
HAGGERSTON [NL] op 2 September 1867 *(Bell's Weekly Messenger 9th)*; clo 6 May 1940 *(T 2nd)*. Pre-op De-Beauvoir Town *(North London Railway Source Book*, NL Historical Society, 1998).

[East London] service opened fully 23 May 2010**; still open.

HAGLEY [GW] op 1 June 1857 *(co n Worcester Chronicle 3rd)*; still open. Lord Lyttleton, Viscount Cobham had agreement, originally with West Midland, to stop trains *(Out of Course)*.

Also (non-tt) temporary platform 27 and 28 October 1863 for those attending Ball celebrating coming of age of Hon. C. G, Lyttleton *(Worcester Journal 31st)*; site ?

HAGLEY ROAD [LNW] op 10 August 1874 *(LNW Officers 11616, 11692; Birmingham Daily Post 11th)*; closed 26 November 1934 *(Birmingham Da; ily Gazette 26th – last train 24th)*.

HAIGH [LY] op 1 January 1850 *(Bell's Weekly Messenger 5th)*; clo 13 September 1965 *(T 4th)*.

HAILES [Cal] op 16 November 1908, mainly for golfers though available to all, first advertised 26 September 1927 *(Balerno)*; according to LMS tt 22 September 1930, this PLATFORM would only be used as a HALT and in *Brad* as HALT (from 1928) – also thus *hb*; clo 1 November 1943 *(LMS notice Scotsman 15 October* – after Saturday 30 October, where Platform); {Colinton – junction with main line}.

HAILSHAM [LBSC] op 15 May 1849**; clo 9 September 1968 *(T 9th)*.

HAINAULT op [GE] 1 May 1903 *(RCG; Barking ... Gazette 2nd)*; clo 1 October 1908 (Thursday) *(London Daily News 29 September)*. Non-tt use during public closure: note in March 1927 wtt shows that could be used by employees of Messrs Hughes and public to and from certain stations 'on application' and holders of tickets to station beyond could join or alight here *(London Local, p 294)*. Reop to public 3 March 1930 *(RM April)*; last steam train ran Saturday 29 November 1947 *(Clay)*; buses until reop by [Cen] 31 May 1948 *(T 1 June)*; still open.

HAINTON STREET [GN] op 11 December 1905 *(Boston Guardian 9th)*; see 1905** (d); trains still both ways October 1939 *Brad*; before/with January 1940, no trains; trains (to Grimsby only) restored co tt alterations 1 July 1940; thus to clo 11 September 1961 *(Peterborough Standard 28 July*, where shown as HALT*)*. (*IA* makes one of this and Weelsby Road but *Brad*, e.g. 1922 reprint, shows separate.)

HAIRMYRES [Cal] op 1 September 1868 *(Cal- line)*; still open. *Brad* to 1955 but not LMS tt 1930, *hb* 1938, *Murray* 1948: H for EAGLESHAM.

HALBEATH [NB]: line op 13 December 1849 *(D&C 15)* and this probably opened with it*; clo 1 January 1917 *(RM February)*; reop 1 April 1919 *(RCH)*; clo 22 September 1930 *(Scotsman 15th)*.

* = Not in *Edinburgh & District tt* December 1849 (Dunfermline was), was included February 1850 (January 1850 tt not seen); was mentioned in inspection report dated 6 December 1849; first in *Brad* July 1851.

HALBERTON [GW] op 5 December 1927 *(Tiverton 13th)*; HALT; clo 5 October 1964 *(Som Gaz 5 September)*; {Tiverton branch}.

HALE [CLC] op 12 May 1862 *(T 7th, 12th)* as BOWDON PEEL CAUSEWAY; became P C 1 January 1899 *(hbl 26th)*, HALE 1 January 1902 *(hbl 23rd)*; still open. Version of early name given perhaps peculiar to Clearing House – certainly 'BOWDON, PEEL CAUSEWAY' in 1890 *hb*. However, *Brad* early had PEEL CAUSEWAY BOWDON (as did *The Times* description of inspection) and 1878/81 it dropped BOWDON; the shorter form was also used in the tables in *Stockport* by June 1879 and the Midland co tt July 1894. According to *hb* 1908a had become H for ALTRINCHAM and BOWDON.

HALE END – see HIGHAMS PARK.

HALEBANK [LNW]: line op 1 July 1852 *(T 10th)*, nd, August (line included July); op as HALEWOOD ROAD; renamed HALEBANK for HALE 1 November 1874 *(LNW General Managers' Circular, 21 October)*, HALEBANK 1895 *(Cl)*; clo 1 January 1917 *(T 22 December 1916)*; reop 5 May 1919 *(RCH)*; clo 15 September 1958 *(Liverpool Echo 17th)*.

HALESOWEN [GW] op 1 March 1878 *(co ½ T 23 February)*; clo to public 5 December 1927 *(Cl)*; workmen, whose use had begun in July 1915, used until Friday 29 August 1958 (last train) *(Mid, LMS wtts)*; also excur *(U)*.

HALESOWEN JUNCTION HALT [Mid] (non-tt) op 1 July 1918 *(Mid weekly notices at National Railway Museum)*; on main line, 12 chains south of junction with Halesowen branch *(System Map 1918)*; last train 25 February 1922. *RAIL 491/802, letters 16th on* – had been provided for wartime 'projectile', alias 'shell' factory; aot 1,000 + using special trains. Possibility of continued use by Austin's but by 1922 they were able to recruit workers locally and few using; Midland prepared to keep as non-tt stop for ordinary trains but Austin's not prepared to alter hours to fit. There were protests from e.g. Lord Mayor of Worcester, concerned about level of unemployment in his city. Sometimes called LONGBRIDGE (would there be (c)) but internal letters, wtts usually used this name.

HALESWORTH

HALESWORTH [GE] op 4 December 1854 *(co n Norfolk Chronicle 9th)*; last train 15 May 1858**; new station 20 chains south op 1 June 1859 *(T 2nd)*; still open. H JUNCTION 1880/1 to 1893/4 *(Brad)*. GE co tt 1889, and *Brad*/BR tt until 1964/67: H for SOUTHWOLD but not thus *hb* 1938, 1956.

HALESWORTH [Southwold] (ng) op 24 September 1879 *(T 24th)**; clo 12 April 1929**.

* = only the first train each way on 24th; floods caused rest to run Wenhaston to Southwold. Full use 25th *(Essex Standard 27th)*.

HALEWOOD

HALEWOOD (a) [CLC] op 1 May 1874 *(co n Liverpool D P 24 April)*; clo 17 September 1951 *(RM December, corr)*.

HALEWOOD (b) op 16 May 1988 *(BLN 587)*; still open.

Also see HALEBANK.

HALFWAY [Snowdon Mountain] (ng; rack): line op 6 April 1896** *(NGNC 1)*, nd, May 1898; still open.

HALFWAY [Rye & C] (ng) op 13 July 1895**; no winter service after 1925; clo 1929.

HALIFAX

HALIFAX [LY] op 1 July 1844 *(Halifax Guardian 8th)*; new stations 7 August 1850, temporary wooden one ¼ mile north of original, at bottom of Horton Road *(Bradford Observer 8th)* and 23 June 1855 (double platform structure) – 'we understand it will be opened today, though not quite complete' – *Halifax Observer Saturday 23rd)*; still open.

Cl restricts H SHAW SYKE (but probably adds it incorrectly since then only one station) to first but S S in *hb* until 1895 (last); probably result of RCH habit of entering separate goods/passenger stations as one. Just H in *Brad* until about 1890; then still H in LY tables but H OLD STATION in GN/LNE tables, and on their tickets *(JB)*. H OLD in LY co tt 1899 and H Old Station in GE co tt

1909 (was it meant to be descriptive rather than part of name?). It became H TOWN 30 September 1951 *(RM January 1952)*, reverted 12 June 1961 *(RM April)*.
Ticket platform, first and last references seen: GN train from London, collision *(York Herald 22 November 1873)*. Between Beacon Hill tunnel and station, on arch near Flour Societies mill: damage by goods train 23 February *(Halifax Courier) 2 March 1889*.
H NORTH BRIDGE [Halifax & Ovenden] op 25 March 1880 *(Yorkshire Post 26th)*; clo 23 May 1955**.
H ST PAULS [Halifax High Level] op 5 September 1890 *(RCG; co ½ Leeds Mercury 25th)*; clo 1 January 1917 *(RCH)*. Excursions until 1939 *(GN Society Journal 151)*. Before opening in September *Brad*, no trains, as H HL.
Also see PELLON.
HALKIRK [High] op 28 July 1874 *(co n John O'Groat Journal 30th)*; clo 13 June 1960 *(RM July)*.
HALL DENE – see SEAHAM.
HALL GREEN [GW] op 1 July 1908 *(RCG; Banbury Advertiser 25 June)*; still open.
HALL HILLS [LNE] (non-tt): sleeper depot workmen; op ? in wtt 22 September (amendment thereto refers to empty coaches stabled at Boston Passenger Station); 16 June 1947 wtt suggests service by engine and brake van rather than carriage; workmen's trains still shown summer 1949 wtt; {Boston – Langrick}.
HALL I' TH' WOOD op 29 September 1986 *(BLN 552)*; ½ mile south of earlier The Oaks; still open.
HALL ROAD [LY] op 1 October 1874 *(LY Board Minutes 6th)*; still open.
HALLATON [GN/LNW] op 15 December 1879 *(Leic; LNW Record- line)*; clo 7 December 1953 *(T 7th)*; workmen used to 20 May 1957 *(U)*.
HALLATROW [GW] op 3 September 1873 *(Bristol Merc 6th)*; clo 2 November 1959 *(Shepton 6th)*.
HALLCRAIG (STREET) – see AIRDRIE.
HALLEN [GW] {map 121}
See *R. Maund, Chron July 2013.*
HALLEN op 9 May 1910 *(W D Press 10th)*, at 116 m 08 ch; HALT; clo 22 March 1915 *(RAIL 253/535)*; reop for workmen 25 January 1917 *(Notice 92)*; platform removed for doubling Sunday 11 February 1917 *(Notice S 986)* but stops still made here as H EAST JUNCTION until ceased from Saturday 10 March 1917 *(Notice S 992)* Replaced by >
HALLEN at 116 m 18 ch and op for workmen 15 March 1917 *(Notice S 992)*; clo Wednesday 13 November 1918 *(wtt supplement)*; owned by Ministry of Munitions.
H MARSH FACTORY op 25 January 1917 *(Notice 92)* for GW workmen only; replaced by next but reop 5 May 1919 *(wtt)*; clo?; {sidings at Hallen Marsh Junction}.
H MARSH JUNCTION replaced above Sunday 1 April 1917 for GW workmen only *(Notice 345)*; use ceased Wednesday 10 October 1917 *(Notice 92)*; reop December 1918 *(wtt supplement)*; clo ? {replaced Holesmouth Junction as junction between Henbury and Pilning lines 11 February 1917 and gave access to factory}.
HALLIFORD – see UPPER HALLIFORD.
HALLILOO [SE] (non-tt): PLATFORM; farm, school parties; op about 1856; clo by 1899; {Whytreleafe South – Caterham} *(U)*.
HALLING [SE] op 1 March 1890 *(SE)*; still open.
HALLINGTON [GN] op 1 December 1876 *(RCG; T 28 November- line)*; clo 11 September 1939**, reop 4 December 1939; clo 5 November 1951 *(Cl)*.
HALLOON – see ST COLUMB ROAD.
HALMEREND [NS] op 28 June 1880 *(Staffs Sentinel 3 July)*; clo 27 April 1931 *(Staffordshire Sentinel 16th)*. 1883 *hb* : HALMER END.
HALSALL [LY] op 2 September 1887 *(Southport Guard 8th)*; clo 26 September 1938 *(Liverpool Echo Friday 23rd*, citing changes in winter tt from Monday next). *Hb*: 1890 H for ORMSKIRK; 1912 H.
HALSHAW MOOR – see FARNWORTH.
HALSTEAD near Colchester [CVH] op 16 April 1860 *(T 13th)*; clo 1 January 1962 *(T 17 November 1961)*.
HALSTEAD – see KNOCKHOLT.
HALTON [Birkenhead] first in *Brad* August 1851, as RUNCORN ROAD; became R August 1858 *(RCH Goods Managers minute 1379 September said notified 23 August)*, R ROAD again 1861/2 *(Brad)*, H 1869 *(RCH dist ref June)*; clo 7 July 1952 *(BR notice Cheshire Observer 14 June)*. According to *RAC Atlas* was originally BEECHWOOD.
HALTON near Lancaster [Mid] op 17 November 1849 *(co n Lancaster 17th)*; clo 3 January 1966 *(RM February)*.
HALTON DIAL [NE]: see 22 September 1834**; no evidence for existence before 1850 reopening; first seen January 1851 *Brad*, full service; last there November 1858; back February 1859, now Saturdays only; last February 1864; {Leeds – Cross Gates}. At first H D BRIDGE, later H, settled 1852.
HALTON HOLGATE [GN] op 1 May 1868 *(GN; Stamford 15th- line)*; aot request; clo 11 September 1939 *(G&S)*.
HALTWHISTLE [NE] op 18 June 1838; see 10 March 1835**; still open.
HALWILL [LSW] op 20 January 1879** clo 3 October 1966 *(Cornish & D P 8th)*. Op as H & BEAWORTHY, became H JUNCTION 1887 tt *(Cl)*, H for B 1922 *(RCG ref July)* and thus *Brad* to 1955.
HAM BRIDGE – see EAST WORTHING.
HAM GREEN [GW] op 23 December 1926 *(Western Daily Press 22nd)*; HALT; clo 7 September 1964 *(W D Press 7th)*; {Clifton Bridge – Pill}. Pre-opening to be PLATFORM *(RAIL 253/643)*.
HAM LANE [WCP] op 1 December 1897 *(WCP; Bristol T 2nd- line)*; clo 20 May 1940 *(Bridgwater Merc 22nd)*.
HAM MILL [GW] op 12 October 1903 *(Stroud N 16th)*; HALT; H M CROSSING until July 1957 *(circular dated 6 July 1957 Cl pap)*; clo 2 November 1964 *(W D Press 2nd)*.
HAM STREET [SE] op 13 February 1851 *(co n T 13th)*; became H S & ORLESTONE 1 February 1897 *(hbl 29 April)*, reverted 3 May 1976 tt; still open.
HAMBLE [SR] op 18 January 1942 *(Southampton District notice, 14th)* as HALT; renamed 5 May 1969 *(SR App)*; still open.

HAMBLETON [NE] op 22 September 1834**; clo 14 September 1959 *(RM September)*; later use when engineering work prevented stop at Selby *(U)* – certainly 28/9 March 1975 and 29 July 1980 *(IU)*.

HAMILTON

HAMILTON [NB] op 1 April 1878 *(Hamilton 30 March)*; clo 1 January 1917, except for workmen *(RM February*; reop 2 June 1919 *(RCH)*; clo 15 September 1952 *(RM October)*. Aot H TERMINUS, later H CADZOW STREET in *Brad*, settled as H 1882.

H WEST [Cal] op 10 September 1849 *(co n Glasgow Herald 7th)*; tt suggests that clo 14 July 1876, when Central op, and reop 2 October 1876, with link to Ferniegair – WEST now added; still open.

Ticket platform, only reference seen: accident; from description ticket platform close to station *(Hamilton Advertiser5 March 1870)*.

H CENTRAL [Cal] op 14 July 1876 *(Hamilton 15th)*; still open.

Also see PEACOCK CROSS.

HAMILTON SQUARE – see BIRKENHEAD.

HAMMERSMITH

HAMMERSMITH [HC]* op 13 June 1864 *(GW n T 10th)*; re-sited on extension of line southwards 1 December 1868 *(Cl)*; see 24 July 2010**; still open.

HAMMERSMITH [Dist]* op 9 September 1874 *(T 10th)*; clo 20 January 1882 (Friday) by fire, reop 23 August 1882 *(L)*; still open.

HAMMERSMITH [Picc] op 15 December 1906 *(co n T 14th)*; still open.

Dist and Picc share entrance; HC separate.

H & CHISWICK [NSWJ] op 8 April 1858 *(L)*; & C added 1 July 1880 *(L)*; clo 1 January 1917 *(T 26 December 1916)*. See ACTON JUNCTION for early arrangements here.

H GROVE ROAD* [LSW] op 1 January 1869 *(co n T 24 December 1868)*; clo 5 June 1916 *(RCH)*. Also Met use 1 October 1877 to 1 January 1907. Ticket: THE GROVE *(JB)*.

* = *Brad*: HC, Dist and LSW at first H. GROVE ROAD added to LSW later 1869/1870; also added to HC 1874/5. BROADWAY was added to Dist and HC 1875 (replacing G R in latter). 1882/3 became H BEADON ROAD, BROADWAY [HC] and H KING STREET, BROADWAY [Dist]; by 1904 both reduced to H. GROVE ROAD was used in LSW co tt 1914 but seems to have been error of some sort: *The A to Z of Victorian London*, H. Margary's reprint of Bacon's 1888, London Atlas shows the relevant street as 'The Grove' and A. A. Jackson's book on the Metropolitan states that the HC's 1868 station's entrance was in The Grove.

HAMMERTON [NE]: trains stopped on market days days at HUNWICK level crossing from line opening 30 October 1848** *(co n York Herald 28th)*; assumed to be forerunner of this (no explanation for name has been found); H all days when first seen elsewhere, April 1849 *(Reid)*; KIRK H in *Brad* until 1850, but just H in *Reid* and *Topham*; still open.

HAMMERWICH [LNW] first trains shown in tt June 1849; clo 18 January 1965 *(BR LM notice Walsall Observer 11 December 1964)*.

HAMPDEN PARK [LBSC] op 2 January 1888 *(Mid-Sussex Times 20 December 1887* – 'will open on 2nd proximo; *Pall Mall Gazette 3 January* - op yesterday) as WILLINGDON; renamed 1 July 1903 *(hbl 7th)*; still open. LBSC co tt 1912, *hb* 1938 and *Brad* ? to 1955: H P for W. BR added SUSSEX to name 12 May 1980 tt *(C/W)*, dropped 1993/5.

HAMPOLE [WRG Jt] op 1 January 1885 *(GN)*; clo 7 January 1952 *(RM March)*.

HAMPSTEAD

HAMPSTEAD [Nor] op 22 June 1907**; still open. Pre-op Heath Street *(L)*.

H HEATH [LNW] op 2 January 1860 *(T 2nd)*; clo Sunday 2 December 1984 by engineering work and closure extended by damage to tunnel *(BLN 507, 508, etc)*; reop 15 April 1985; again clo (route modernisation) 29 October 1995 *(BR leaflet NLL/DAL/A100);* reop 30 September 1996; still open.

Excursion platform existed at one time. *Daily Telegraph April 19 1892* described accident previous day (Bank Holiday); fine weather had attracted many but in evening threat of rain caused rush to station; beyond main platform (covered, 159 yards long) was an extension or excursion platform (120 yards, uncovered), sharing a common entrance. Platform approached from street down flight of stairs, narrowed at one point by ticket collector's box; 8 dead, 13 injured in crush. Major Marindin's report *(Illustrated London News 18 June)* advocated separate entrance and exit for this. LNW had already acted: Booking-office and Waiting-hall (wooden) 80 feet by 21 feet 6 inches, holding 600 people at one time, separate entrance to new additional platform 200 x 20 feet, joining onto ordinary and replacing previous excursion train siding; platform as extended would hold 3,600 to 3,800 people but only half that number would be admitted at one time *(St James's Gazette 6 June 1892)*. [Use of 'siding' here raises questions about exact nature of original excursion platform. Was excursion platform part provided with lines on both sides?]

H ROAD [NL] op 9 June 1851 *(L)*; replaced 5 May 1855 by station to west *(Cl)*, which was later renamed Chalk Farm, then (1950) PRIMROSE HILL, which see; {map 101}.

Also see SOUTH HAMPSTEAD; WEST HAMPSTEAD.

HAMPSTEAD NORRIS [GW] op 13 April 1882 *(T 10th- line; in description of formal op, 12th, Reading Mercury 15th)*; clo 4 August 1942**, reop 8 March 1943 *(Cl)*; clo 10 September 1962 *(RM October)*.

HAMPSTHWAITE [NE]: line op 1 May 1862; clearly not op with it *(Leeds Mercury 2nd* gave Birstwith as station for here); *co n Yorks Gazette 23 July 1864* advertised for tenders to build station here; *Leeds Intelligencer 21 April 1866* had item on inquest of labourer who had been killed near 'new station' here – but perhaps still being built; first in *Brad* September 1866; clo 2 January 1950 *(BR WR circ)*.

HAMPTON [LSW] op 1 November 1864 *(co n T 27 October)*; still open.

HAMPTON COURT [LSW] op 1 February 1849 *(T 30 January)*; still open. In *Brad* became H C & EAST MOULSEY 1869, H C for E MOULSEY 1897/8, H C for E MOLESEY 1903/4; ? to 1955 was H C for EAST and WEST MOLESEY. 1904 *hb*: H C & E MOLESEY. Aot extra platform for excursions and race specials *(AB)*.

Ticket platform, only reference seen: *Hertfordshire Guardian 7 April 1855*: fatal accident 20 March. Later issues of this paper included adverts for fund to help widow and child – victim came from there.

HAMPTON LOADE [GW] op 1 February 1862**; clo 9 September 1963 *(T 9th)*. At first H, tt and local press – *Brad* added L in March 1862.

HAMPTON ROW [GW] op 18 March 1907 *(wtt supp; Bath Chronicle 7th* – intended to open); HALT; clo Sunday 29 April 1917 *(GW public notice)*

HAMPTON WICK [LSW] op 1 July 1863 *(London Evening Standard 2nd)*; still open.

HAMPTON-IN-ARDEN

HAMPTON-IN-ARDEN [LNW] probably opened 17 September 1838, when L&B opened throughout (in *T 18th* line description, though orders to provide only given August 20 – *company minutes)*; re-sited about 30 chains east 1 September 1884 *(LNW Officers 26408)*; -in-ARDEN added July 1886 co tt *(W Mid)* but 4 October 1904 *(LNW dates)*, supported by *hb* 1908a; still open. LNW co tt 1852: H JUNCTION.

HAMPTON [Mid] op 12 August 1839 *(co n T 8th)*; was H JUNCTION 1 November 1849 co tt to 1 December 1872 co tt *(Mid)*; clo 1 January 1917 *(T 29 December 1916)*.

Non-tt: sidings here used for King George VI to have luncheon and rejoin train (had arrived by car) during his visit to several factories in the Midlands 10 March 1938 (Coventry Evening Telegraph 10th).

HAMSTEAD

HAMSTEAD [LNW] op 25 March 1899 *(W Mid)* as GREAT BARR, replacing an earlier station of that name; renamed 6 May 1974 *(BR notice)*; still open. *Brad* ? to end (1961): G B for H, but not thus BR LM tt 1957.

Earlier (non-tt): temporary platform(s) for fetes in Hamstead Park used 26 June 1855 as H *(advert Aris 25th)* and 25 August 1857 as H BRIDGE, *(ibid 17th)*.

Also see GREAT BARR & HAMSTEAD.

HAMWORTHY [LSW] {map 125}

Two stations op 1 June 1847 *(Dorset Chron 20 May, 3 June)*.

One op as POOLE JUNCTION, became H JUNCTION 2 December 1872, H 1 May 1972 *(Cl)*; still open. *Hb*: 1894a became H & NEW POOLE J, 1895 H & P J.

Other op as POOLE, became H 2 December 1872 *(Cl)*; clo 1 July 1896 (Wednesday) *(RCG)*.

HANBOROUGH [GW] op 4 June 1853 *(Glos Chron 4th- line*; mentioned in account of formal opening 7 May *Gloucester Journal 14th* – public opening delayed by need to make alterations demanded in inspection report) as HANDBOROUGH; altered 28 September 1992 *(AB)*; still open. LNW co tt 1856, GW co tt: 1865 H JUNCTION for BLENHEIM; 1902 H for B and thus *Brad* until 1957/8 but not *hb* 1938, 1956. 1854-61 trains divided here for Euston and Oxford.

HANDFORTH [LNW] op 10 May 1842 (in fare table, *co n Stockport 13th*); clo (resignalling) for about 18 months; reop 26 June 2006 *(Northern Rail leaflet)*; still open.

HANDSWORTH

HANDSWORTH [GW] op 14 November 1854 *(T 15th)* as H & SMETHWICK; & S dropped 6 May 1968 *(Cl)*; clo 6 March 1972 *(RM April)*.

Also see West Midlands Metro (Section 6).

H WOOD [LNW] op 1 January 1896 *(LNW Officers 36535)*; clo 5 May 1941 *(LNW Record)*.

HANFORD ROAD [NS] prob op 28 March 1910 *(RCG* date for Trentham Park – in *Brad* April); HALT; clo 1 May 1913 (Thursday) *(Cl)*; {Trentham Park branch}.

HANGER LANE op [GW] 30 June 1947 *(T 1 July)*; to [Cen] 1 January 1948; still open.

HANGMANS STONE – see BIRDWELL.

HANLEY [NS] op 13 July 1864 *(co ½ T 5 August)*; re-sited 1 November 1873 when line extended to Burslem *(Staffs Advertiser* – but passengers still booked at old station since new not fully ready); clo 2 March 1964 *(RM April)*.

HANNINGTON [GW] op 9 May 1883 *(Swindon 12th)*; clo 2 March 1953 *(T 20 February)*; trains for employees at Swindon Works until last Friday 3 August 1962 *(Back Track June 2003)*.

HANWELL [GW] op 17 December 1838, *(London Evening Standard Monday 24th – 'opened Monday last' – assumed to be a week before)*; became H & ELTHORNE 1 April 1896 *(RCG)* reverted 6 May 1974 *(BR notice)*; still open. Joint GW/ District service began 1 March 1883; from 1 October 1885 GW only.

HANWOOD [Shrewsbury & Welshpool] op 14 February 1861 *(co n Shrewsbury 15th)*; clo 12 September 1960 (Cl).

HANWOOD ROAD – see EDGEBOLD.

HAPPENDON [Cal] op 1 April 1864 *(Hamilton 2nd)* as DOUGLAS (D Mill in paper); renamed 1 April 1931 *(LMS PCC 194)*; clo 5 October 1964 *(RM October)*.

HAPTON [LY] first in *Brad* May 1862; still open.

HARBORNE [LNW] op 10 August 1874 *(LNW Officers 11616, 11692; Birmingham Daily Post 11th)*; clo 26 November 1934 *(Birmingham Daily Gazette 26th – last train 24th)*.

HARBURN [Cal] op 15 February 1848 *(Caledonian Mercury 17th)*; clo 18 April 1966 *(Cl)*. Originally WEST CALDER & TORPHIN, later W C & H in *Brad*, then erratically H/W C/H for C, settled as H about 1870; aot H or W C *(hb)*; *Murray* 1852 H for WESTER.

HARBURY – see SOUTHAM ROAD.

HARBY & STATHERN [GN/LNW] op 1 September 1879 *(LNW Officers 20028; Nottingham Evening Post 2nd)* as S; renamed 1 November 1879 *(Cl)*; clo 7 December 1953 *(T 7th)*.

HARDINGHAM [GE] op 15 February 1847 *(Norfolk Chronicle 20th)*; clo 6 October 1969 *(RM October)*.

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

HARDLEY [SR] (non-tt): HALT; oil workmen; op 3 March 1958 *(Rly Obs April)*; clo 5 April 1965 (letter *RM April 1966, p 230)*; {Fawley – Hythe}.

HARE PARK & CROFTON [WRG Jt] first in *Brad* and *GN tt* November 1886 (part *Whittle)*; clo 4 February 1952 *(Cl)*.

HARECASTLE – see KIDSGROVE.

HAREFIELD – see SOUTH HAREFIELD.

HARESFIELD [Mid] probably op 1 June 1854*; clo 4 January 1965 *(Tewkesbury Register 1st)*. Wtt 11 June 1956 shows southbound stop, Fridays only, to set down Engineering Staff.
* = though narrow gauge line came into use on 29 May a number of papers (some of which opened line a week too early) were agreed that this station would open early next month (e.g. *Worcestershire Chronicle 24 May)*; normal Midland practice was to open new stations on first of month; *Cheltenham Chronicle 6 June* gave correct line date and added that this had been opened.

HARKER [NB] op 29 October 1861**; clo 1 November 1929 (Friday) *(Cl)*; later non-tt Ordnance Depot use 1936 to 1941? and again from1 March 1943 *(LNER letter 19 April 1945 Cl pap)*; clo 6 January 1969 *(BR clo notice*, where listed as ordinary station).

HARLECH [Cam] op 10 October 1867 *(Cam; Carnarvon & Denbigh Herald 12th* mentioned 'side' station here); still open.

HARLESDEN

HARLESDEN [LNW] op 15 June 1912 *(T 14th)*; [Bak] use began 16 April 1917 *(RM May)*; still open.

HARLESDEN [Mid] op 3 August 1875 *(co n Pall Mall Gazette 3rd)* as HARROW ROAD for STONEBRIDGE PARK and WEST WILLESDEN; became H R for S P and HARLESDEN February 1876 co tt, HARROW ROAD 1 May 1878 co tt, HARROW ROAD for S and HARLESDEN 1 November 1880 co tt, S P for W W and HARLESDEN 1 July 1884; clo 2 July 1888 *(Mid; reference without exact date Willesden Chronicle 29th)*, reop 1 March 1893 *(co n Hendon & Finchley Times 24 February)*; renamed HARLESDEN for W W and S P 1 February 1901 *(RCG)*; clo 1 October 1902 (Wednesday) *(RCG; Hendon & Finchley Times 19 September)*. Other variations used elsewhere – e.g. *hb* 1894a, 1895 omitted 'WEST'.

HARLESTON [GE] op 1 December 1855 *(co n Norfolk News 1st)*; see 2 November 1860**; clo 5 January 1953 *(T 5th)*. At first in *hb* as HARLESTONE; thus co wtt September 1856.

HARLING ROAD [GE] op 30 July 1845 *(Norfolk News 2 August)*; H until 1849 tt *(Cl)* but H Road in press 1845; still open.

HARLINGTON near Doncaster [Dearne] op 3 June 1912**; clo 10 September 1951 *(Bradford Observer 16 August)*.

HARLINGTON BEDS [Mid] op 13 July 1868 *(T 14th)*; still open. Became H for TODDINGTON 1 October 1889 *(RCG)*, H BEDS 1 November 1927 *(hbl October)*. *Brad* dropped 'for T' 1955.

HARLOW [GE]

H MILL op 9 August 1841 *(co n T 30 July)*; MILL added 13 June 1960; still open.

H TOWN probably op 22 November 1841, with earlier special use 9 and 10 September 1841 (see 1841**); in mid-1843 it was still alternative stop to Harlow and Roydon but by the end of 1843 some trains were stopping here and at one/both of the others; still open. Early NETTESWELL; BURNT MILL, N; B M & N (NETTLESWELL *Brad*); & N dropped 1843 tt *(Cl)*; renamed H T 13 June 1960 *(RM July)*; still open.

HARMSTON [GN] op 15 April 1867 *(GN; co ½ T 19 August- line;* included in description of formal opening on 11th, *Stamford Mercury 12th)*; clo 10 September 1962 *(Birmingham Daily Post 1st)*.

HAROLD WOOD [GE] op 1 February 1868 *(Chemsford Chronicle 7th* – flag station); aot request; still open. Heril Wood pre-opening *(L)*.

HAROLDS MOOR [SIT] first in *Brad* December 1878; see 25 July 1860**; last in *Brad* May 1896; in *hb* 1883 to 1895 (inclusive); {map 88}.

HARPENDEN

HARPENDEN [Mid] op 13 July 1868 *(T 14th)*; became H CENTRAL 25 September 1950, *(BR LM notice Harrow Observer 21st)*, reverted 18 April 1966 *(Mid)*; still open.

H EAST [GN] op 1 September 1860 *(London Evening Standard 1st* – at New mile-end H); EAST added 25 September 1950 *(BR LM notice Harrow Observer 21st)*; clo 26 April 1965 *(RM May)*.

HARPERLEY [NE]

On Bell's Map of Great Northern Coalfield 1850 (perhaps goods only) (M. Cobb).

Was first in *Brad* March 1861; last May 1864. Fully op 1 November 1892 (now a fully recognised station, in time books for first time and all trains call, *Northern Echo 27 October 1892)*, presumably paper looking forward to November tt. There had been occasional use before and between these dates: a sprinkling of items has been found for this; adverts for sales and lettings mention this as station within 2 / 3 miles – e.g. *Durham Chronicle 15 April 1853* and *29 May 1868*; Bishop Auckland Naturalists' Field Club arrived here Tuesday *(Northern Echo Thursday 20 July 1876)*; many assembled here on 30 November 1883 for presentation of Royal Humane Society Medal to signalman here who had saved man from drowning in River Wear *(Durham County Advertiser 3 December 1883)* and in the course of this it was said that station had been built some 40 years previously; 12 November 1889 man jumped out of train that did not stop here though he believed arrangements had been made; 'trains only stop when required' *(Daily Gazette for Middlesbrough 13th.)*. Clo 29 June 1953 *(RM August)*.

HARPUR HILL – see May 1833**.

HARRIETSHAM [LCD] op 1 July 1884 *(Whitstable Times 5th)*; still open.

HARRINGAY

HARRINGAY [GN] op 1 May 1885 *(Pall Mall Gazette 2nd)*; to H WEST 18 June 1951, reverted 27 May 1971 *(WR GIC 7 June)*; still open.

HARRINGAY GREEN LANES [TH Jt] op 1 June 1880 *(Mid)* as GREEN LANES; renamed H PARK G L 30 August 1884 *(Mid; RCG ref July)*, H P in co tt by April 1910 but 18 June 1951 *(LMR Operating Circ 31 May)*, H STADIUM 27 October 1958 *(RM December)*, H EAST 14 May 1990 *(BLN)*; H G L 8 July 1991 *(AB Chron)*; still open.

HARRINGTON

HARRINGTON [LNW] op 18 May 1846 *(co n Carlisle Patriot 15th)*; aot request; still open.

H CHURCH ROAD [CW Jc] first in *Brad* November 1913; clo 31 May 1926 *(Cl)*; used by workmen until 1 April 1929 *(Cumbria)*.

Also see HIGH HARRINGTON.

HARRINGWORTH [Mid] op 1 March 1880 *(co n Rutland Echo 27 February)*; clo 1 November 1948 *(Mid)*.

HARROGATE [NE] {map 42}; early sometimes HARROWGATE.

See SPOFFORTH and STARBECK for early stations serving Harrogate.

HARROGATE (a) op 20 July 1848 *(Herapath 29th/Yorks Gazette 22nd)*; in most modern works is H BRUNSWICK, but only H in *Brad*; clo 1 August 1862 (Friday) *(Cl)*.

HARROGATE (b) op 1 August 1862 *(T 4th)*; still open.
Ticket platform, only reference seen: accident *(Knaresborough Post 11 August 1883)*.

HARROW

H & WEALDSTONE [LNW] op 20 July 1837 *(co n T 19th)*; & W added 1 May 1897 *(hbl 29 April)*; still open. Also used by [Bak] 16 April 1917 to 27 September 1982** and 4 June 1984 *(Ug)* to present.
According to *Pinner Observer 16 July 1987* within days of outbreak of World War One in 1914 a temporary platform made of railway sleepers was put up in the coal yard extension north of Headstone Drive adjacent to Cecil Road because a transit camp for troops had been set up at Harrow Weald. Platform in sidings north of this station in Joe Brown's London Atlas, where there was direct access to road to Harrow Weald *(Stewart Smith, with supporting map evidence)*.
H-ON-THE-HILL [Met/GC] op 2 August 1880 by Met *(T 2nd)*; -on-the-H added by 1890 *(hb)* but 1 June 1894 *(Cl)*; GC use began 15 March 1899; still open.
H ROAD – see HARLESDEN.
Also see NORTH HARROW; SOUTH HARROW; SUDBURY HILL; WEST HARROW.
HARSTON [GE] op 1 April 1852 *(D&C 5- line)*, in Brad *April*; aot request; clo 17 June 1963 *(RM August)*.
HARSWELL GATE – see EVERINGHAM.
HART [NE]: line opened 1 May 1839 (see 1836 A** for details); clearly use earlier than suggested by *Brad*, perhaps (unlikely?) even continuity with that mentioned in note 1836 A**; station here, originally named CRIMDON (perhaps goods only), mentioned in account of accident on 15 February 1865 *(Sheffield Independent 18th)*; certainly passenger use by 12 March 1870 (report of Saturday pay-day fight amongst miners, *York Herald of 19th*); but only added in *Brad* July 1871; renamed October 1871; clo 28 July 1941, reop 7 October 1946 *(RM January 1947)*; suffered gradual dilution of service: all days at reop but soon reduced to summer only; still winter trains 6 October 1947 LNE tt; none October 1949 *Brad*. After August 1948 *Brad*, before/with August 1950 further reduced, to Saturdays and Sundays only (1950 until 3 September, inclusive); clo 31 August 1953 *(Cl)*.
HARTFIELD [LBSC] op 1 October 1866 *(co n T 1st)*; clo 2 January 1967 *(Kent & Sussex Courier 16 December 1966)*.

HARTFORD

HARTFORD [LNW] op 4 July 1837 *(T 6th)*; still open. *Brad* ? to end (1961) and BR LM tt to 1957/62: H for NORTHWICH but not thus *hb* 1938, 1956.
Also see GREENBANK.
HARTHOPE [Cal] (non-tt): railwaymen and families; op 3 January 1900; clo after 1926; {Beattock Summit – Ruttonside} *(U)*.
HARTINGTON [LNW] op 4 August 1899 *(LNW Officers 39077, 39103; co n, item Derbyshire Advertiser 5th)*; clo 1 November 1954** *(Buxton Advertiser 29 October)*,.
HARTINGTON COLLIERY [Mid]: (non-tt); Saturday service of market trains to and from Chesterfield, began? - certainly before mid-March 1881 *(Derbyshire Times ... Wednesday 16 March* described attempted sabotage on line, previous Saturday. Notice with November 1888 public tt says that trains will not pick up/set down at sidings adjacent to colliery on Saturdays – passengers now to go to/from Netherthorpe (later Staveley Town) and Staveley (later Barrow Hill) stations on newly opened Clowne branch; {colliery on branch from just south of Staveley Town, trains to colliery reversing at Staveley after passengers for there had left} *(part Mid)*.
HARTINGTON ROAD Brighton [LBSC] op 1 January 1906 *(LBSC)*; HALT; clo 1 June 1911 (Thursday) *(Cl)*; {Lewes Road – Kemp Town}.
HARTLEBURY [GW] op 3 May 1852**; still open. H JUNCTION 1862 to 1894 *(Brad)* and thus GW co tt 1865. Paddington station-master had record dated 1865 that Bishop of Worcester could stop trains but no confirmation in other records *(Out of Course)*.

HARTLEPOOL

all lines ultimately part of [NE]; (based on *Hartlepool* plus information from S. Bragg); {map 35}.
[Hartlepool Dock & Railway]: first service provided by contractors, first licence issued 21 July 1836 (see 1836 A**), to dock area, exact site unknown; company began own service 1 May 1839, again initial terminus unknown; by 1841 a station had been built at the NE corner of Victoria Dock; re-sited about 1880 (perhaps 6 June 1880 when other station, below, opened). This station clo to public 16 June 1947**, though school trains continued to 20 March 1964 *(U)*. Unused Early Morning Return ticket printed 1952/3 suggests also workmen's later use (S. Berry). In *Brad* 1862 to 1894/8 shown as EAST H in some tables, especially those including both Hartlepool stations.
[Stockton & Hartlepool] service began 10 February 1841** from a temporary station, with 'halt' at STRANTON. Harbour improvements meant line had to be cut. According to a literal interpretation of writings of local historians sequence then was:
About April 1846 line cut back to STRANTON, now used as a temporary terminus;
About June 1847 new temporary terminus opened on west side of South Street, needing spur from point just south of STRANTON, which would then have closed;
Between early 1848 and 1851 new terminus built on Victoria Terrace, opposite the Customs House;
About September 1853 this was again replaced, by terminus in Mainsforth Terrace. A local paper said new station was expected to open on 1 September, but that was a month before and no evidence has been found that it actually did so.
On the face of it, seems unlikely they should have moved their station so often and it may be that in reality the 1846 and 1847 'stations' were same one since no map evidence has been found for 1847 one, though its life was so short that no maps might have been made during, or have survived from, its period of existence; furthermore, many 'stations' of that era were such primitive affairs that it would often have been possible, literally, to move them from one site to another. From July 1846 to July 1847 (inclusive) *Brad* has references to 'STRANTON' that clearly have to be interpreted as 'The Hartlepool station at Stranton'; name WEST HARTLEPOOL first appeared in February 1848 tt *(Cl)*. These name changes would fit full listing given, but naming of stations was then such a haphazard business that this cannot be relied upon fully.
Thereafter, its history is much clearer: it was again re-sited Saturday 1 May 1880 *(York Herald 4th, Shields Daily News 4th*, after the event); *Daily Gazette for Middlesbrough, Friday, 30 April*, had said would be one train Sunday evening, full use Monday. WEST dropped from name 26 April 1967 *(Cl)*; still open as HARTLEPOOL.
Tts (e.g. *Brad* 1872 and NE co tt 1880) often indiscriminate, having EAST H/WEST H in one table, H E/H W in another.

HARTLEY [NE] op 3 May 1847**- line; re-sited to north in 1851 *(BT)*; clo 2 November 1964 *(Newcastle Journal 2nd – line)*. Originally H PIT and thus intermittently to 1858 tt *(JS)*, later briefly, about 1863, H JUNCTION *(Brad)*.

HARTON ROAD [GW] op 16 December 1867 *(GW- line)*; ROAD added 1881? *(ref RCH dist 31 July)*; clo 31 December 1951 *(T 31st)*.

HARTS HILL & WOODSIDE [GW] op 1 April 1895 *(RCG)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*; {Round Oak – Dudley}. Aot HARTSHILL & W *(hb)*.

HARTSHILL & BASFORD [NS] op 1 June 1905**: HALT; clo 20 September 1926 *(hbl 61)*; {Stoke-on-Trent – Newcastle-under-Lyne}.

HARTWOOD [Cal]; op 1 May 1889 *(Glasgow Evening Post 1st)*; still open.

HARTY ROAD [SEC] first in *Brad* June 1907 but see note on Brambledown; HALT; clo 4 December 1950 *(T 4th)*. Service on line suspended on 18 December 1922 following damage to Kings Ferry Bridge, resumed 21st *(Pall Mall Gazette 21st)*.

HARVINGTON [Mid] op 17 September 1866 *(Mid; Rtn- line)*; clo 1 October 1962, but buses to 17 June 1963 *(Birmingham Daily Post 11 May)*.

HARWICH

H TOWN [GE] op 15 August 1854**; originally single platform close to quayside, betweeen West Street and George Street; had to be replaced because in direct line of access to new GE Continental Pier, built 1864. Old station clo in March 1865 and a new op 1 December 1865 *(Essex Standard 1st)*, slightly inland, 300 yards south (arrangements in between?); TOWN added 1 March 1883 *(GE Journal Special No 2*, September 1979). Still open.

In 1864 (at least) boat trains ran along quayside (M. Harris, article, *Steam Days*, June 2000).

Co n T 4th said on and after 15 May 1877 Rotterdam Boat Express would run direct onto Pier here; wording suggests new arrangement (not in equivalent 1876 notice), though 'uniformed interpreter' who accompanied passengers from London to Cologne was already in post. Pier soon dropped from notices – assumed or discontinued?

H INTERNATIONAL [GE] op by 15 March 1883 (date of closure of old line, *GE Soc Journal 93*; supported by *co n T 5th* giving warning of time alteration for Boat Train on 15th) as PARKESTON QUAY; sometimes H P Q (e.g. GE co tt 1889, 1914); H I PORT 28 May 1995 *(AB Chron)*, on opening of new passenger terminal *(D&C 5)* – PORT soon omitted, in practice even before 24 September 1995 tt *(AB)*; still open.

H PARKESTON QUAY WEST [LNE] first in *Brad* September 1934 (either prematurely, or station was in use before formal op 1 October 1934, described in *T 2 October)*; steamer passengers only *(hb)*; from 8 November 1968 regular services ceased; then only occasional use; officially clo 1 May 1972 but already out of use.

HARWORTH COLLIERY SIDINGS (non-tt): used for works outings 30 May 1965 (to Cleethorpes) and 4 June 1967; {branch from Tickhill & Wadworth} *(U; JB)*.

HASELOUR – see ELFORD.

HASLAND NO 9 PIT SIDING [Mid] (non-tt) op by 5 March 1913; clo ? – still in wtt 1922 ; {Clay Cross – Chesterfield} *(Mid)*.

HASLEMERE [LSW] op 1 January 1859 *(SR; co n T 1st- line)*; still open. H for HINDHEAD in *Brad* 1929/30 to 1955 but not *hb* 1929, 1938.

HASLINGDEN [LY] op 17 August 1848**; clo 7 November 1960 *(RM December)*.

HASSALL GREEN [NS] op 17 April 1905 *(RCG)*; after December 1926 *Brad*, before/with August 1927 reduced to Thursdays and Saturdays; clo 28 July 1930 *(Staffordshire Sentinel 24th)*.

HASSENDEAN [NB] first in *Brad* March 1850*; clo 6 January 1969 *(BR clo notice)*.

* = line through here opened 29 October 1849 *(Scottish Railway Gazette 3 November)*; journal said that station was planned for here.

HASSOCKS [LBSC] op 21 September 1841 *(co n Sussex Advertiser 20th)*; H GATE until 1881; still open. *Brad* ? to 1955: H for HURSTPIERPOINT.

HASSOP [Mid] op 1 August 1862 *(co n Derby Mercury 30 July)*; clo 17 August 1942 *(Cl)*. 1870 to 1906/7 H for CHATSWORTH in *Brad*, but not thus Mid co tt.

HASTINGS

HASTINGS [SE] op 13 February 1851 *(co n T 13th)*; still open. For difficulties met by LBSC when they tried to use this station, see *Great Railway Battles* – details given at end of Section 2.

Also (non-tt) SE provided temporary platform from the course for racing 22 and 23 August 1865 *(Sussex Advertiser 26th)*.

Perhaps **excursion platform existed** here: *Hastings ... Observer 21 February 1880*: plans for enlarged station included extra platform, one side of which would be used for ordinary trains, the other would be long excursion platform, stretching from bridge to office on the Cornwallis estate, latter being entrance. Was this carried out?

Ticket platform(s): *Sussex Advertiser Tuesday 14 September 1852*, column headed *Hastings & St Leonards Observer*: inquest on porter who had been sent to ticket platform to help on 'Wednesday' [or was this a St Leonards station? Or on St Leonards side of Hastings?]. 4 November 1879, fatal accident to guard who, on his own initiative, was helping to collect tickets from Ashford; collectors had to climb from track to train stopped outside station; Coroner recommended provision of platform *(Kent & Sussex Courier 19th)*. Was one provided?

One on Rye line; in use June 1890 *(U)*.

Also see ST LEONARDS.

HASWELL [eventually NE]

Station op for goods by [Hartlepool Railway & Docks] 23 November 1835; first passenger service horse-drawn, provided by contractors from dock area at Hartlepool, first licence issued 21 July 1836 (see 1836 A**).

First regular passenger service provided from Sunderland by [Durham & Sunderland], using Hartlepool station, April or May 1837 *(NE)*.

Hartlepool Railway began own regular service 1 May 1839.

Unlikely that proper station at first; probably contractors dropped passengers at convenient point and Durham company left them nearby; early maps show a 'Railway Hotel' and a 'Railway Inn' at sites that would have fitted this contention. BoT accident report shows that they were still then considering a more convenient arrangement; BoT inspection report by Major-General Pasley, dated

26 July 1844, details improved arrangement then in force (see map 35a). Report shows Durham company already wanted curve to allow through running and replacement of cable- by locomotive-haulage. NE wtts *(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. Support from *North & South Shields Gazette 14 May 1857*: contract for alterations has been let; expected will be completed about October next (usual over-optimism); expected to save about 40 minutes Hartlepool – Sunderland. *Advert in Newcastle Journal 23 January 1858*: that contract finished, contractor had taken another job.
Clo 9 June 1952** *(RM August)*.

HATCH [GW] op 11 September 1866 *(W Fly P 14th)*; clo 5 February 1951 *(Chard 3rd)*, reop 7 May 1951 *(Chard 5th)* – see 1951**; clo 10 September 1962 *(Chard 15th)*.

HATCH END [LNW] op 8 August 1842 *(PG Scott)* as PINNER; renamed P & H E 1 February 1897 *(hbl 29 April)*, H E for P 1 February 1920 *(hbl 29 January)*, H E 11 June 1956 *(ER comm. Circ 405)*; still open. Also [Bak] use 16 April 1917 to 27 September 1982.

HATFIELD near Hertford; {map 72}

HATFIELD [GN] op 7 August 1850 *(T 6th, 8th)*; still open.

Ticket platform, only reference seen: *Herts Guardian 24 June 1862*: fatal accident; man hit by Midland express going at full speed.

H HYDE [GN] op 8 April 1905 *(Whittle from GN sources;* 'has commenced' *Morning Post 8 April)*; last shown *Brad* June 1905 but with note that motor-car service was subject to alteration so perhaps closed before 1 July (Saturday); {Hatfield – Cole Green}.

HATFIELD near Chelmsford

HATFIELD [EC] first in *Brad* December 1844; (it had been 'recently opened' according to letter of complaint about fares, *Essex Standard 20 December)*; last February 1849 (had been destroyed by fire – 'last night' *Chelmsford Chronicle 19 January)*.

H PEVEREL [GE] op 1 March 1878 *(Cl, note 1600)*, on same site; H PEVERIL until 1879/80 *(Brad)*; still open.

HATFIELD – see SIGGLESTHORNE.

HATFIELD & STAINFORTH [GC] op 1 October 1866 *(GC; Rtn- line)* as S & H, replacing earlier STAINFORTH; renamed 28 September 1992 tt *(AB Chron)*; still open.

HATHERLEIGH [SR] op 27 July 1925 *(Bideford 28th)*; clo 1 March 1965 *(Express & E 1st)*; {map 116}.

HATHERN [Mid] op 17 February 1868 *(Mid)*; clo 4 January 1960 *(RM February)*. 11 September 1961 wtt shows Fridays only stop northbound 'for wages cash'.

HATHERSAGE [Mid] op 25 June 1894 *(Derbyshire 30th)*; still open.

HATTERSLEY op 8 May 1978 *(GMPTE leaflet)*; still open.

HATTON near Aberdeen [GNS] op 2 August 1897 *(co n Buchan Observer 3rd, item ibid 4th)*; clo 31 October 1932 *(LNE notice Aberdeen Press 12th* – said clo for winter months but in fact never reopened).

HATTON near Dundee [Dundee, Perth & Aberdeen] op 16 December 1831 (see 1831 B**); last in *Brad* October 1865; {maps 8, 9}.

HATTON near Warwick [GW] op 1 October 1852 *(Oxford Journal 2nd)*; still open. *Hb*: H JUNCTION 1904 to 1944a; not thus *Brad*.

HATTON CROSS [Picc] op 19 July 1975 *(RM July)*; still open.

HAUGHLEY

H ROAD [EU] op 24 December 1846 *(Essex Standard 25th)*; clo 9 July 1849* *(co n Ipswich Journal 7th)*; {Haughley – Elmswell}.

HAUGHLEY [GE] op 2 July 1849* *(Suffolk Chronicle 7th)*; closed 2 January 1967 *(RM February)*. Opened as H JUNCTION (and thus EC co tt 1851), then H ROAD J 1866 tt, H ROAD 1878 tt, H 1890 tt *(JS)*; became H WEST 1 July 1923 *(hbl 12th)*; H, when combined with other September 1932 tt *(Cl)*;

* = both stations open together for a week.

HAUGHLEY [Mid-Suffolk Light] op 29 September 1908 *(Evening Star (Suffolk) 29th)*; 1932 – see above; this part clo November 1939, service to main (P Paye, *Mid-Suffolk Light Railway*, Wild Swan, 1986, p 72).

HAUGHTON near Shrewsbury [GW] op 22 September 1934 *(GW Chester Division Report 1934)*; HALT; clo 12 September 1960 *(Cl)*; {Baschurch – Rednal}.

HAUGHTON near Stafford [LNW] op 1 June 1849 *(Shrewsbury 8th)*; clo 23 May 1949 *(RM September)*.

HAVANT

HAVANT [LBSC] op 15 March 1847 *(Salisbury 20th)*; moved from east to west side of North Street 1938 *(RM May 1947)*; still open.

H NEW [LSW] op 1 January 1859 *(co n T 1st)*; temporary terminus between Havant and Rowlands Castle, provided as result of dispute with LBSC, passengers being taken on to Portsmouth by omnibus; although line opened through to Portsmouth 24 January 1859, this was kept as LSW Havant station at least until end of month. Notice of through use *(T 21st)* said all trains would stop at Havant New to set down and pick up; notice about cheap fares *(T 27th)* specified New. Notices for February merely 'Havant'. However, inter-company relations such that 'New' perhaps taken for granted. Through services suspended with effect from 9 June 1859 after LBSC had won injunction *(co n T 11th)*; again just 'Havant' but highly unlikely LBSC would have allowed use of 'main' since it would have meant use of their station yard by omnibuses taking passengers on to Portsmouth; *LSW vol I, p 147* says LSW had to stop its trains 'before Havant'. During this dispute LSW did run excursions along LBSC line to Chichester, reversing at Havant, for Goodwood Races 27-28 July; these would not have competed with LBSC since they started from Clapham Common *(co n T 23rd)*. Through services resumed 8 August 1859 *(co n T 4th)*; this then closed?

HAVENHOUSE [GN] op 28 July 1873 *(GN)* as CROFT BANK; renamed 1900 (1 October according to *hbl 12 July*, but 1 August, *Cl, JS* – latter looks better fit); see 11 November 1962**; aot request; still open.

HAVENSTREET [IWC]: op 20 December 1875?, as HAVEN STREET – (see 1875**); partially re-sited when rebuilt and crossing loop installed 1926 (T. Cooper); aot request; to one word 9 June 1958 *(Cl)*; clo 21 February 1966 *(RM March)*.

HAVERFORDWEST [GW] op 2 January 1854 *(co ½ T 26 August)*; still open. GW co tt 1932: H W for ST DAVIDS.

HAVERHILL

HAVERHILL [GE] op 1 June 1865 *(Cambridge Independent Press 3rd)*; H NORTH 1 July 1923 *(hbl 12th)*, reverted by May 1952; clo 6 March 1967 *(RM April)*.

HAVERHILL [CVH] excursions 6 and 7 May 1863 *(Essex Herald 12th)*, full public use 11 May 1863 (a Monday) *(T 29 April, 11 May; Herapath 16 May/Essex Telegraph 12 May)**. From 1885 most trains used main station. Last use 14 July 1924 according to *(Cl)*, but not certain.

* = co ½ dated 19 August said had opened on 10th, date used by all seen in modern print *(RAIL 128/1, 2)*.

HAVERSTOCK HILL [Mid] op 13 July 1868 *(T 14th)*; clo 1 January 1916 (Saturday) *(RCG)*; {Kentish Town – Finchley Road}.

HAVERTHWAITE [Fur] op 1 September 1869 *(co n Ulverston Mirror 28 August)*; reduced to summers only from 26 September 1938; clo 16 September 1940, reop 3 June 1946 *(Cl)*; clo 30 September 1946 *(Cl)*. See Windermere Lake Side for details of 1938 and 1946 arrangements.

HAVERTON HILL [NE] op 1 October 1872 *(Huddersfield Chronicle 28 September*, in account of accident there – signalman who was to have been promoted on opening of new station was killed); clo to public 14 June 1954 *(Cl)*, but workmen until clo with effect from 6 November 1961 *(BR NER wtt supplement 7 November)*.

HAWARDEN

HAWARDEN [WMCQ] op 31 March 1890 *(co n Chester Chronicle 29th, item 5 April)*; still open.

(Non-tt) earlier, 4 September 1888, temporary platform was provided for Gladstone to inspect the line by travelling to Hawarden Junction and then down to Wrexham where he opened the Eisteddfod and made a speech to the local Liberals *(South Wales Echo 4th)*.

H BRIDGE [LNE] op 22 September 1924 *(RM November)*; HALT; HALT deleted by October 1953 *(LMR Operating Circ 1 October)* until 1954 *(Brad)*; still open.

HAWES

HAWES [Mid/NE] op 1 June 1878*; see 26 April 1954** (refers to closure of line from here to Northallerton); clo 16 March 1959 *(RM April)*, by when only one train each way per day (to/from Garsdale).

* = generally dated (e.g. by *NE)* as op 1 October 1878 with line through here opening as one; however *Brad* shows line op in instalments to passengers as well as goods. *Richmond & Ripon Chronicle 8 June* said it had opened on 1st without advance publicity.

HAWES JUNCTION – see GARSDALE.

HAWICK [NB] op 29 October 1849**; re-sited on extension to Newcastleton 1 July 1862 *(Cl)*; clo 6 January 1969 *(BR clo notice)*.

HAWKESBURY LANE [LNW] op 2 September 1850**; clo 18 January 1965 *(Birmingham Daily Post 10 December 1964)*.

HAWKHEAD

HAWKHEAD (a) [GSW] op 1 May 1894 *(Glasgow Herald 27 April)*; clo 1 January 1917 *(Cl)*; reop 10 February 1919 *(RCH)* – not back in *Brad* until June 1923, but table for its line lacked detail until then; clo 14 February 1966 *(Cl)*.

HAWKHEAD (b) op 12 April 1991 *(BLN 657)*; new site, west of overbridge; still open.

HAWKHURST [SE] op 4 September 1893 *(Canterbury Journal 2nd)*; clo 12 June 1961 *(T 12th)*.

HAWKMOOR – see PULLABROOK.

HAWORTH op 15 April 1867**; clo 1 January 1962 *(RM March)*.

HAWSKER [NE] op 16 July 1885* *(Whitby Gazette 18th)*.clo 8 March 1965 *(T 19 January)*.

* = *T 16th* confirmed line date and listed all stations on stretch then opened except this one, probably omitted in error – was with rest in August *Brad.*

HAWTHORN TOWER [LNE] (non-tt): HALT; 1855 - ? private platform for Pemberton family *(@JF)*; op 4 July 1936 for King George's Jubilee Trust children's holiday camp *(T 9th)*; clo at end of summer 1939; *hb* included 1938, 1944a 'closed'; {Easington – Seaham}.

HAWTHORNDEN – see ROSEWELL.

HAXBY [NE] op 8 July 1845**; clo 22 September 1930**.

HAXEY

H & EPWORTH [GN/GE] op 15 July 1867 *(GN/GE; GN co ½ T 19 August- line)*; & E added 1884 tt *(Cl)*; clo 2 February 1959 *(RM March)*.

H JUNCTION [Ax Jt] op 2 January 1905 *(RCG; Sheffield Daily Telegraph 6th)*; clo 17 July 1933 *(Leeds Meercury 28 June)*.

H TOWN [Ax Jt] op 2 January 1905 *(RCG; Sheffield Daily Telegraph 6th)*; clo 17 July 1933 *(Leeds Mercury 28 June)*.

H T for OWSTON FERRY *hb* 1910a, when first included but not seen thus *Brad*.

HAY LANE – see WOOTTON BASSETT.

HAY PARK LANE – see KNARESBOROUGH.

HAY-ON-WYE

For earliest service see 1826**.

HAY-ON-WYE [Mid] earliest use found 20 May 1864**; op 11 July 1864 *(Hereford J 16th)*; -on-W added 13 June 1955 *(Cl)* but according to *hba* May 1950 had already been renamed to this; clo 31 December 1962 *(T 31st)*.

About 2½ miles south of here about midnight on Thursday evening 17 June 1880 bridge over Digedi Brook collapsed following torrential rain after last passenger train had passed. Goods train fell into gap, killing driver and seriously injuring stoker; guard injured but able to raise alarm. Passenger service continued by running trains to either side of gap and passengers walking over two fields to change trains *(Brecon County Times 26 June; South Wales Daily News 19th)*. Not known when service restored. *Based on information found by the late Bryan Wilson.*

HAYBURN WYKE [NE] op 16 July 1885 *(T 16th)*; perhaps re-sited, from south to north of level crossing, about 1899/1900; clo 1 March 1917 (Thursday), reop 2 May 1921 *(Cl)*; clo 8 March 1965 *(T 19 January)*.

HAYDOCK [GC]

HAYDOCK op 3 January 1900 *(Liverpool Daily Post 4th)*; clo 3 March 1952 *(RM April* – racecourse station, below, would remain open). In *Brad* May 1899, pre-opening, as ST HELENS BLACKBROOK.

H PARK RACECOURSE (non-tt); op 10 February 1899* *(co n Sheffield Evening Telegraph 9th)*; specials ran up to and including 5 October 1963 (via Lowton St Marys) *(BR handbill)*; {Golborne – Ashton-in-Makerfield}.

* = this was first use of racecourse – had been planned for previous week but meeting cancelled as result of frost.

HAYDON BRIDGE [NE] op 28 June 1836 (see 10 March 1835**); new station when line extended 18 June 1838 *(Cl)*; still open.
HAYDONS ROAD [LSW/LBSC] op 1 October 1868 *(L; co n T 1 October- line)* as HAYDENS LANE; altered 1 October 1889 *(Cl; RCG ref October)*; clo 1 January 1917 *(T 22 December 1916)*; reop 27 August 1923 *(Pall Mall Gazette 27th)*; still open.
HAYES & HARLINGTON near Slough [GW] op 2 May 1864 *(co n T 27 April)* as HAYES; & HARLINGTON added 22 November 1897 *(Cl; ref RCH dist 23 March 1898)*; still open. Joint GW/District service began 1 March 1883; from 1 October 1885 GW only.
HAYES KENT [SE] op 29 May 1882 *(L)*; KENT added 1964/6 tt; still open. *Brad* 1913/14 to 1955, but not *hb*: H for KESTON.
HAYFIELD [GC/Mid] op 1 March 1868 *(Mid)*; clo 5 January 1970 *(BR leaflet EA 116)*.
HAYLE {map 111}.
HAYLE [Hayle; West Cornwall] op 23 May 1843**; clo 16 February 1852, for line rebuilding.
HAYLE [GW] op 11 March 1852 *(co n R Cornwall Gaz 12th)*; still open.
HAYLE RIVIERE BRIDGE [Hayle; West Cornwall?] op 23 May 1843**; clo/trains ceased to stop 16 February 1852 – or earlier?
HAYLES ABBEY [GW] op 24 September 1928 *(GW H)*; HALT; clo 7 March 1960 *(Coventry Evening Telegraph 26 February)*; {Toddington – Winchcombe}. H Bridge pre-op *(RAC)*.
HAYLING [LBSC]
H ISLAND probably op 15 July 1867: *Brighton Gazette Thursday 11th* – it is stated will be opened Monday next; *Chichester Express Tuesday 9th* – every reason to believe same, inspected previous Wednesday (no problems mentioned), would give company practice before heavy use for race meeting and Naval Review later in week (16th, 17th); fancy opening, followed by usual speeches had been 28 June *(Hants Telegraph 3 July)*; last in *Brad* December 1868 (January 1869 'discontinued'); 'Intention to reopen within eight or ten days' *(Hants Teleg 29 May 1869)*. Back in *Brad* August 1869 as SOUTH H but opened earlier, certainly by July – *co ad for excursions every Saturday in July, Portsmouth Times 10th* has trains from South H; H I again 1 June 1892 *(hbl 7 July)*; clo 4 November 1963 *(Cl)*.
Also see NORTH HAYLING.
HAYMARKET – see EDINBURGH.
HAYMARKET Newcastle [TWM] op 11 August 1980 *(Newcastle Evening Chronicle 11th)*; still open.
HAYWARDS HEATH [LBSC] op 12 July 1841 *(co n T 9th)*; still open. H H for CUCKFIELD in *Brad* 1906/7 to 1955 but not *hb*.
HAYWOOD [Cal]: line op 1 March 1867, nd, November 1867 (only intermediate station on branch); see April/May 1921**; clo 10 September 1951 *(RM October)*. HEYWOOD in *Brad* until 1874/5; *hb* made same change 1875a.
HAZEL GROVE
HAZEL GROVE [LNW] op 9 June 1857 *(Stockport 5th)*; still open.
HAZEL GROVE [Mid] op 1 July 1902 *(RCG)*; clo 1 January 1917 *(Stockport 29 December 1916)*.
HAZELWELL [Mid] op 1 January 1903 *(notice Railway Archive 9, p 30)*; clo 27 January 1941 *(Birmingham Mail 21st)*.
HAZELWOOD [Mid] op 1 October 1867 *(Mid)*; clo 16 June 1947** *(Derby Daily Telegraph 28 May* made it clear that permanent). HAZLEWOOD before 1904 *hb*.
HAZLEHEAD BRIDGE [GC] op 1 May 1846 *(GC)*; clo 1 November 1847 *(co n Manch 27 October)**; back in tt *(Topham)* January 1849; clo 6 March 1950 *(RM April)*. BRIDGE added *Brad*, *Topham* at reop but in *co tt Sheffield Independent 2 May 1846*.
* HAYLEHEAD in closure notice.
HEACHAM [GE] op 3 October 1862 *(T 6th)*; clo 5 May 1969 *(RM July-* photo-caption).
HEADCORN
HEADCORN [SE] op 31 August 1842 *(co n T 27th)*; still open.
HEADCORN [KES] op 15 May 1905 *(Ashford Chronicle 19th)*; clo 4 January 1954 *(T 2nd- last train Saturday 2nd)*. Always H JUNCTION *(Brad, hb)*.
HEADINGLEY [NE] op 10 July 1849 *(T 9th- line, description of formal opening, 9th, Bradford Observer 12th)* as H & KIRKSTALL; & K dropped 1852/3 *(Brad)*; still open.
HEADLESS CROSS [WMC] op 2 June 1845** *(Lewin)*; last in *Brad* December 1852 but see 1848**; {map 16}.
HEADS NOOK [NE] op 1 July 1862 *(co n Carlisle Journal 1st)*; perhaps earlier non-tt use *(NC)*; clo 2 January 1967 *(BR notice Newcastle Journal 1 December 1966)*.
HEADS OF AYR
HEADS OF AYR (a) [GSW] op 17 May 1906 *(Kilmarnock Herald 18th)*; clo 1 December 1930 *(undated LMS Northern Division list, Cl pap)*. See 1939**.
HEADS OF AYR (b): according to *G&S* there was a station [LMS] op 4 July 1932, one mile nearer Turnberry than (a) for a holiday camp and was used this summer only. However, later said error; line reopened with Turnberry only intermediate station.
HEADS OF AYR (c) [LMS] op 17 May 1947 *(RM November)* – camp ceremonially opened later, 4 June; first in public tt 31 May 1948; Saturdays only; was on site given for (b); last train to camp 7 September 1968; last return train Saturday 14 September 1968 *(RM August)*.
HEADSTONE LANE [LNW] op 10 February 1913 *(RCG; T 8th- line)*; still open. Also [Bak] use 16 April 1917 to 27 September 1982.
Also see HARROW & WEALDSTONE.
HEALD GREEN [LNW] op 1 May 1909 *(LNW Officers 42501 + appendix; Manchester Evening News 1st, 8th)*; still open.
HEALEY HOUSE [LY] op 5 July 1869 *(Halifax Courier 10th)*; clo 23 May 1949 *(RM September)*.
HEALING [GC] op 1 April 1881 *(GC dates)*; still open.

HEANOR

HEANOR [GN] op 1 July 1891 *(Sheffield Independent 2nd)*; public clo 1 May 1928 *(RAIL 393/151)*, but still used by workmen at Nottingham factory; back in public tt 2 October 1939 – error; service withdrawn 2 December 1939 (last day) *(RM March 1941)*. GN co tt 1909: H for SMALLEY. Workmen's trip organised by Shipley Colliery Co ran 27 June 1931 *(Ripley & Heanor News 3 July)*.

HEANOR [Mid] op 2 June 1890 *(RCG; Sheffield Independent 3rd)*; clo 1 January 1917 *(T 29 December 1916)*; reop 3 May 1920 *(South Notts Echo 1st)*; clo 4 May 1926**.

HEAP BRIDGE

HEAP BRIDGE on main line – see PIMHOLE.

HEAP BRIDGE on branch from Bury Knowsley Street [LY] (non-tt): workmen; op 9 September 1874; clo ? *(U)*.

HEAPEY [LY/LU] op 1 December 1869**; clo 4 January 1960 *(Liverpool Echo 10 December 1959)*.

HEATH near Chesterfield [GC] op 2 January 1893 *(RCG; Derby Daily Telegraph 3rd)*; clo 4 March 1963 *(T 27 February* – 'will be specially opened for holidays and excursions').

HEATH near Cardiff

HEATH HL [Rhy] first in *Brad* October 1915; still open.

HEATH LL [Cardiff] op 1 March 1911 *(RCG)*; still open.

HL and LL added 1 July 1924 *(GW circular 18 June)*; same date both became HALTS; both renamed 5 May 1969 *(GW H)*. *Hb* 1912-29 called [Cardiff] stop H PLATFORM.

HEATH HALL [LMS] (non-tt): HALT; in use by workmen by 1923 (ticket, *Chron January 2015)*; added 'P' *hb* 1941a, still present 1944a, not 1956; {Dumfries – Lockerbie}

HEATH PARK [Mid] op 9 August 1905 *(Mid)*; HALT; clo 16 June 1947**. In *LMS List* 1933 as H P HALT for BOXMOOR; not seen thus elsewhere.

HEATH TOWN near Wolverhampton [Mid] op 1 November 1872 *(Staffordshire Advertiser 2nd)*; clo 1 April 1910 (Friday) *(RCG)*.

HEATHER & IBSTOCK [AN Jt] op 1 September 1873 *(LNW Officers 10205, 10207; Burton Chronicle 28 August)*; & I added 1 September 1894 *(hbl 25 October)*; clo 13 April 1931 *(Leicester Evening Mail 8th)*.

HEATHEY LANE [LY] op 1 March 1907 *(Southport Guard 20th)*; see 1905** (b); clo 26 September 1938 *(RM November)*.

HEATHFIELD near Carlisle [MC] op 30 November 1844; ticket dated 1846 exists (photocopy seen); see 1840**; {map 134}.

HEATHFIELD near Eastbourne [LBSC] op 5 April 1880 *(Brad new openings list)**; clo 14 June 1965 *(Cl)*.

* = according to *Hastings ... Observer (10th)* this was 'formal' date (in this case meaning full opening); three trains were run each way on the afternoon of the 3rd following a satisfactory inspection in the morning.

HEATHFIELD near Exeter [GW] op 1 July 1874 *(Woolmer 3rd)* as CHUDLEIGH ROAD, though paper called it station at Jew's Bridge; renamed 1 October 1882 *(Cl; RCG ref October)*; clo 2 March 1959 *(Express & E 2nd)*.

Ticket platform: perhaps in use October 1897; closed by July 1902 *(U)*.

HEATHROW

H JUNCTION op 19 January 1998 *(RM April)*; temporary station on branch from Paddington; service suspended 31 January 1998 owing to damage to wheels from sharp curvature of track; restarted 3 February 1998; last use Friday 22 May 1998 – engineering work to remove station and temporary junction tracks (bus from Hayes for weekends 23/24 and 30/31 May) *(local publicity)*; then replaced by next two entries.

H TERMINALS 2-3, on branch from Paddington, op 25 May 1998* as H TERMINALS 1-2-3 *(RM August)*; still open.

H TERMINAL 4, on branch from Paddington, op 25 May 1998* *(RM August)*; technical problems so ceased early first day; restarted next day; still open. Reduced fares charged until after formal opening of the line on 23 June.

H TERMINALS 2-3 [Picc] op 16 December 1977 *(T 17th)* as H CENTRAL; renamed H C T 1-2-3 3 September 1983, CENTRAL dropped 12 April 1986 *(ug)*; last flight from Terminal 1 was on 29 June 2015 and '1' since dropped; still open.

H TERMINAL 4 [Picc] op 12 April 1986 *(Rly Obs June)*; clo 21 October 1994, reop 4 December 1994 *(BLN 746)*; still open.

H TERMINAL 5: op 27 March 2008; still open.

HEATHWAY - see DAGENHAM.

HEATLEY & WARBURTON [LNW] op 1 November 1853**- line; & W added 1856/7 *(Brad)*; clo 10 September 1962 *(RM September)*.

HEATON near Newcastle [NE; later LNE]

HEATON: earliest line through here, to North Shields, op 22 June 1839**; this probably op after line – not in Whishaw's list of stations for this line, 1840; main line op 1 July 1847 by when station open – in descriptions local press; re-sited 1 April 1887 *(Nhumb Young)* – moved from east to west of overbridge (S Bragg, *RCHS Journal, November 1991)*; clo 11 August 1980 *(RM October)*. H JUNCTION 1877, 1883 *(hb)*.

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

HEATON near Stockport; *no overall area of this name but entries grouped together to keep these Heatons distinct.*

H CHAPEL [LNW] op 1 January 1852 *(co n Manchester Times 7th)*; renamed H C & HEATON MOOR 1 January 1916 *(hbl 27th)*, reverted 6 May 1974 *(BR notice)*; still open.

H MERSEY [Mid] op 1 January 1880 *(RCG; co n Manchester Courier 27 December 1879)*; clo 3 July 1961 *(RM August)*.

H NORRIS [LNW] op 4 June 1840 *(Manch)* as STOCKPORT, for which it was temporary terminus; still station for Stockport when line extended over viaduct and through Stockport proper 10 May 1842; when trains started calling at Stockport Edgeley on 15 February 1843, the company's notice in *Stockport*, 10th, made it clear that the first station would also continue in use; confusingly, 'Stockport' was used for both and it was some time before differential fares came into effect; there was some debate about which of the two should become the main one for the town; only on 3 June 1843 did *The Railway Times* say that Edgeley was to be the principal one and that the turntable there was being moved from the 'Heaton Norris side' (J Gough); the earliest tt use of HEATON NORRIS as name so far found was in August 1843 *(Brad)*, when it first included a separate local table; clo 2 March 1959 *(RM April)*.

HEATON LODGE [LNW] op 2 August 1847 *(co ½ T 25 August- line)*; clo 1 November 1864 (Tuesday) *(co n Manch 29 October)*; {physical junction shown *IA*}. H L JUNCTION until 1849 *(Brad)*.

HEATON PARK [LY] used for special trains for Volunteer Review here 30 August 1879 (3,650 Volunteers and 4,000 others carried), full opening 1 September 1879 *(Manch Cour 2 September)*; clo 17 August 1991 *(BLN 660)* for conversion to Manchester Tramlink (Section 6).

HEBBURN

HEBBURN (a) [NE] op 1 March 1872 *(Shields Daily Gazette 27 February)*; clo 1 June 1981 *(RM June)* for conversion to >

HEBBURN (b) [TWM] op 24 March 1984 *(Tyneside)*; still open.

HEBDEN BRIDGE [LY] op 5 October 1840 *(co n Leeds 3rd)*; still open.

HEBRON [Snowdon Mountain] (ng; rack) op 6 April 1896**; H CHAPEL until 1901 *(Brad)*; still open.

HECK [NE] op 2 January 1871 *(T 3rd)*; clo 15 September 1958 *(RM October)*.

HECKINGTON [GN] op 13 April 1859 *(GN; in description of formal op on 12th, Stamford Mercury 15th)*; still open.

HECKMONDWIKE

HECKMONDWIKE [LY] op 18 July 1848 *(LY; co ½ T 7 September- line)*; originally east of level crossing at SE 216231; when road replaced by one that went under line new station provided west of this at SE 214232, op 9 August 1888 (J. Dilnot, *The Cleckheaton* Branch, LY Society, 1986) – goods not moved; became H CENTRAL 2 June 1924 *(Rly Gaz 23 May)*, reverted 12 June 1961 *(RM April)*; clo 14 June 1965 *(RM June)*. *Rly World, September 1978, p 515,* mentions excursion from here to Scarborough 18 June 1978; also 17 June 1979 Working Men's excursion to Morecambe boarded here, using steps since platform no longer existed (photo J. Holland, *Exploring Britain's Lost Railways*, Times Books, 2014 reprint).

Non-tt: platform for schoolchildren alongside goods yard; 1976 – 1980 *(@JF)*.

H SPEN [LNW] op 1 October 1900 *(LNW Officers 39764; Leeds Mercury 2nd)*; SPEN added 2 June 1924 *(Rly Gaz 23 May)*; clo 5 October 1953 *(Yorkshire Post Monday 5th* – last train Saturday). Before SPEN added, was briefly H NORTH *(LNW dates)* but no tt support seen.

HEDDON-ON-THE-WALL [NE] first in *Brad* July 1881* *(RCG reference 'July')*; clo 15 September 1958 *(Shields Daily News 23 August)*. From H-on-W to H-on-the-W 1903 tt *(JS)*.

* = *NC* says op 15 May 1881 but that was a Sunday; however on 26 May a special train brought a party here for Barge Day and wording suggests was a station in normal use *(Shields Gazette 27th)* so perhaps op 16 May.

HEDGE END used 6 May 1990 for Solent Gala day; fully op 14 May 1990 *(RM July)*; still open.

HEDGELEY [NE] op 5 September 1887 *(Morpeth Herald 3rd)*; clo 22 September 1930** *(T 10 July)*.

HEDNESFORD

HEDNESFORD (a) [LNW]: according to Clinker this station only passed by BoT in December 1859, service first shown co tt January 1860; however it was included in tt with notice of line opening 7 November 1859 *(Aris 7th)* and still included in notice 'line is now open' *ibid 28 November*; tt error? (unlikely given second inclusion); minor adjustment needed, given verbal permission to open on promise work could be done? Clo 18 January 1965 *(Birmingham Daily Post 10 December 1964)*. Used by charter train 15 September 1974 *(BLN 258 p 167)*; *Brad* 1933/4 to 1955 and *hb* 1938 tt: H for CANNOCK CHASE; 'for C C' had been added noted in *RCH leaflet L 91, May 1934*.

HEDNESFORD (b) op 10 April 1989; cheap introductory service on Gala Day 8th *(BR pamphlet 3/89 L04098)*; see 13 August 2017**; still open.

HEDON

HEDON [NE] op 27 June 1854 *(co ½ T 4 September- line; in description of formal op on 26th, Hull Packet 30th)*; clo 19 October 1964 *(Cl)*. According to *RM January* became HALT 4 January 1960; not seen thus tt but note added there that no staff were in attendance.

H RACECOURSE [NE] (non-tt): op 24 August 1888 *(race)*; horse-racing; 11 meetings 1888-95, four 1908-9 *(AB)*.

H HALT [LNE] (non-tt): old Racecourse reop for speedway; op 14 August 1948 *(RM November)*; Saturday only; last used 23 October 1948; {Hedon – Marfleet}.

HEELEY [Mid] op 1 February 1870 *(Mid; co n Mining 19 February- line)*; clo 10 June 1968 *(Mid)*.

Perhaps **ticket platform here:** inquest, deceased killed crossing from platform to ticket platform, intending to go to Sheffield. *(Sheffield Independent 13 September 1872)*. Accident: Ticket platform at which all trains to Sheffield are accustomed to stop *(Daily Telegraph 23 November 1876)*. (Separate structure or use of station as ticket platform for Sheffield?).

HEIGHINGTON [NE]: line op April 1826 (see 1825**); trains shown in tt for winter 1837/8 *(S&D Pass)*; only on 3 January 1840 was gatekeeper here authorised to 'ticket passengers' – presumably no station as such yet; at times early AYCLIFFE LANE, A & H (e.g. co tt 1847); became A 1 July 1871 *(Cl)*; settled 1 September 1874 *(RCG)*; still open. Note that workmen's trains ran to/from this station from/to Darlington and Durham as well as to/from those included under SIMPASTURE.

HEIGHINGTON – see BRANSTON & HEIGHINGTON.

HEIGHINGTON R. O. F. – see DEMONS BRIDGE; SIMPASTURE.

HELE & BRADNINCH [GW] op 1 May 1844 *(Taunton 8th)*; & B added 1867 *(Brad)*; clo 5 October 1964 *(Cl)*.

HELENSBURGH [NB]

H CENTRAL op 31 May 1858 *(T 7 June)*; CENTRAL added 8 June 1953 *(Cl; ref RM April)*; still open.

Ticket platform: article by S. Noble, *Where was Helensburgh's First Railway Station?, NBR Study Group Journal July 2020*: perhaps op with station; *Lennox Herald 30 November1865* referred to intention to extend this and provide footpath connection for locals to alight here; *Helensburgh ... Times 23 February 1898* told of locals' annoyance at news it would close on 1 March; gave access to George Street. *Advert Glasgow Herald 30 October 1878* said premises were 10 minutes from station, 5 from ticket platform).

H UPPER op 7 August 1894 *(T 7th)*; still open. At first UPPER HELENSBURGH (description of opening, *Glasgow Herald, 8th)*; H U first see *co n ibid 15 March 1895* about re-timing of one train; both versions used indiscriminately for a long time after – e.g. note in West Highland tt in newspapers about non-availability of NB tickets to or from U H.

HELLESDON [MGN] op 2 December 1882 *(co n Norwich Mercury 2nd)*; clo 15 September 1952 *(RM November)*.

HELLIFIELD [Mid] op 30 July 1849 *(T 28 July, 1 September)*; re-sited 35 chains north 1 June 1880 *(Mid)*; still open. 1880 station aot H NEW *Brad* but not Mid co tt – informative, not part of name?

HELLINGLY [LBSC]

HELLINGLY op 5 April 1880 *(Brad new openings list)**; clo 14 June 1965 *(Cl)*. Before 1904 HELLINGLEY *(hb)*.

* = according to *Hastings ... Observer (10th)* this was 'formal' date (in this case meaning full opening); three trains were run each way on the afternoon of the 3rd following a satisfactory inspection in the morning.

Also see section 7, part 6 for H HOSPITAL.

HELMDON

HELMDON [GC] op 15 March 1899 *(Buckingham Advertiser 18th)*; clo 4 March 1963 *(RM March)*. Became H for SULGRAVE 1 January 1928 *(hbl January)*; thus LNE tt 1933, *hb* 1938 and *Brad* to 1955.

H VILLAGE [SMJ] op 1 June 1872 *(Banbury Guardian 6th)*; VILLAGE added 1 July 1950 *(Cl)*; clo 2 July 1951 *(RM September)*.

HELMSDALE

HELMSDALE [High] op 17 May 1871 (see 1 November 1870**). Through services started 19 June.

Also see WEST HELMSDALE.

HELMSHORE [LY] op 17 August 1848**; clo 5 December 1966 *(BR leaflet EA44)*.

HELMSLEY [NE] was first used 10 August 1871, passengers free and at own risk, for Ryedale Agricultural Show here, trains from Gilling *(Yorkshire Post 12th)*; fully op 9 October 1871 *(Yorks Gaz 14th)*; clo 2 February 1953 *(RM March)*; later football and shopping excursions *(RM February 1955)*. Prior to opening special took Lord Feversham's party to York on Saturday 30 September 1871 *(T 2 October)* – clearly private trip not formal opening. Last ramblers' excursion to here 3 May 1964 *(handbill)*; Sunday School outing to Scarborough 27 July 1964 *(BLN 1285)*.

HELPRINGHAM [GN/GE] op 6 March 1882 *(co n Stamford Mercury 3rd)*; clo 4 July 1955 *(RM August)*.

HELPSTON [Mid] op 2 October 1846 *(Morning Post 9th)*; clo 6 June 1966 *(Birmingham Daily Post 30 May)*. Spelled HELPSTONE before 1 May 1877 co tt, was H for MARKET DEEPING 1 July 1858 co tt to 1 May 1912 co tt *(Mid)*; still thus *LMS List* 1933, but not in LMS tt 1930.

HELSBY

HELSBY [Birkenhead]: no doubt soon will be a passenger station here *(Chester Chronicle 12 June 1852)*; first in *Brad* September 1852; still open.

H & ALVANLEY [CLC] op 22 June 1870 *(CLC)*; clo 1 May 1875 (Saturday) *(co n Chester Chronicle 1st)*; reop 3 May 1934 for summer Thursdays and Sundays from Birkenhead to Northwich and Knutsford, service to summer of 1939; daily use to/from Hooton for BICC workmen shown by 8 July 1935 LMS wtt, added 28 September 1936 GW public tt for round trip from Hooton. Thursday and Sunday services ran until outbreak of war; workmen's advertised until 22 May 1944; continued unadvertised until advertised again public 9 September 1963 (R Maund from relevant tts). Clo 6 January 1964 *(Cl)*; H until 1949/51; & A added about 1950 – never seen *Brad*, though Clearing House used it 1872 and 1938 *hb* and still showed it as passenger station 1890 *hb* and 1895 Junction Diagram; {goods *IA*}.

HELSTON [GW] op 9 May 1887 *(Cornish Tel 12th)*; clo 5 November 1962 *(W Briton 8th)*.

Ticket platform: within last 12 or 18 months ticket platform has been provided here; previously had to climb into carriages from ground *(Cornish Telegraph 21 March 1889)*. Clo 1 January 1903 *(U)*.

HEMEL HEMPSTEAD

HEMEL HEMPSTEAD [LNW] op 20 July 1837 *(co n T 19th)* as BOXMOOR; later variously and erratically (LNW co tts and *Brad*) B & H H, B for H H, H H & B; sometimes HEMPSTED; settled 1963/4; still open.

H HEMPSTED [Mid] op 16 July 1877 *(T 18th)*; clo 16 June 1947**. Was H HEMPSTEAD prior to co wtt 1 June 1880 *(Mid)*.

HEMINGBROUGH [NE] op 2 July 1840 *(Hull 10th)* as CLIFF/CLIFFE; renamed 1 September 1874 *(Cl; RCG ref October)*; closed 6 November 1967 *(RM December)*.

HEMSBY [MGN]

Main station op 16 May 1878 *(Norfolk Chronicle 18th)*; closed 2 March 1959 *(T 2nd)*.

Temporary station to Martham op 15 July 1878 on opposite side of road to main one *(Norfolk Chronicle 20th)*; company lacked powers for level crossing so opened this to enable line to open on to Martham (does not say how they got the train across).

Temporary station to south sanctioned October 1878; minimised distance walked between stations *(GN)*.

In July 1879, company gained powers for crossing and both temporary stations closed.

HEMSWORTH

HEMSWORTH [WRG Jt] op 1 February 1866 *(Leeds Times 3rd)*; resited 150 yards south in two phases Sunday September 1912 when side platforms replaced by island one (GC *Special Traffic arrangements ...No 100 for week ending 5 October)*; clo 6 November 1967 *(RM December)*.

H & SOUTH KIRKBY [HB] op 1 July 1891 *(RCG)*; clo 1 January 1932 (Friday) *(Sheffield Daily Telegraph 10 December 1931)*; excursion 14 October 1933 during Hull Civic Week *(RM February 1934)* and were continued each October until 1939 *(Railway World August 1960)*.

HEMYOCK [GW] op 29 May 1876 *(Wellington 1 June)*; clo 9 September 1963 *(Express & E 9th)*.

HENBURY [GW] op 9 May 1910 *(W D Press 10th)*; in theory closed 22 March 1915 *(RCH)*; workmen certainly carried by October 1915 *(handbill RAIL 253/535)*, perhaps had been since March closure; note in RCH list of July 1921 said 'by which Season Ticket and Ordinary Passengers are conveyed'; advertised to public again 3 April 1922 *(handbill RAIL 253/342)*; clo 23 November 1964 *(Bristol E P 21st)*

HENDFORD

For original terminus see under YEOVIL.

HENDFORD [GW] op 2 May 1932 *(W Gaz 6th)*; HALT, used mostly by Westlands workers; slightly west of earlier terminus, which is shown as GW goods in *IA*; clo 15 June 1964 *(W Gaz 12th, 19th)*.

HENDON

HENDON [Mid] op 13 July 1868 *(T 14th)*; still open.

H CENTRAL [Nor] op 19 November 1923 *(T 17th)*; still open.
H FACTORY [Mid] (non-tt): PLATFORM; op 19 May 1918; clo 1919; {branch from Hendon} *(Mid)*.
HENDRE QUARRY – see GRANITE QUARRY.
HENDREFORGAN [GW] op 1 September 1875 *(GW)*; clo 5 March 1928, reop 26 March 1928 *(Cl)*; clo 22 September 1930 *(Cl)*.. HENDREFORCHAN until 1880/1 *(Brad)*.
HENDY – see December 1866**.
HENFIELD [LBSC] op 1 July 1861 *(Brighton Gazette 4th)*; clo 7 March 1966 *(RM March)*.
HENGOED
HENGOED [Rhy] op 31 March 1858 *(item, tt Cardiff & Merthyr Guardian 3 April)* as H; became H & MAESYCWMMER 1 June 1905 *(hbl 13 July)*, H 6 May 1968 *(offic)*; LL added 1 July 1924 *(GW circular 18 June)*; still open. In turn RHYMNEY J (H), R J, R OR H J, H J, H OR RHYMNEY JUNCTION, H J & R J, in *Brad* until 1906/7.
HENGOED HL [GW] op 5 January 1858 *(RAIL 253/367)* as RHYMNEY JUNCTION; became H & MAESYCWMMER 1 July 1906 *(hbl 12th)*, H HL 1 July 1924, H 6 May 1968 tt; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*. Successively H (WEST MIDLAND JUNCTION), H J, H OR R J, R J, R J & H J in *Brad* until 1905/6.
HENHAM [GE] op 1 April 1913 *(T 1st)*; HALT; clo 15 September 1952 *(RM October)*.
Also see ELSENHAM.
HENIARTH [Cam] (ng) op 6 April 1903** as H GATE; renamed 1 February 1913 *(hbl 23 January)*; aot request; clo 9 February 1931 *(LMS PCC 188)*.
HENLEY-IN-ARDEN [GW]
HENLEY-IN-ARDEN (a) op 6 June 1894 *(Stratford 8th)*, on branch; replaced by through station on main line >
HENLEY-IN-ARDEN (b) op 1 July 1908 *(Banbury Advertiser 25 June)*; still open.
HENLEY-ON-THAMES [GW] op 1 June 1857 *(Berkshire 6th)*; -on-T added 1894 *(hbl 8 October)*; still open.
HENLLAN [GW] op 1 July 1895 *(RCG; co n South Wales Daily News 1st)*; clo 15 September 1952 *(RM November)*.
HENLOW CAMP [Mid] op 8 May 1857** *(Mid; co ½ T 13 August- line)*; CAMP added 1 March 1933 *(Biggleswade Chronicle 17 February* – following request from Parish Council); clo 1 January 1962 *(RM January)*.
HENSALL [LY] op 1 April 1848 *(co n Leeds 1st)*; still open.
HENSTRIDGE [SD Jt] op 10 September 1863**; clo 7 March 1966 *(Shepton 11th)*.
HENWICK [GW] op 25 July 1859** as WORCESTER H (it was Worcester terminus of the line for the time being); W soon dropped; clo 5 April 1965 *(Cl)*.
HEOLGERRIG [GW/LMS] op 31 May 1937 *(GW co n dated 26th)*; HALT; clo 13 November 1961 *(T 8th)*; {Merthyr – Cefn Coed}.
HEPSCOTT [NE] op 1 April 1858 *(BT; T 3rd- line*; in inspection report); after 6 October 1947 *Brad*, before/with 31 May 1948 tt reduced to one train daily, towards Morpeth; clo 3 April 1950 *(Cl)*.
HERBER TOLL GATE [Glyn] (ng) op 1 April 1874 *(Glyn)*; present in monthly tts *Wrexham* until September 1883, absent tt for October 1883; {Castle Mill – Pontfadog}. *Hb* 1879a: HERBERT T G.
HERCULANEUM DOCK [LO] op 6 March 1893**; re-sited ready for extension to Dingle 20 July 1896 *(Liverpool 21st)*; clo 31 December 1956 *(T 29 September)*.
HEREFORD {map 93}
For earliest service see 1829 A**.
HEREFORD [SH Jt] op 5 December 1853**; at first, and at times later, H BARRS COURT; still open.
H BARTON [GW] op 2 January 1854 *(T 29 December)*; clo 2 January 1893 *(RAIL 1005/208)*.
H MOORFIELDS [Mid] op 30 June 1863 as temporary station (BoT inspector initially refused to sanction permanent because junction not satisfactory, *Hereford Times 6th)*; clo between 16 April 1864 ('arrangements have been finally made' – *Hereford Times 16th)* and 16 July 1864 (notice of extension to Hay shows using Barton) *(Hereford J 16th)*. Reop 1 July 1867 when Hereford, Hay and Brecon left Barton; clo 1 October 1868 – service back to Barton. Reop (or new makeshift provided) 1 October 1869 when Mid took over line and GW refused to allow use of Barton *(co minute books RAIL 482/2)*.
BARRS COURT JUNCTION [GW/LNW] first in *Brad* September 1864; last May 1868 but intermittently in GW co tts at least January 1864 to July 1873; service varied. {map 93}.

Trains to/from Gloucester always used Barrs Court. Trains on Joint line to/from Shrewsbury could initially use either Barton or Barrs Court, some having portions for both, divided/joined at Barrs Court Junction. Trains to/from Newport had initially to use Barton, also used by Worcester trains; those to/from Brecon used Moorfields. From 1 December 1857 some Newport trains used Barrs Court. The opening of the 'Hereford Loop' (see map) on 1 August 1866 *(Joint GW/LNW notice, Hereford Journal 28 July)* allowed trains to/from Shrewsbury, Newport and Worcester all to use Barrs Court, though some Worcester and Newport trains continued to use Barton and some Shrewsbury ones to have both Barton and Barrs Court portions. When section of line south from Barton to western end of new loop closed to passenger traffic is not known; December 1866 tt shows one train each way; wtt September 1867 shows coaches for Newport being taken by Pilot engine from Barrs Court Junction to Barton; service from Barton to Newport ceased 1 June 1868 *(RAIL 937/11)*; only services then left using Barton were those from Hay. These were joined 1 July 1869 by some of Midland's services from beyond Worcester. Hay trains diverted to Moorfields 1 October 1869. From 1 November 1872 Midland coaches were taken to Worcester by GW trains. Services from Moorfields were diverted to Barton 1874; all Midland and associated services were diverted to Barrs Court 1893.

There were also local connecting services, full details unknown. 1866 notice quoted refers to 'a Pilot Train' taking passengers on weekdays between Barrs Court and Brecon & Merthyr line; whether this involved reversal to Moorfields or some sort of exchange arrangement at junction west of Moorfields not known; at least sometimes through carriages were transferred this way. Arrangements might have begun when Brecon line opened in 1864 – opening notice says trains will run in connection with LNW and GW trains at Hereford, though might have been bus connection at first.

Ticket platform: before platform; accident; *Hereford Times 5 June 1858.* Possible that intermittent tt entries in book referred to this and that wider public use available than suggested above?
See articles by C. R. Clinker in RCHS *Journal* July and November 1982 for legal aspects of companies' usage.
ROTHERWAS FACTORY [LNW/GW Joint] (non-tt): alias R F SIDINGS; from 26 January 1916 to after 9 March 1918 (facsimile of ticket so dated in *GW book)* trains for workers at munitions factory. One wtt notice, headed "Workpeoples' Trains" included separate trains for "Workmen", "Work Girls". "Soldiers". Trains ran from Hereford Barrs Court Junction; connections provided at least from Ross and Credenhill (Ray Gaston and John Morris of Signalling Record Society). Workmen's trains again at least by 2 October 1944 wtt to 1946 *(RAC)*, now calling at FACTORY SIDING; NO. 1 CROSSING; NO. 3 CROSSING *(@JF)*; {Rotherwas physical junction shown *IA*}.
HEREFORD JUNCTION: according to *Byles* exchange platform (non-tt) south of Pontypool; line op 2 January 1854; platform op then ? clo ?
HERIOT [NB] op 1 August 1848**; see 13 August 1948**; clo 6 January 1969 *(BR clo notice)*.
HERMITAGE [GW] op 13 April 1882 *(T 10th- line; in description of formal op, 12th, Reading Mercury 15th)*; clo 4 August 1942**, reop 8 March 1943; clo 10 September 1962 *(RM October)*.
HERMITAGE FOOT [NB] appeared only in *Brad* June 1862, when no trains were yet shown for its stretch of line, though line opened 2 June. Omitted July when trains were shown. Perhaps indicated a stop for benefit of workmen on line since service on this stretch seems initially to have been mostly for their benefit (see entry on Riccarton Junction); {Steele Road – Newcastleton}.
HERNE BAY [LCD] op 13 July 1861 *(co n T 15th)*; original station west of Greenhill Bridge, replaced about ¼ mile east on extension of line 5 October 1863 (D. Banks, from photographic evidence); H B & HAMPTON-ON-SEA 1880/1 *(Brad)* to 1951 *(WR General Instruction Circular 26 February 1951 said had been, Cl pap)*; still open.
HERNE/HERNE BRIDGE – see HURN.
HERNE HILL [LCD] op 25 August 1862 *(co n T 23rd)*; still open.
HERON QUAYS [Dock] op 31 August 1987 *(T 1 September)*; clo during 9 February 1996 by IRA bomb *(T 10th)*, reop 22 April 1996 *(Rly Obs June)*; clo for rebuilding September 2001, reop 18 December 2002 *(Trams website)*; still open.
HERRIARD [LSW] op 1 June 1901 *(co n Basingstoke)*; clo 1 January 1917 *(T 22 December 1916)*, reop 18 August 1924 *(T 14th, 16th)*; clo 12 September 1932 *(Portsmouth Evening News 8th)*.
HERRINGFLEET JUNCTION – see HADDISCOE.
HERSHAM [SR] op 28 September 1936 *(SR sig inst 34/1936)*; still open.
HERTFORD {map 74}
H EAST [GE] op 31 October 1843 *(T 2 November)*; re-sited 27 February 1888 *(Hertfordshire Mercury 3rd March* – B Wilson); EAST added 1 July 1923 *(hbl 12th)*; still open. H RAILWAY STREET 1883/4 to 1923 *(Brad)*.
Ticket platform, only entries seen: *Herts Guardian 20 January 1855*: accident 14th. Opposite Grotto Road *(ibid 3 March 1883)*.
H NORTH [GN] op 1 March 1858 *(Herts Guardian 2nd)*; NORTH added 1 July 1923 *(hbl 12th)*; passenger service cut back from original terminus of branch to Hatfield to through station now opened east of the original 2 June 1924 *(Cl)*; still open. GN co tt 1909: H for HAILEYBURY. H COWBRIDGE 1882/3 to 1923 *(Brad)*.
HERTINGFORDBURY [GN]: co n for tenders for building station house near here *(Hertford Mercury 15 May 1858)*; first in *Brad* December 1858; clo 18 June 1951 *(RM July)*.
GN notice of alterations for July 1861 *(T 29 June)* said new passenger station would open here – brief closure overlooked? – some sort of upgrading, previously regarded as 'halt'? – latter unlikely since in January 1859 *Brad* all trains shown as stopping but in February 1863 it and Cole Green, only other intermediate station, request stops. Or (most likely?) clerical misunderstanding after GN absorbed line.
HESKETH BANK [LY] op 20 February 1878 *(Southport Vis 20th)*; clo 7 September 1964 *(RM October)*. *Brad*: H B & TARLETON at op (and thus *hb* before 1890), became H B for T 1882, H B 1911/12; but just H B in LY co tt 1899.
HESKETH PARK [LY] op 20 February 1878 *(Southport Vis 20th)*; clo 7 September 1964 *(RM October)*. At first H P SOUTHPORT in *hb*.
HESLEDEN [NE]: line op 1 May 1839, nd; added to Macaulay's map between 1851 and 1854, though not in *Brad* until February 1858; clearly some earlier use but not known how full or continuous. See 1836 A**; 12 October 1850 special train run for convenience of pitmen attending meeting on Town Moor, poorly patronised so perhaps not repeated *(Newcastle Journal 19th)*; Saturday market service began 6 December 1851 *(Durham County Advertiser 12th)* – note that Trimdon and Wingate, already fully included in *Brad* were also served by this; station mentioned in connection with accident *(ibid 13 May 1853)* but then perhaps goods only. Originally CASTLE EDEN COLLIERY; renamed 1 February 1891 *(RCG)*; clo 9 June 1952** *(RM August)*.
HESLERTON [NE] op 8 July 1845**; clo 22 September 1930**.
HESSAY [NE]: trains called at 'HESSORY' level crossing on market days from line opening 30 October 1848** *(co n York Herald 28th; same Yorkshire Gazette)*; all days when first seen elsewhere *(Reid* April 1849, first issue of this tt); clo 20 September 1915 *(T 18th)*; back in *Brad* June 1919, Saturdays only, for York passengers only; full use August 1921/July 1922; aot request; clo 15 September 1958 *(RM October)*.
HESSLE [NE] op 2 July 1840 *(Hull 10th)*; still open.
HESSLE ROAD [NE] op 1 June 1853 *(co n Hull Packet 3rd* – unlikely any station – 'passengers will be taken up and set down at'); clo October 1853 *(Cl)* but see note with closure of Hull Manor House (b) – did this survive until then when certainly would have closed with diversion of service to Paragon? {map 63}.
HEST BANK [LNW] op 22 September 1846 *(co n Lancaster 26th)*; clo 3 February 1969 *(Cl)*.
HESTON – see HOUNSLOW CENTRAL.
HESWALL
HESWALL [Birkenhead] op 19 April 1886 *(co ½ Herapath 14 August)*; clo 17 September 1956 *(Liverpool Echo Friday 14th* – last tomorrow).
HESWALL [GC] op 2 May 1898 *(GC dates)* as H HILLS; renamed 7 May 1973 *(Cl)*; still open.

HETHERSETT [GE] op 30 July 1845 *(Norfolk Chronicle 26th)*; last in *Brad* September 1847; back January 1852; aot request; clo 31 January 1966 *(Coventry Evening Telegraph Tuesday 25 January* – from Monday of next week).

HETTON [NE]: for op in 1837 see 1836 A**; clo 5 January 1953 *(RM March)*.

HEVER [LBSC] op 1 October 1888 *(co n T 28 September)*; still open.

HEVERSHAM [Fur] op 1 July 1890 *(RCG)*; clo 4 May 1942 *(LNW Record)*.

HEWORTH

HEWORTH main line op 5 November 1979 *(Rly Obs February 1980)* as replacement for Felling and Pelaw, which both clo then for conversion to TWM; still open.

HEWORTH [TWM] op 15 November 1981; still open.

See 31 March 2002**; continues to be served by ex-BR and TWM trains.

HEXHAM [NE] op 10 March 1835**; still open.

HEXTHORPE

HEXTHORPE [SY] op 1 February 1850 *(GC)*; last in tt February 1855.

Seems to have continued in use as a **ticket platform** into GN days: all trains to Doncaster will stop at Hexthorpe station for ticket collection *(notice Sheffield Independent 13 September 1851)* for races all days 16 to 19 September. In use normally only on Wednesdays and Fridays of Doncaster race-weeks; serious accident 16 September 1887 *(e.g. Sheffield Evening Telegraph of that date)*; long platform 900 yards from Hexthorpe Junction, near bridge over line. *Sheffield Daily Telegraph 25 August 1888*: done away with; tickets to be collected at Conisborough.

HEYFORD [GW] op 2 September 1850 *(co n T 31 August)*; still open.

HEYS CROSSING [LY] first in *Brad* September 1911 but perhaps op late in that month – *Ormskirk* 28th says 'now open' (no mention in previous paper, 21st); see 1905** (b); clo 18 June 1951 *(wtt supp)*.

HEYSHAM PORT [Mid] op 11 July 1904 *(Morecambe & Heysham Times 13th)* for local service to/from Morecambe; long distance services began 1 September 1904, when shipping services transferred from Morecambe; re-sited to east 4 May 1970 *(Cl)*; clo 6 October 1975, except for occasional use by boat train passengers; reop 11 May 1987 *(Mid)*; H in public tt and *Brad* but H HARBOUR in wtt until 1917 (R Bond) and tickets generally bore this name *(JB)*; H SEA TERMINAL on reopening (owners' version but in tt); became H PORT 11 May 1992 tt; clo 8 February 1994, reop 16 December 1994; still open.

HEYTESBURY [GW] op 30 June 1856 *(W Fly P 1 July)*; clo 19 September 1955 *(BR notice Somerset Guardian 8 July)*.

HEYWOOD

HEYWOOD [LY] op 15 April 1841 *(LY)*; re-sited 1 May 1848 on extension to Bury *(Cl)*; clo 5 October 1970 *(BR LM notice Heywood Advertiser 4 September)*.

Also see CASTLETON.

HEYWOOD – see HAYWOOD.

HICKLETON

H & THURNSCOE [HB] op 23 August 1902 *(RCG)*; clo 8 April 1929 (last train 6th) *(NE Express, June 2003)*; excursion 14 October 1933 during Hull Civic Week *(RM January 1934, pp 153-4)*.

Also see BOLTON-ON-DEARNE.

HIGH BARNET op [GN] 1 April 1872 *(co ½ T 12 August)*; transferred to [Nor] 14 April 1940 *(T 15th)*; still open.

HIGH BENTHAM – see BENTHAM.

HIGH BLAITHWAITE [MC] op 1 October 1878 *(G&S)*; clo 1 August 1921 *(RCH Distance Tables amendment 955/7 (RAIL 1089/70)*.

HIGH BLANTYRE [Cal] op 2 February 1863**; clo 1 October 1945 *(RM March)*.

HIGH BROOMS [SE] op 1 March 1893 *(SE sig notice 10/1893)* as SOUTHBOROUGH; renamed 21 September 1925 *(Cl; hbl ref October)*; still open.

HIGH FIELD [NE]: line op 1 August 1848**; this clearly op later. Correspondence between Joseph Jefferson and Hudson published in *York Gazette 13 May 1848* shows that former believed he had secured promise for Bubwith station to be built here but latter claimed he had been misled by former into thinking that this would be in the public interest whereas that was best served by site actually used for Bubwith; it did not appear in *Brad* until January 1859 (as BUBWITH H F) but adverts for sale at Harlthorpe (e.g. *York Herald 5 March 1853)* said that Harlthorpe was about one mile from stations at Foggathorpe and Bubwith High Field so it looks as if it was one of those stations omitted from NE tts for some years; renamed H F 1 December 1873 *(Cl)*; clo 20 September 1954 *(RM October)*. *RCG*: HIGHFIELD.

HIGH HALDEN ROAD [KES] op 15 May 1905 *(Ashford Chronicle 19th)*; HALT (but not all sources – e.g. 11 September tt, NRM York); clo 4 January 1954 *(T 2nd*- last train Saturday 2nd).

HIGH HALSTOW [SEC] op Sunday 1 July 1906 *(item and tt, Gravesend Reporter ... 30 June)*; clo 4 December 1961 *(T 8 November)*.

HIGH HARRINGTON [CW Jc] op 1 October 1879 *(D&C 14; Carlisle Express 4th- line*; in description of 'line now open' *Cumberland Times 11th)*; clo 13 April 1931 *(Cl)*. Unadvertised service still in wtt 20 July 1931, not present 18 July 1932 wtt; ended? 1936-1939 (last 26 August) excursions to Workington Central and Carlisle *(JNMC)*.

HIGH LANE [GC/NS] op 2 August 1869 *(Macclesfield – co n 31 July, item 7 August)*; clo 5 January 1970 *(BR leaflet EA.116)*.

HIGH MARISHES – see MARISHES ROAD.

HIGH MARNHAM POWER STATION (non-tt): used for open days 6 and 7 July 1991 *(advert Newark Advertiser 5th)*; diesel from Ollerton, specially opened for day, with steam rides on site; on spur from west of Fledborough (shown in background, *Cobb Atlas p 362)*; previous open day in 1988 road-only access; originally found via ticket *(@JF}*.

HIGH PEAK JUNCTION – see May 1833**.

HIGH ROCKS [LBSC] op 1 June 1907 *(Kent & Sussex Courier 24 May)*; HALT; clo 16 October 1939, reop 15 June 1942 *(Cl)*; clo 5 May 1952 *(RM June)*.

HIGH ROYDS [SY] according to *GC* and *Cl* there was a passenger station briefly in use in 1856; however, the only trains shown stopping here in tt *Sheffield Daily Telegraph* 5 July (starting 4 July) were in columns headed 'goods and coal'; no August tt seen; that 28 August ('for September') showed one train from Sheffield taking 'goods, Coal, 1, 2, gov' stopping here; that in paper 27 September ('for October') was confined to passenger trains and omitted this station completely; {Dovecliffe – Westwood}.

HIGH SHIELDS [NE] {map 25}

The first station in High Shields was called South Shields, which see.

17 December 1842 *(Brandling Junction co n)* above replaced by two stations, new South Shields and first to be named HIGH SHIELDS; in op notice latter is 'Station at Grewcock's Corner'; resited to north 1879 *(Cobb)*; clo 1 June 1981 *(RM June)*.

HIGH STOOP [S&D]: a station existed here but little detail is known; a long drawn out legal dispute showed that wagons of lime could be brought here in 1861 *(Durham County Advertiser 3 June 1864)*, though passenger use not certain; advert for furniture sale on 18 November 1867, that only makes sense if passengers could use, included station here *(Newcastle Guardian 9th)*. On 11 December 1867 Engineer reported he was providing wooden shed for station and gatekeeper's cabin here, cost of which would be 'trifling', in connection with Tow Law deviation line. Also reference to one in notice concerning Weardale & Shildon Waterworks 21 November 1874 *(Northern Echo)* but no guarantee that actually in use then. Included in *hb* 1862 (facilities not then shown) to 1956 (no public facilities shown when these were included in later books); on early OS map as H SOUK; see 1843**; {map 30}.

HIGH STREET – see GLASGOW.

HIGH STREET KENSINGTON [Met] op 1 October 1868 *(T 16, 30 September)*; K H S until 1894/6 *(Brad)*; Dist use also from 3 July 1871; still open. Pre-opening just K *(L)*.

HIGH WESTWOOD [NE] op 1 July 1909 *(RCG)*; clo 4 May 1942 *(Cl)*.

HIGH WYCOMBE [GW/GC] op 1 August 1854 *(co n T 31 July)*; re-sited 1 October 1864 *(Cl)*; still open. HIGH added intermittently 1861/3 on *(Brad, hb)*.

HIGHAM near Gravesend [SE]: line opened 10 February 1845**; *Canterbury Journal 15 February* said station 'in contemplation', *co n dated 5 April 1845* – H Station is now open; first seen July 1848 *(Topham)*; clo/reop as Gravesend, which see; still open.

Perhaps **ticket platform** here, first and last references seen: ticket offence *(South Eastern Gazette 28 March 1854)*. Disorderly conduct *(ibid 3 July 1860)*. Perhaps station proper being used for collection of Gravesend tickets; hardly deserved platform of own.

HIGHAM FERRERS

HIGHAM FERRERS [Mid] op 1 May 1894 *(RCG; Stamford Mercury 4th)*; H F for IRTHLINGBOROUGH 1 July 1902 *(hbl 23 October)* to 1 October 1910 *(hbl 1st)*; clo 15 June 1959 *(RM July)*; later special use – e.g. *BR handbill* showed through trains to Blackpool Central, Manchester Central, St Pancras and Scarborough Saturday 5 August 1961; Saturdays over local holiday fortnight to 1 to 15 August 1964 *(RM November)*; other excursions, last Monday 3 August 1964 *(BRJ no. 17, p.317)*. H F for I in Mid co tt 1903; by 1909 *Brad* gave joint entry in index for Mid and LNW stations as H F & I, but in table Mid was 'for'. *Hb*: 1904 H F & I; 1912 H F.

Also see IRTHLINGBOROUGH.

HIGHAM SUFFOLK [GE] op 1 April 1854 **; SUFFOLK added ? – not in body of 15 June 1964 tt, perhaps one of those where was added index only; aot request; clo 2 January 1967 *(RM February)*.

HIGHAM-ON-THE-HILL [AN Jt] op 1 September 1873 *(LNW Officers 10205, 10207; Burton Chronicle 28 August)*; clo 13 April 1931 *(Leicester Evening Mail 8th)*. Just HIGHAM in opening wtt; not seen thus elsewhere.

HIGHAMS PARK [GE] op 17 November 1873 *(L)* as HALE END; became H PARK 1 October 1894 *(RCG)*, H P & H END 1 May 1899 *(hbl 13 July)*, H PARK 20 February 1969; still open. *Brad* and *hb* 1895/6 made H P (H E) of it – their way of saying H P, late H E ?

HIGHBRIDGE

HIGHBRIDGE [BE; GW] op 14 June 1841 *(Taunton 16th- line)*; until 1879/80 successively H, H near BURNHAM, H JUNCTION near B, H J in *Brad*; &/for BURNHAM-ON-SEA added intermittently throughout existence; at one time H WEST* >

HIGHBRIDGE [Somerset Central; SD Jt]: line op 28 August 1854**, using platform at BE station; op own station May 1862 *(SD Jt)*; later H EAST* >

Two combined 30 June 1952 *(C/W)*; ex-SD Jt part clo 7 March 1966 *(Shepton 11th)*. Rest still open.

* = Railway Executive has said they are to become WEST and EAST; exact date to be announced *(Western Daily Press 16 September 1949)*; perhaps 29 September with others in this area then renamed? Dropped ? In any case, redundant once stations combined.

H WORKS [SD Jt] (non-tt): *U*, p 14, refers to running to here of workmen's trains but gives no details.

HIGHBURY

H & ISLINGTON [NL] op 26 September 1850 *(T 12 October, co ½ T 26 February 1851)*; variously I, I or H, H until settled 1 July 1872 *(L)*; see 1 June 2010**; still open.

H & ISLINGTON [Met GNC] op 28 June 1904 *(L)*; & I added 20 July 1922 *(Ug)*; clo 5 October 1975 (Sunday) for reconstruction *(T 30 August)* >

H & ISLINGTON [BR] op 16 August 1976 *(T 16th)*; still open.

H & ISLINGTON [Vic] op 1 September 1968 *(T 2nd)*; still open.

HIGHCLERE [GW] op 4 May 1885 *(Hants Chron 2nd)*; clo 4 August 1942**, reop 8 March 1943; clo 7 March 1960 *(Hants Chron 5th)*.

HIGHER BUXTON [LNW] op 1 June 1894 *(Buxton Advertiser 2nd)*; clo 2 April 1951 *(RM May)*.

HIGHER POYNTON [GC/NS] op 2 August 1869 *(Macclesfield – co n 31 July, item 7 August)*; HIGHER added 13 April 1930 *(hbl 29th)*, which had previously called it P JOINT *(RAIL 393/151)*; clo 5 January 1970 *(BR leaflet EA 116)*. *Brad* 1882/3 to 1898/9 called it 'P Top Station, New Road'. GC co tt 1903 and *Brad*: P for LYME PARK.

HIGHFIELD ROAD [GC] first in *Brad* May 1905; HALT; clo 1 March 1917 (Thursday) *(RCH)*; {Wrexham – Moss & Pentre}; {map 75}.

HIGHGATE [CKP] (non-tt): PLATFORM; to enable children from isolated area to go to school at Threlkeld plus other occasional use; op 17 August 1908; no name-boards allowed to be put up; petition at end of 1918 for public use declined by BoT; clo at end of December term 1928; {Threlkeld – Troutbeck} *(Lakeland/Cockermouth)*.

HIGHGATE London

HIGHGATE [GN] op 22 August 1867**; clo 29 October 1951, reop 7 January 1952 *(T 18 December 1951)*; clo 5 July 1954 *(RM July)*.

HIGHGATE [Nor] was LL portion of GN station; used as air-raid shelter; trains stopped for this purpose from September 1940; op for normal service 19 January 1941 *(RM March)*; still open.

Also see ARCHWAY.

HIGHGATE ROAD

HL portion [TH Jt] op 21 July 1868 *(L; co ½ T 30 September- line)*; clo 31 January 1870**, reop 1 October 1870 *(Cl)*. Most use ended 1 October 1915 but a few Mid trains started from here before 1 March 1918 *(Mid)*. Was H R for PARLIAMENT HILL November 1894 to 1 July 1903 co tt *(Mid)*.

LL portion [Mid] op 17 December 1900 *(RCG)*. GE also used (service from Gospel Oak) until ceased 1 October 1915.

All clo 1 March 1918 (Friday) *(RCH)*.

HIGHLANDMAN [Cal] op with line 14 March 1856 (in description of formal opening on 12th in *Perthshire Advertiser 20th)*; clo 1 January 1917 *(RM February)*, reop 1 February 1919 *(RCH)*; aot request; clo 6 July 1964 *(BR notice Strathearn Herald 27 June)*.

HIGHLEY [GW] op 1 February 1862**; clo 9 September 1963 *(T 9th)*. HIGLEY in *Brad* until 1863/4.

HIGHTOWN Liverpool

HIGHTOWN [LY] op 24 July 1848**; still open. H in opening press tt, no detail at first in *Brad*; certainly H & INCE by 1852; became H 1861 *(Brad)*; HIGH TOWN *(hb)*.

Also see ALTCAR RIFLE RANGE.

HIGHTOWN [GW] op 9 July 1923 *(Pask GW fares)*; HALT; clo 10 June 1940**, reop 6 May 1946 *(T 16 March)*; clo 10 September 1962 *(RM October)*; {Marchwiel – Wrexham}.

HIGHWAYSIDE – see CALVELEY.

HIGHWORTH [GW] op 9 May 1883 *(Swindon 12th)*; clo 2 March 1953 *(T 20 February)*; trains for employees at Swindon Works until last, Friday 3 August 1962 *(Div Mgr Bristol letter 15 October)*.

HILDENBOROUGH [SE] op 1 May 1868 *(SE; co ½ T 21 August- line)*; still open.

HILGAY [GE]: line op 26 October 1847; H probably opened later since not initially shown in any tt; first in tt *(Topham)* May 1848; originally H FEN; renamed 1 October 1896 *(hbl 29th)*; aot request; clo 4 November 1963 *(T 12 October)*.

HILL END [GN] op by March 1899 *(GN Rly Soc Newsletter 57)*; passengers set down on request to guard; for Hertfordshire County Mental Hospital; officially op to public from 1 August 1899 (H. V. Borley, *RCHS Jour 138, p 210)*; clo 11 September 1939, reop 1 November 1939 *(LNE letter Cl pap)*; clo 1 October 1951 *(T 8 September)*.

HILLFOOT [NB] op 1 May 1900 *(RCG)*; still open.

HILLHEAD [GU] op 14 December 1896**; still open.

HILLINGDON London op [Met/Dist] 10 December 1923 *(hbl 14 Feb 1924)*; H SWAKELEYS in *hb* 1935a but not *Brad*; HALT until 1934/5 *Brad*; Dist service replaced by [Picc] 23 October 1933; platforms re-sited about 3 chains nearer Uxbridge Sunday 28 June 1992, buildings completed later *(BLN 689)*; clo 19 July to 10 August 2014 for track relaying *(TfL pamphlet)*; still open.

HILLINGTON near Kings Lynn [MGN] op 16 August 1879 *(T 18th)*; clo 2 March 1959 *(T 2nd)*. Mid co tt 1894, GN co tt 1909, LNE tt 1933: H for SANDRINGHAM and thus *hb* 1938 and *Brad* to 1955.

HILLINGTON near Glasgow [LMS]

H EAST op 19 March 1934 *(RCH leaflet L 91)*; EAST added 1 April 1940 *(JS)*; still open. HALT 1938 *hb* and ticket thus *(JB)* but not in tt, though stop only in footnotes at first.

H WEST op 1 April 1940 *(RM June)*; WEST added 3 March 1952 *(Cl)*; still open. Though in tt was originally opened to serve new factories in the area *(WW II)*.

HILLSIDE near Montrose [NB] op 1 May 1883**; clo February 1927 *(Cl)*.

HILLSIDE [LMS] near Southport: op 1 May 1926 *(Southport Vis 1st)*; still open. Was H SOUTHPORT on opening according to LMS circular 1 May 1926 *(RAIL 957/10)* and in *1938 hb*; just H in *Brad*, Network Rail tt 10 December 2006.

HILSEA [SR]: workmen began to use October 1937 *(U)*; op to public 2 November 1941 *(Southampton District notice 20 October)* as HALT; renamed 5 May 1969 *(SR App)*; still open.

(Non-tt) **temporary platform** long enough to hold two trains for Volunteer Review 10 April 1882 *(Portsmouth Evening News 11th)*. Similar use 14 April 1884 *(Morning Post 15th)*.

HILTON HOUSE [LY] op 1 May *(Wigan Observer ... 1st)*; clo 2 April 1917 *(Leeds Mercury 22 March)*, reop 5 May 1919 *(RCH)*; clo1 February 1954 *(Liverpool Echo Saturday 30 January* – from Monday).

HIMLEY [GW] op 11 May 1925 *(hbl 56; Dudley Chronicle 14th)*; clo 31 October 1932 *(RM January 1933)*; {map 96}.

HINCHLEY WOOD [SR] op 20 October 1930 *(T 17th)*; still open.

HINCKLEY [LNW] op 1 January 1862 *(co n Birmingham Daily Gazette 4th)*; still open.

HINDERWELL [NE] op 3 December 1883 *(co n Whitby Gazette 1st)*; clo 5 May 1958 *(RM May)*. LNE tt 1933: H for RUNSWICK BAY and thus *Brad* to closure but not in *hb* 1938, 1956.

HINDHAUGH [NB] (non-tt); iron miners' specials terminating at loading dock at kilns here; workings begun 1864 by Sir W. G. Armstrong; trains certainly by 1866; workings closed 1879; trains from Bellingham only, had to walk home in evening; {Reedsmouth – Woodburn, just north of Broomhope} *(Sewell)*.

Also see VICKERS PLATFORM, especially for site.

HINDLEY

HINDLEY [LY]: line op 20 November 1848**; clearly did not open with it since letter (dated 30 November) in *Manchester Times 2 December* complained that no trains stopped; first in *Brad* January 1849; NORTH added 11 August 1952 *(LMS operating circ 21st)*, dropped 6 May 1968 *(Cl)*; still open. *Wigan Examiner 6 October 1888* referred to this as 'The Ladies Lane station' – local name to avoid confusion with other Hindleys? helpful information?

H GREEN [LNW]: op 1 September 1864**; clo 1 May 1961 *(RM June)*.

H SOUTH [GC] op 1 April 1884 *(Wigan Observer 2nd, item and tt)* as STRANGEWAYS & H; renamed H & PLATT BRIDGE 1 January 1892 *(hbl 28th)*, H S 1952 *(Cl)*; clo 2 November 1964 *(Liverpool Echo 22 October)*.

HINDLOW

For earliest service see May 1833**.

HINDLOW [LNW] op 1 June 1894 *(Buxton Advertiser 2nd)*; clo 1 November 1954** *(ibid Advertiser 29 October)*.

HINDOLVESTONE [MGN] op 19 January 1882 *(co n Norwich Mercury 21st)*; clo 2 March 1959 *(T 2nd)*.

HINKSEY [GW] op 1 February 1908 *(Oxford Chron 31 January)*; HALT; clo 22 March 1915 *(RCH)*; {Hinksey – Oxford}.

HINTON near Evesham [Mid] op 1 October 1864 *(Worcester 8th)*; clo 17 June 1963 *(Tewkesbury Register Friday 21st* – last train Saturday – called it Hinton-on-the-Green). Not seen as HALT, *Brad* or BR tt but BR ticket thus *(JB)*.

HINTON ADMIRAL [LSW] op 6 March 1888 *(W Gaz first edition 9th)*; ADMIRAL added 1 May 1888 *(Cl)*; still open. LSW co tt 1914: H A for HIGHCLIFFE-ON-SEA and thus *Brad* to 1955 but not in *hb* 1938.

HIPPERHOLME [LY] op 7 August 1850 *(Bradford Observer 8th* – wooden box presently acts as station); clo 8 June 1953 but facilities for excursions retained *(RM July)*.

HIRST – see ASHINGTON.

HIRWAUN [GW]

HIRWAUN op 24 September 1851**- line; HIRWAIN until 1928 *(Cl)*; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*.

H POND (non-tt): HALT; op 23 July 1941 for Ordnance Factory; clo ?; reop for Trading estate ? *(U)*; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*; {Hirwaun – Rhigos}.

HIRWAUN TRADING ESTATE (non-tt): *U* lists station on branch from H Pond but others say existence unlikely – no primary evidence found.

HISTON [GE] op 17 August 1847 *(Cambridge Indep Press 21st)*; aot request; clo 5 October 1970 *(RM October)*.

HITCHIN [GN] op 7 August 1850 *(T 6th, 8th)*; still open.

HITHER GREEN [SE] op 1 June 1895 *(RCG)*; still open.

HIXON [NS] op 1 December 1864 *(Staffordshire Advertiser 3rd)*; reduced to one up train per day, no down service with tt alterations of 28 July 1941 (J. Gough); clo 6 January 1947 *(RM January 1950)*. Became HALT 20 July 1931 *(LMS PCC 208)* but not thus *Brad*, nor LMS tt 1938, 1946.

HOB HOLE – see OLD LEAKE.

HOCKERILL

HOCKERILL [GE] op 7 November 1910 for golf club, but others used; initially not available to/from Bishops Stortford (only short walk); passengers from Dunmow direction had to buy ticket to Bishops Stortford; when other halts on line opened 18 December 1922 *(Chelmsford Chronicle 15th)*, tickets issued by guard, including tickets to Bishops Stortford *(Bishops Stortford)*; HALT; clo 3 March 1952 *(Herts & Essex Observer Friday 7 March* – last train Saturday).

Also see BISHOPS STORTFORD.

HOCKLEY near Southend [GE] op 1 October 1889 *(co n Essex Newsman 23 September)*; still open.

HOCKLEY near Birmingham [GW] op 14 November 1854 *(GW; T 13th- line)*; clo 6 March 1972 *(RM April)*.

Also see West Midlands Metro – Jewellery Quarter (Section 6).

HODNET [GW] op 16 October 1867 *(Liverpool Mail 27th)*; clo 9 September 1963 *(T 9th)*.

HOE FARM [WS] (non-tt): private; aot HALT; op about 1897; clo 12 January 1935**; {Hunston – Chalder} *(U)*.

HOE STREET – see WALTHAMSTOW.

HOGHTON

HOGHTON [LY]: op 1 June 1846**; clo 12 September 1960 *(RM October)*. Friday only call to set down railway staff shown 18 June 1962 wtt [w].

H TOWER [East Lancashire] certainly in use by 5 May 1847 (tt in paper of that date *Blackburn Standard)*; perhaps earlier use – same paper, *17th*, said had opened for the summer season so people could visit Elizabethan relic with its picturesque scenery; also item in *Preston Chronicle 12 September 1846* that 1,871 had during previous week come here by rail, but also said that a station was being built here – did visitors use unfinished station or walk from Hoghton?; last in *Brad* October 1848 – press items about later trips here suggest, on balance that trippers then walked from Hoghton; {Hoghton – Pleasington}.

HOLBEACH [MGN] op 15 November 1858 *(Linc R & S Merc 19th)*; clo 2 March 1959 *(T 2nd)*.

HOLBECK

Station opened here 1 July 1855 *(GN co n T 2nd)*. Notice clearly states that both GN and NE trains will be using; *Brad* confirms. GN would have used HL platforms, NE LL ones. Not in NE list of stations later 1850s so perhaps a GN concern.

Joint Mid/NE LL station op 2 June 1862 *(Mid)*. Earlier use: 'Midland new station at Holbeck' to be used 15 to 19 July (inclusive) 1861 for Royal Agricultural Society's Show at Leeds *(co n Leeds Mercury 11th)*.

Hb made three of it: GN, Mid, NE.

All closed 7 July 1958 *(Cl)*.

At times H JUNCTION, e.g. early *Brad*, NE co tt 1880, LY co tt 1899, *hb* 1872 to 1949a. HL and LL officially added to name 2 March 1951 *(Scot R comm. Circ FK48/25)*; earlier on tickets – LY and LNE examples *(JB)* and in *Brad* from 1892/3 to 1915/16 (not consistently); added *hb* 1949a.

HOLBORN

HOLBORN [Picc] op 15 December 1906 *(co n T 14th)*. Aldwych line platforms added 30 November 1907; clo 22 September 1940 (Sunday) *(RM February 1941)*; reop 1 July 1946 *(RM September)*; clo 3 October 1994. Main still open. Renamed H KINGSWAY 22 May 1933 *(L)**.

HOLBORN [Cen] op 25 September 1933 *(L)* as H KINGSWAY*, replacing British Museum; still open.

* = In both cases KINGSWAY gradually dropped – from map about 1960 judging by maps in K. Garland, *Mr. Beck's Underground Map*, Capital Transport, 1994. Only seen as H in *Brad* – space?

H VIADUCT – see under LONDON.

HOLBORN HILL – see MILLOM.

HOLBURN STREET [GNS] op 2 July 1894 *(Aberdeen Press 2nd)*; clo 5 April 1937 *(ibid 5th*, last train 3rd*)*.

HOLCOMBE BROOK [LY] op 6 November 1882 *(co n Bury Times 4th)*; clo 5 May 1952 *(RM June)*.

HOLE [SR] op 27 July 1925 *(Bideford 28th)*; clo 1 March 1965 *(Express & E 1st)*; {map 116}.

HOLEHOUSE (JUNCTION) [GSW] into use 2 December 1895 (D Stirling, from wtt at SRO); in *Brad* from 1937, always exchange only; only ever shown as physical junction in hb; H in wtt, H JUNCTION in *Brad*; clo 3 April 1950 *(RM June)*.

HOLEGATE BRIDGE – see YORK.

HOLESMOUTH JUNCTION [GW] (non-tt) op 28 December 1916 for GW workmen only *(Notice 121)*; ceased Thursday 15 February 1917 *(Notice 174)*; {original junction between Henbury and Pilning lines}.

HOLIDAY CAMP – see ST MARYS BAY.

HOLKHAM [GE] op 17 August 1866 *(T 18th)*; aot request; clo 2 June 1952 *(RM June)*.

HOLLAND ARMS [LNW] op 8 March 1865 *(co n and item North Wales Chronicle 11th* both refer to Wednesday); clo 4 August 1952 *(RM September)*. 1867 only: HOLLANDS A *(hb)*.

HOLLAND PARK [Cen] op 30 July 1900 *(London Evening Post 31st)*; still open.

HOLLAND ROAD [LBSC**]** op 3 September 1905 *(Brighton Gazette 2nd)*; HALT*; clo 7 May 1956 *(Cl)*. Hove (a) here or nearby.

* = certainly thus in press item and February 1906 *(Brad)* but RCH only made it Halt with *hb* 1941a.

HOLLINGBOURNE [LCD**]** op 1 July 1884 *(LCD; Canterbury Journal 4th- line)*; still open.

HOLLINGWOOD COLLIERY [Mid]: non-tt; 2 August 1875 wtt shows service (not in July wtt), Saturdays only, to Chesterfield only; ended ?; {Staveley Town – Barrow Hill} *(Mid)*.

HOLLINWELL & ANNESLEY GOLF STATION [GC] op 1 November 1901 for golfers *(GC dates)*; clo 4 March 1963 *(wtt supp)*, by when used by railwaymen only; continuity of use not certain *(U)*. Included in *Brad* November 1901 only (just as H & A, normal form in later use), two trains each way, and op date given by *RCG* and *RM November* without qualification; perhaps original intention was public station but soon demoted to non-tt; shown 'P' in *hb* 1904 to 1956. Also sometimes Hollin Well.

HOLLINWOOD [LY] op 17 May 1880 *(Oldham E P)*; clo 4 October 2009**.

HOLLOWAY

H & CALEDONIAN ROAD [GN]: at first a ticket platform; from 1852 passengers could alight but no porters available *(L)*; first in *Brad* November 1853; fully open 1 August 1856 *(co n T 31 July)*; & C R added 6 May 1901 *(RCG)*; clo 1 October 1915 (Friday) *(RCG)*.

RM September 1897: At last GN has stopped collecting tickets of passengers to Moorgate, Victoria and Woolwich at Holloway; practice had given local 'enterprising boys' free rides; could get on without challenge at Holloway and off at Kings Cross York Road (no ticket collectors there).

H ROAD [Picc] op 15 December 1906 *(co n T 14th)*; still open. H in *Brad* until 1907/8.

H MOTORAIL (non-tt) op 30 May 1960; last used 15 September 1968 *(L)*.

Also see UPPER HOLLOWAY.

HOLLY BUSH South Wales [LNW] first in *Brad* August 1871*; re-sited to south, 'into use Monday 31 August 1891' *(co ½ Rly Times 13 February 1892)* as HOLLYBUSH; altered 1 December 1899 *(LNW dates)*; clo 13 June 1960 *(RM July)*.

* = clearly in some use earlier; line op 19 June 1865; not in earliest tt, nor one of immediately following ones (see Argoed) but included in advert in *Merthyr Telegraph (12th)* for Blackwood Artillery Corps Monster Picnic and Gala at Woodfield Park (Blackwood) on 14 May 1866, where shown as HOLLY BUSH; same for May 1867 event.

HOLLYBUSH near Ayr [GSW] op 7 August 1856 *(co n North British Daily Mail 8th)*; clo 6 April 1964 *(Irvine Herald 20 March)*.

HOLLYM GATE [NE] in December 1854 tt *Hull Advertiser* (not October, November not seen), as H ROAD GATE; 'ROAD' dropped 1856/7 *(Brad)*; service varied – at first Tuesdays & Fridays only; January 1856 all trains stopped by request; advert for sale *(Hull Packet 10 October)* said arrangements had been made for stops on Wednesday and Thursday (15, 16), suggesting that service already curtailed; June 1859 and January 1861 Tuesdays and Fridays; March 1863 Tuesdays only; same when last in *Brad* August 1870; {Patrington – Withernsea}.

HOLME near Burnley [LY] op 12 November 1849 *(co n Manchester Times 10th)* – HOLMES CHAPEL in notice and description of opening in *Blackburn Standard 14th* but just HOLME when first in *Brad September 1851*; clo 28 July 1930 *(Burnley Express 6 August* - 'last train Saturday week', 26th).

HOLME near Kings Lynn [EA] first in *Brad* February 1847 as H GATE; altered November 1847; Tuesdays and Saturdays only; last in *Brad* March 1853.

HOLME near Peterborough [GN] op 7 August 1850 *(T 6th, 8th)*; clo 6 April 1959 *(RM May)*.

HOLME HALE [GE] op 15 November 1875 *(co n Bury Free Press 20th)*; clo 15 June 1964 *(Cl)*. At first HOLM HALE *(hb)*.

HOLME LACY [GW] op 1 June 1855**; clo 2 November 1964 *(Cl)*. *Brad* and GW co tt provided all possible combinations of HOLM(E) LAC(E)Y; settled about 1893 *(RCH dist ref 20 October)*.

HOLME MOOR [NE]: op 1 August 1848**; MOOR added 1 July 1923 *(hbl 12th)*; clo 20 September 1954 *(RM October)*; later excur. Not seen as H YORKS in *Brad* or *hb*.

HOLMES near Rotherham [Mid]: op on or by 24 November 1838** as THE HOLMES; altered 1 January 1858 co wtt *(Mid)*; clo 19 September 1955 *(RM October)*.

HOLMES CHAPEL [LNW] op 10 May 1842 (fare table, *co n Stockport 13th*); clo (for resignalling) for about 18 months, reopened 26 June 2006 *(Northern Rail leaflet)*; still open.

HOLMFIELD [Halifax & Ovenden] op 15 December 1879 *(Directors' Minute, 19th* - called it temporary station – via Whittle)*; clo 23 May 1955**.

* = *Yorkshire Post (3 December)* reported opening of line through here on 1st and *GN co n Bradford Observer* said line would open via here, neither giving clear mention of station here; first in *Brad* January 1880.

HOLMFIRTH [LY] op 1 July 1850 *(T 8th)*; clo Sunday 3 December 1865 by collapse of viaduct before first train of day was due that day; passengers taken by horse-bus until line reop 11 March 1867 *(LY, Leeds Mercury 4 December 1865, Huddersfield Chronicle 9 March 1867)*; clo 2 November 1959 *(RM December)*; [LY].

HOLMGATE [Ashover] (ng) op 7 April 1925 *(Derby Daily Telegraph 8th)*; request; clo 14 September 1936**.

HOLMSLEY [LSW] op 1 June 1847 *(SR; Salisbury 5th- line)* as CHRISTCHURCH ROAD; renamed 13 November 1862 *(Cl)*; clo 4 May 1964 *(Hants Chron 9th)*.

HOLMWOOD [LBSC] op 1 May 1867 *(London Daily News 2nd)*; still open. LBSC co tt 1868: H for LEITHE HILL. *Brad* until 1955 but not in *hb* 1929, 1938: H for LEITH HILL.

HOLSWORTHY [LSW] op 20 January 1879**; 3 October 1966 *(Cornish & D P 8th)*. No new station 1898 – see R. Maund, *Chron January 2021*.

HOLT near Cromer [MGN] op 1 October 1884 *(MGN)*; original station temporary *(MGN)*; clo 6 April 1964 *(RM April)*.

HOLT JUNCTION near Trowbridge [GW]: line op 1 July 1857 and press accounts referred to celebrations beside 'station' here when first train arrived but no indication that passengers joined or alighted (e.g. *Wilts Times 4th)*; item on alterations of service *(Devizes & Wilts Gazette 3 September 1857)* included times to / from here but likely to have been interchange only – notices for sale thereabouts said premises were near 'the Holt Junction' and near 'stations' including Trowbridge; added as HOLT in 'Devizes General' tt *Wilts Independent 21 April 1859* but otherwise in other local papers' tts in footnotes as H J where passengers had to change and first in *Brad* September 1861, no indication in either that not a fully public station, however early service was peculiar – GW co tt 1865 shows only one train to Trowbridge but all 6 (plus the Sunday train) stopping the other way; according to *Cl* was exchange only until 4 September 1873; inclusion in own right in tts in local press erratic, only permanently from 1 January 1874 tt *(Wilts Independent)*; at first essentially exchange but full use permitted? Clo 18 April 1966 *(Coventry Evening Telegraph 4th)*. Often just H *(Brad, hb)*.

HOLTBY [NE]: line op 4 October 1847 *(co n York Herald 2nd)* but this not included – not yet built *(Yorks Gaz 18 September)*; first found in *Topham* June 1848 whilst rest of line there by May; opened as GATE HELMSLEY; renamed 1 February 1872 *(Cl; RCG ref February)*; clo 11 September 1939 *(Cl)*.

HOLTON [GN]

H-LE-CLAY op 1 March 1848 *(co n, item Hull Packet 3rd)* as H-L-C & TETNEY; & T dropped 1850/1 *(Brad)*; clo 4 July 1955 *(RM August)*.

H VILLAGE op 11 December 1905 *(Boston Guardian 9th)*; see 1905** (d); clo 11 September 1961 *(Peterborough Standard 28 July*, where shown as HALT*)*.

HOLTON HEATH [LSW]

H HALT (non-tt): platform up line only for men building Royal Naval Cordite Factory; op ? – building of factory started March 1915 *(LSW)*. Replaced to west by >

HOLTON HEATH op, still non-tt, 3 April 1916 *(U)*; op unadvertised for ordinary trains April 1917 *(Dorset)*; in *Brad* from that starting 14 July 1924 and now public according to *LSW*, supported by request to erect sign-post to direct people to station reported in *Western Gazette 23 May*; however *hb* 1926a has 'P' to and from Admiralty Sidings only – qualification removed 1929/1938; still open.

HOLTON-LE-MOOR [GC] op 1 November 1848 *(GC)*; -le-M added 1 July 1923 *(hbl 12th)*; clo 1 November 1965 *(RM December)*.

HOLYHEAD [LNW]

HOLYHEAD op 1 August 1848 *(co n T 18 July)**; original temporary station near engine shed, opposite Port Dafach Road; replaced during week beginning 14 September 1851; third, on reclaimed land, with arrival and departure platforms on opposite sides of harbour, op 17 June 1880 (P. Baughan, *Chester & Holyhead Railway*, vol I, D&C, 1972; Davies & Rowlands, *Holy Island*, privately, 1986; *LNW Officers 20945*); still open. See 17 August 1879**.

* = public enjoyed free trips 1 April 1848, following arrival of train carrying officials and gentry on previous day (D Lloyd Hughes & DM Williams, *Holyhead – The Story of a Port*, authors, 1967).

Ticket platform: *Brad July 1856* gave arrival times, four minutes before main station so presumably alighting allowed (had 1851 station been kept for this?), only press mentions seen: *London Evening Standard 3 October 1860*: on 1st new fast train covered 84 miles from Chester to ticket platform in 2 hours 2 minutes; 8 minutes then spent here and on run to 'packet pier'. Also mention *Cheshire Observer 1867*.

H ADMIRALTY PIER op 20 May 1851 *(LNW)*; horse-drawn from main station until about 1860; clo 1 April 1925 (Wednesday) *(RM June)*.

By 1866 quay at west side of harbour had been completed; its **goods sheds** used by passengers on LNW boats to Ireland (*Historical Survey of Chester to Holyhead Railway*, OPC, 1984). This ceased to be used after opening of 1880 extension to main station *(Neele, pp 241-2)*.

HOLYTOWN [Cal]

HOLYTOWN (a) op on or before 6 March 1835 (see 1835 C**); first appeared in *Brad* as HOLYTOWN, BELLSHILL (really H & B – *Murray*); became just H 1845 *(Brad)*; original south of junction had separate platforms for Motherwell and Mid-Calder lines; replaced to north July 1869 by station later renamed Mossend with platforms serving both lines, (*Hamilton, Saturday 31 July* – 'was opened this week').

HOLYTOWN (b) op 1 June 1880 *(Glasgow Herald 31 May)* as CARFIN JUNCTION; renamed HOLYTOWN JUNCTION 1 June 1882, H 1 October 1901 *(Cl)*; still open.

HOLYWELL – see BACKWORTH.

HOLYWELL near Rhyl [LNW]

H JUNCTION op 1 May 1848 *(D&C 11; co n T 2nd- line)*; JUNCTION added 1 July 1912 *(hbl 3rd)*; clo 14 February 1966 *(BR LM notice North Wales Weekly News 13 January)*.

H TOWN op 1 July 1912 *(LNW Officers 43723; Flintshire County Herald 7, 28 June)*; clo 6 September 1954 *(T 2nd)*.

HOLYWOOD [GSW]: line op 15 October 1849 and this probably opened with it, though not in *Brad* until May 1850*, as KILLYLUNG; renamed 28 October 1850 *(Cl)*; clo 26 September 1949 *(Cl)*. 15 June 1959 wtt shows stops here for linemen.

* = inspection report dated 24 September, advising refusal of permission to open, said signal arrangements at 'Killielung' were incomplete; 10 October – now complete, can open. *Co n of alterations* for 1 November 1849 included mention.

HOME FOR LITTLE BOYS – see FARNINGHAM HOME FOR LITTLE BOYS.

HOMERSFIELD [GE] op 2 November 1860**; clo 5 January 1953 *(T 5th)*.

HOMERTON

HOMERTON (a) [NL] op 1 October 1868 *(L)*; clo 15 May 1944 (but buses in lieu until 23 April 1945) *(Cl)*.

HOMERTON (b) op 13 May 1985 *(AZ)*; see 1 June 2010**; still open.

HONEYBOURNE

HONEYBOURNE (a) [GW] op 4 June 1853 *(Glos Chron 4th- line*; mentioned in account of formal opening 7 May *Gloucester Journal 14th* – public opening delayed by need to make alterations demanded in inspection report ('Honeywood'); clo 5 May 1969 *(Cl)*.

HONEYBOURNE (b) op 25 May 1981 *(RM July)*; still open.

Non-tt; Platform at north side of station for Rail Live trade show; certainly in use 23 June 2017 and two days in mid-June most years since and clearly intended to be a regular usage; shuttle to Long Marston; *(Rail 958* provides basis of information).

HONING [MGN] op 1 August 1882 *(co n Yarmouth Independent 23 July)*; clo 2 March 1959 *(T 2nd)*. Mid co tt 1903, GN co tt 1909, LNE tt 1933, *hb* 1938 and *Brad* to 1955: H for WORSTEAD.

HONINGTON [GN]

HONINGTON (a) op 1 July 1857 *(GN)* – mentioned in *T 15 June* report for opening of line that day, but inspection report, 13 June 1857, says they did not intend to use it until 1 July *(Rtn)*; no trains shown stopping in tt *Grantham Journal (27 June, 1 August)*, same *ibid 3 October*, but note added 'stop by signal only' so probably taken for granted from start (still thus *Brad* February 1863). >

HONINGTON (b) According to *Whittle* a new station further west was provided on line opened 12 April 1867**, assuming no gap in provision. That clo 10 September 1962 *(Birmingham Daily Post 1st)*; later occasional use when engineering work prevented Grantham stop *(U)*.

HONITON [LSW] op 19 July 1860**; still open.

Became H for Sidmouth & Seaton 6 March 1967 tt, H for Sidmouth 1 May 1972 tt, H 6 May 1974 tt.

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

HONLEY [LY]: probably op 1 July 1850 with line *(Huddersfield Chronicle 6th* ended its list of stations with 'etc'; in earliest tt seen *ibid 10 August)*; still open.

HONOR OAK

HONOR OAK [LCD] op 1 December 1865 *(co n T 1st)*; clo 1 January 1917 *(RM February)*; reop 1 March 1919 *(RCH)*; clo 22 May 1944 *(T 22 April)*, reop 4 March 1946 *(RM May)*; clo 20 September 1954 *(T 20th)*.

H O PARK [LBSC] op 1 April 1886 *(Croydon Advertiser 3rd)*; still open. East London service added 23 May 2010**; still open.

HOO JUNCTION STAFF HALT (non-tt): railwaymen; op 6 February 1956 *(U)*; despite the location still appearing in the Sectional Appendix at 2005, it is believed to have gone out of use from some date between 1998 and 2002 *(BLN 948.367 and 952.464)*, perhaps with privatisation. Calls there were still shown in wtt 30 September 1991; {Milton Range – Higham}.

HOOK [LSW] op 2 July 1883 *(Hants Chron 7th)*; still open. SR tt 1939, 1947: H for ODIHAM, thus *Brad* to 1955 but not *hb* 1938.

HOOK NORTON [GW] op 6 April 1887 *(Oxford Journal 9th)*; clo 4 June 1951 *(T 4th)*.

On two occasions in 1897 line was blocked by landslips and passengers walked between trains run to either side of blockage – 19 January (line clear 25th) and 20 February (22nd) *(GM's report)*.

HOOKAGATE & REDHILL [SM] op 14 April 1911 *(RM September)* as REDHILL; renamed H 1 April 1921 *(hbl 24th)*, H & R 1927 *(Brad)* – index earlier; clo 6 November 1933 *(Cl)*. *Hb* 1912: RED HILL. 100 yards nearer to Shrewsbury than earlier Red Hill, which see. See 13 August 1866** for other relevant information.

HOOLE [LY] op 18 May 1882 *(Ormskirk 25th)*; clo 7 September 1964 *(RM October)*.

HOOLEY HILL – see AUDENSHAW.

HOOLEY HOUSE [London & Brighton]: temporary transfer point 30 October to 2 November (inclusive) 1841. Fall of earth in Merstham cutting blocked line and arrangements were made to carry passengers by road between Merstham and Hooley House (Coulsdon side of Merstham), 4 miles *(co notices T 29 October, 2 November)*. Perhaps already something here since original intention had been to open Brighton line to temporary terminus here *(T 18 September 1840/Brighton Gazette)*.

HOOTON [Birkenhead]: line op 23 September 1840; station not mentioned in *co n* for line opening – but clearly before first seen in tt in *Chester Chronicle 9 October 1840*, where shown for early market train on Tuesdays and Fridays to carry passengers and their baskets of produce (see Birkenhead Grange Lane for other details) since market trains originally ran Wednesdays and Saturdays – a shareholder at the *co ½ meeting* on 2 October requested change to Tuesdays and Fridays and was told it was under consideration *(ibid 9th, from Liverpool Journal)*; all days before / with tt for 15 December 1840 *(ibid 25th)*; still open.

HOPE

H FLINTSHIRE [WMCQ] op 1 May 1866 *(T 7th)* as CAERGWRLE; became H VILLAGE 1 January 1899 *(hbl 26th)*, H 6 May 1974 *(LMR WON)*; CLWYD added 1983/7 body of BR tt; to H FLINTSHIRE 24 May 1998 tt; still open.

H & PENYFFORDD [LNW] op 14 August 1849 *(D&C 11; co ½ T 16 August- line)* as H; & P added 16 January 1912 *(hbl 25 April)*; clo 30 April 1962 *(Cheshire Observer Saturday 5 May – line*; last previous Saturday).

H (EXCHANGE), HL [WMCQ] and **LL** [LNW], op 18 November 1867 *(WMCQ)*; at first in *hb* as H PASSENGER EXCHANGE; no outside access; no tickets issued; no proper provision even for exchange until platforms provided February 1868, when first in *Brad*; EXCHANGE replaced by HL and LL December 1953 *(LMR WON)*; clo 1 September 1958 *(RM October)*.

H JUNCTION – see PENYFFORDD.

HOPE DERBYSHIRE [Mid] op 25 June 1894 *(Derbyshire 30th)* as H for CASTLETON; became H for C and BRADWELL 1 April 1895 *(RCG)*, H 14 June 1965 tt *(Mid)*; D added body of BR tt 1979/87; still open.

HOPE MILL – see GOUDHURST.

HOPEBROOK [Hereford, Ross & Gloucester] op 11 July 1853 *(Gloucester J 16th)*; temporary terminus, clo 1 June 1855**, when line extended to Ross; {Longhope – Mitcheldean Road}.

HOPEFIELD JUNCTION – see KINROSS.

HOPEMAN [High] op 10 October 1892 *(Dundee Advertiser7th)*; clo 1 January 1917 *(Cl)*, school use continued, fully reop 2 June 1919 *(RCH)*; clo 14 September 1931 *(Scotsman 16th*, closure of branch last week-end). See 1939** - e.g. special notice showed evening excursion from Inverness 1 July 1939 *(IU)*.

HOPPERTON [NE] op 30 October 1848** *(co n Yorkshire Herald 28th)*; op as ALLERTON; renamed 1 October 1925 *(Cl; hbl ref January 1926)*; clo 15 September 1958 *(RM October)*.

HOPTON [CHP] – see May 1833**.

HOPTON HEATH [LNW] op 6 March 1861 *(D&C 11; Hereford J 13th- line)*; aot request; still open.

HOPTON-ON-SEA [Norfolk & S] op 13 July 1903 *(Yarmouth Independent 18th)*; -on-S added 18 July 1932 *(Cl; RCH dist ref 5 June 1933)*; clo 4 May 1970 *(RM May)*.

HORAM [LBSC] op 5 April 1880 *(Brad new openings list)** as HOREHAM ROAD for WALDRON; variously H R & W, W & H R, W & HORAM/HORAM ROAD; settled 21 September 1953 *(Rly Obs November)*; clo 14 June 1965 *(Cl)*.

* = according to *Hastings ... Observer (10th)* this was 'formal' date (in this case meaning full opening); three trains were run each way on the afternoon of the 3rd following a satisfactory inspection in the morning. Anything on the 4th?

HORBURY

HORBURY [LY] op 5 October 1840 *(co n Leeds 3rd)*; H & OSSETT 25 March 1903 *(hbl 23 April)* to 18 June 1962 *(Cl)*; clo 5 January 1970 *(RM January)*.

H JUNCTION [LY] op 1 January 1850 *(London Evening Standard 4th)*; replaced by >

H MILLFIELD ROAD [LMS] op 11 July 1927 *(RM July)*; clo 6 November 1961 *(RM November)*.

HORDEN

HORDEN (a) [NE] op 1 September 1905 *(RCG)*; clo 4 May 1964 *(Birmingham Daily Post 4 March)*. For DENE HOLME in *Newcastle Daily Chronicle 9 August 1905*.

HORDEN (b) op 29 June 2020 *(Durham County Council internet item)*; about ¾ mile north of (a); still open.

HORDERLEY [BC] first in *Brad* March 1866 but may have op with line 1 February 1866**, which see for line history (accident at 'station' here during building of line reported *eddowes 11 November 1865)*; aot request; clo 20 April 1935.

HOREB – see 1887**.

HOREHAM – see HORAM.

HORFIELD [GW] op 14 May 1927 *(W D Press 13th)*; PLATFORM until 1933; clo 23 November 1964 *(Bristol E P 21st)*; {map 121}. According to 'notices' panel *Brad* August 1927 it had been renamed from H HALT to H; nothing seen between opening and August 1927 *Brad*.

HORHAM [Mid-Suffolk Light] op 29 September 1908 *(Evening Star (Suffolk) 29th)*; clo 28 July 1952 *(T 28th)*.

HORLEY [LBSC] op 12 July 1841 *(co n T 9th)*; re-sited to south 31 December 1905 *(Cl)*; still open.

HORNBEAM PARK op 24 August 1992 *(Harrogate)*; still open.

HORNBY [Mid] op 17 November 1849 *(co n Lancaster 17th)*; clo 16 September 1957 *(LNW Record)*. H for KIRKBY LONSDALE in *Brad* 1851 to 1863 *(Mid)*.

HORNCASTLE [GN] op 11 August 1855 *(T 9th)*; clo 11 September 1939**, reop 4 December 1939; clo 13 September 1954 *(RM October)*.

Ticket platform here at one time *(Stewart Smith)*.

HORNCHURCH op [LTS] 1 May 1885 *(Globe 2nd)*; [Dist] use began 2 June 1902, ended 1 October 1905, restarted 12 September 1932; clo to ex-LTS trains 12 June 1961 *(Cl)*; see 1 January 1969**: Dist use continues.

HORNINGLOW [NS] op 1 August 1883 *(NS-K)*; clo 1 January 1949 (Saturday) *(RM March)*. GN co tt 1909, NS co tt 1910: BURTON (HORNINGLOW). Ticket *(JB)* for B-on-TRENT H.

HORN'S CORNER – see 20 August 1883**.

HORNSEA [NE]

H BRIDGE first in *Brad* July 1864; clo 19 October 1964 *(Cl)*.

H TOWN op 28 March 1864 *(Hull Packet 1 April)*; TOWN added 1950; clo 19 October 1964 *(Cl)*. *Hb* 1865a H SEA SIDE.

HORNSEY [GN] op 7 August 1850 *(T 6th, 8th)*; still open.

HORNSEY ROAD [TH Jt] op 1 January 1872 *(Mid n T 30 December 1871)*; clo 3 May 1943 *(LNE/LMS notice*, in *The Tottenham Joint Lines*, J. E. Connor, Connor & Butler, 1993). H R for HORNSEY RISE in Mid co tt 1 February 1880 to 1 July 1903 *(Mid)*.

HORRABRIDGE [GW] op 22 June 1859 *(Tavistock 21st, 24th)*; acted as junction station for Princetown branch until Yelverton opened; clo 31 December 1962**.

HORRINGFORD [IWC]: events of 1872, much condensed, from *Hants Adv.* 28 June (Coronation Day) formal opening, trains every half hour, shareholders and Volunteers in uniform free (though in practice it would seem that it was open to all comers), regular traffic to begin 1 July, notices that road sevices would cease from 1 July *(26, 29 June)*; trains running free since day of opening (28 June or 1 July?) *(3 July)*; inspector had deferred decision because of use of (turned) second-hand rails and free services

were being run by contractor *(July 6)*; line closed Saturday 13 July (last day – so specified in later advert for reopening of road service) on BoT orders even though company prepared to run trains free *(20th)*.
Authorised service began 1 February 1875 *(Hants Chron 6th- line)*; clo 6 February 1956 *(Southern Daily Echo 6th)*.

HORSEBRIDGE [LSW] op 6 March 1865 *(Salisbury 11th- line)*; clo 7 September 1964 *(Andover Advertiser 31 July)*.

HORSEHAY & DAWLEY [GW] op 2 May 1859 *(co n Wellington Journal 30 April)* as H; became H (D) 1888/9, H & D 1908 *(Brad)*; clo 23 July 1962 *(RM August)*.

HORSFORTH [NE]

HORSFORTH op 10 July 1849 *(T 9th- line, description of formal opening on 9th, Bradford Observer 12th)*; still open. Known locally as CARR BRIDGE (J. H. Morfitt, *Horsforth & its History*, author).
H WOODSIDE first in *Brad* July 1850 as W; last there May 1853; back June 1857 as H W added; last there April 1864; at start and end service was Tuesdays & Saturdays only, towards Leeds so the possibility should be considered that it was one of those market services that continued but was omitted from *Brad* because clerk then sending information did not think it belonged there.

HORSHAM [LBSC] op 14 February 1848 *(Hants Chron 12th)*; re-sited on mid-Sussex line 10 October 1859 *(Cl)*; still open.

HORSLEY [LSW] op 2 February 1885 *(co n T 31 January)*; still open. Originally H & OCKHAM in *Brad*, then H & O & RIPLEY, and various other combinations with 'for' instead of 'and'; these also found in *hb* but not necessarily at the same time. *Brad* ? to 1955: H for EAST H, WEST H, O and R, but *hb* 1938 content with H for O and R.

HORSMONDEN [SE] op 12 September 1892 *(co n Kent & Sussex Courier 9th, item Sussex Agricultural Express 17th)*; clo 12 June 1961 (T 12th).

HORSPATH [GW]

HORSPATH (a) op 1 February 1908 *(Oxford Chron 31 January)*; HALT; clo 22 March 1915 *(RCH)*.
HORSPATH (b) op 5 June 1933 *(GW source Cl pap)*; HALT; clo 7 January 1963 *(Birmingham Daily Post 2nd)*; {Wheatley – Littlemore}.

HORSTED KEYNES [LBSC] op 1 August 1882 *(Surrey Mirror 29 July)*; clo 28 October 1963 *(Cl)*.

HORTON – see PIDDINGTON.

HORTON KIRBY BOYS' HOME [LCD] (non-tt): see FARNINGHAM HOME FOR LITTLE BOYS.

HORTON PARK [GN] op 23 October 1880 *(RCG)*; clo 15 September 1952 *(RM October* – facilities will be kept for specials for cricket and football at Park Avenue).

HORTON-IN-RIBBLESDALE [Mid] op 1 May 1876 *(Carlisle Express 6th)*; -in-R added 26 September 1927 *(JS)*, since then intermittently; clo 4 May 1970 *(RM June)*; still excur; reop summer Dales Rail 3 May 1975**; fully reop 14 July 1986 *(Settle)*; see 16 October 1989**; still open.

HORWICH

HORWICH [LY] op 14 February 1870 *(Bolton Chronicle 12th)*; clo 27 September 1965 *(RM November)*. *Hb* 1872: H TOWN.
H PARKWAY op 30 May 1999 (A. Brackenbury, *Chron)*; still open.
Also see BLACKROD.

HOSCAR [LY]: line through here op 9 April 1855. A report of the inspection on 4th *(Wigan Examiner 6th)* described line and said 'a mile and a half or two miles beyond Newbrough [Newburgh/Parbold] is the Hoscar Moss Station ...'. However, *Bolton Chronicle (14th)* referred only to a 'gate-house' (for level-crossing keeper). Op 1 November 1870 *(Ormskirk 3rd)*. H MOSS until renamed 1 January 1900 *(hbl 25th)*; still open.

HOSPITAL – see PORTLAND.

HOTHFIELD [LCD]

HOTHFIELD op 1 July 1884 *(Whitstable Times 5th)*; became HALT, but staffed 13 August 1937 *(Cl)*; clo 2 November 1959 *(T 2 October)*. *Brad* ? to 1955 and SEC co tt 1914: H for WESTWELL HALT and thus *hb* 1938 (but HOTHWELL for).
Non-tt: signalling plan 1980 shows STAFF HALT next to signal box *(WON 12 SED 1980)*.

HOTSPUR – see BACKWORTH.

HOTWELLS {map 121} [CE]

HOTWELLS op 6 March 1865 *(Bristol T 7th)* as CLIFTON; line at first detached from system; renamed C (H) 1888/9 *(Brad)*, H 1 September 1890 *(Cl; RCG ref January 1891)*; clo 19 September 1921 *(Bristol circular 31 August)*. *Hbl 29 January 1891* called it HOT WELLS.
H HALT op 14 May 1917 for munitions workers (Ministry owned station) *(Notices S 1007, 517)*; for other workmen 2 July 1917 *(Notice 714, handbill RAIL 253/537)*; extra station, on the west side of the tunnel, to take longer trains than terminus would – latter kept as well; clo 3 July 1922 *(Notice RAIL 537/542)* – references in local press could be interpreted to mean that 1 July was official closure date, but *Mid* records make it reasonably clear that 1st was last day of use. Variously earlier also H STATION, H EXTENSION STATION, H TERMINUS.

HOUGH GREEN [CLC] op 1 May 1874 *(co n Liverpool D P 24 April)*; still open. Mid co tt 1894, GC co tt 1903, LNE tt 1933 H G for DITTON and thus *hb*; renamed 6 May 1974 tt.

HOUGHAM [GN] op 15 July 1852**; clo 16 September 1957 *(RM October)*. Until 1854/6 H & MARSTON in *Brad*.

HOUGHTON – see GREAT HOUGHTON.

HOUNSLOW {map 104 – Dist only}.

SMALLBERRY GREEN (temp terminus) [LSW] op 22 August 1849 *(co n T 22nd)*; generally H in tts; replaced by Isleworth and >
HOUNSLOW [LSW] op 1 February 1850 *(Morning Post 2nd)*; aot H & WHITTON/H for W; settled 6 July 1930 as H *(T 30 June)*; still open.
H CENTRAL [*] op 1 April 1886 *(co yearly Daily News 12 August)* as HESTON-HOUNSLOW renamed 1 December 1925 *(L)*; still open. *Hbl ref January 1926* said had become HOUNSLOW C for HESTON but just H C *(Brad)*.
H TOWN [Dist] op 1 May 1883 *(Rtn)*; TOWN added 21 July 1884 *(ug)*; clo 1 April 1886 (Thursday), reop 1 March 1903 *(Cl)*; replaced by through station on main line >
H EAST [*] op 2 May 1909 *(London Daily News 3rd)* as H TOWN; renamed 1 December 1925 *(L)*; still open.

H WEST [*] op 21 July 1884 *(L)* as HOUNSLOW BARRACKS; renamed 1 December 1925 *(L)*; clo 12 July 1975, ready to be replaced by new through station to north, opened 14 July 1975 *(RM September)*; still open.
* = [Dist] op EAST, CENTRAL and WEST; [Picc] began to use 13 March 1933 and now provides only service – Dist ceased 10 October 1964.

HOUSE O'HILL [LMS] op 1 February 1937 *(RM March)*; HALT until 1937/8 *(Brad)*; clo 7 May 1951 *(RM June)*; {Davidsons Mains – Craigleith}.

HOUSTON

HOUSTON [GSW] op 3 April 1871 *(Paisley Herald 1st)*; paper called it station at Windyhill to be called Crosslee; many variations of name – WINDYHILL, CROSSLEE, H & C, H for C, variations; settled as H 3 May 1976 tt; clo 10 January 1983 *(Rly Obs March)*. Also see GEORGETOWN; UPHALL.

HOVE [LBSC]

HOVE (a) op 12 May 1840**- line; clo 1 March 1880 *(Cl)*; Holland Road here/near later.
HOVE (b) op 1 October 1865 *(Brighton Gazette 28 September)* as CLIFTONVILLE; renamed WEST BRIGHTON 1 July 1879 *(Cl; RCG ref July)*, H & W B 1 October 1894 *(RCG)*, H 1 July 1895 *(RCG)*; still open.

HOVETON & WROXHAM [GE] op 20 October 1874 *(T 21st)* as W; renamed 1984/7 tt; still open.

HOVINGHAM SPA [NE] op 1 June 1853**; SPA added 1 October 1896 *(hbl 29th)*; clo 1 January 1931 (Thursday) *(T 5 December1930)*; later excursions: last ramblers' to here 3 May 1964 *(handbill, confirmed Barrie)*; last from here was Sunday School one 27 July 1964 *(BLN 1285)*.

HOW MILL [NE] line through op 20 July 1836 (see 10 March 1835**) – station here mentioned in advert *Carlisle Journal 8 October 1836*; clo 5 January 1959 *(Newcastle Journal 6 December 1958)*.

HOW WOOD near Watford op 24 October 1988 *(Rly Obs January 1989)*; on site of Park Street second 1858 station; still open.

HOWDEN near Hull

HOWDEN [NE] op 2 July 1840 *(Hull 10th)*; renamed NORTH H 1 July 1922 *(hbl 13th)*; reverted 12 June 1961 *(RM April)*; still open. Also see SOUTH HOWDEN.

HOWDEN (-le-Wear) near Bishop Auckland – see BEECHBURN.

HOWDEN CLOUGH [GN] op 1 November 1866 *(GN)*; clo 1 December 1952 *(ER Comm Supt Circ 248 Cl pap)*. GN co tt 1909, LNE tt 1933, *hb* 1938 and *Brad* to closure: H C for BIRSTALL.

HOWDON-ON-TYNE

HOWDON-ON-TYNE [NE] op 22 June 1839**; on-T added 1 December 1875 *(RCG)*; clo 11 August 1980 *(RM October)* for conversion to >
HOWDON [TWM] op 14 November 1982 *(Newcastle Journal 12th)*; still open.

HOWE BRIDGE [LNW] op 1 September 1864; op as CHOWBENT; renamed 1 May 1901 *(RCG)*; clo 20 July 1959 *(RM August)*.

HOWES [MK] first service through here, horse-drawn, began 1 June 1831 (see 1828 B**), ceased calling February 1843 *(MK)*; alias THE HOWES/SOUTH END; {map 16}. Junction Diagram, e.g. 1870, shows Summerlee Iron Works and Howe's Basin at the junction north of Sunnyside.

HOWFORD [NB] see GLENORMISTON.

HOWICK – see NEW LONGTON & HUTTON.

HOWNES GILL [S&D] first in *Brad* January 1857; on western edge of ravine that meant traffic going further (goods only) had to be hauled down/up inclines by stationary engine; clo 1 July 1858 (Thursday) *(Cl)* – opening of bridge across ravine enabled passenger trains to go on. According to *S&D*, was replaced by new platform on eastern side which would have clo 1 October 1868 with service to Carr House. No certain evidence for this seen; was in *hb* 1867 (not 1872), but perhaps inertia; not in *Brad*, but that is not conclusive proof of non-existence; {map 28}. HOWENS GILL in *Intelligible tt* 1858 and early *Brad*.

HOWSHAM [GC] op 1 February 1849 *(co n Hull Advertiser 26 January)*; clo 1 November 1965 *(RM December)*.

HOWSHAM {Barton Hill – Kirkham Abbey} see 8 July 1845** for possible station.

HOWWOOD

HOWOOD [Glagow, Paisley, Kilmarnock & Ayr] op 21 July 1840 *(GSW)*; temporary terminus; clo 12 August 1840 when next stretch of line op *(GSW)*.
HOWWOOD [GSW] op 1 December 1876 *(Paisley Gazette 2nd)*; same site as above; clo 7 March 1955 *(RM April)*. Alias HOWOOD, HOW-WOOD *(hb)*
HOWWOOD STRATHCLYDE op 12 March 2001 *(RM May)*; still open.

HOXTON: East London service opened fully 23 May 2010; still open.

HOY [High] op 1 October 1874 *(RCG; co n John o'Groat Journal 1st)*; clo 29 November 1965 *(Cl)*. HALT in *hb* 1938 and 1956, dropped *hb* 1962a, but not seen thus in any tt.

HOYLAKE [Wirral] op 18 June 1866; still open.

HUBBERTS BRIDGE [GN] first in *Brad* June 1860 and tt *Sleaford Gazette 2nd* as HUBBARDS BRIDGE*; altered October 1860; aot request; still open.
* = item in *Stamford Mercury 29 April 1859* referred to lack of station here. Earliest adverts seen in local papers were in June 1860 issues.

HUCKNALL

HUCKNALL op 17 May 1993 *(RM May)* – public use on open day 8th *(BLN 703, 706, 707)*; site of old H BYRON; still open.
H BYRON [Mid] op 2 October 1848 *(Nottingham Review Friday 6th – line op Monday last + full tt)*; re-sited 4 chains south 22 December 1895 *(Mid)*; BYRON added 11 August 1952 *(Cl)*; clo 12 October 1964 *(RM November)*.
H CENTRAL [GC] op 15 March 1899 *(Nottingham Post 15th)* as H TOWN; renamed 1 July 1923 *(hbl 12th*, which said previously just H, though *hb* 1899a listed as H T); clo 4 March 1963 *(RM March)*. Excursion to Edwinstowe and Ollerton called here Whit Monday, 3 June 1963 *(AB)*,
H TOWN [GN] op 2 October 1882 *(Mansfield Reporter 6th)*; TOWN added 1 July 1923 *(hbl 12th)*; clo to public 14 September 1931 *(LMS PCC 218)*, clo to railwaymen 10 September 1962 *(wtt supp)*. Owing to engineering work 8.10 from Leicester Central will call here instead of Hucknall Central on Sunday *(2 April 1950) (Nottingham Evening Post 31 March)*.

Also see Nottingham Express Transit (Section 6).

HUDDERSFIELD [LY/LNW] op 2 August 1847 *(co ½ T 25 August)*; still open.

Ticket platform, only mention seen: fatal accident to man turning points 'below the station' near ticket platform *(Huddersfield Chronicle 14 January 1860)*.

HUGGLESCOTE [AN Jt] op 1 September 1873 *(LNW Officers 10205, 10207; Burton Chronicle 28 August)*; clo 13 April 1931 *(Leicester Evening Mail 8th)*.

HULANDS [LNE] (non-tt): in use by September 1926, when in wtt as H QUARRY; certainly in wtt 11 March 1940 and 31 May 1948, but wtts 6 May 1946 and 31 May 1948 showed only services to set down on Darlington to Penrith trains – perhaps long-running misprint since stops other way were shown earlier; not in wtt 18 June 1961 (R. Maund); {Lartington – Bowes}.

HULL {map 63}

HULL [NE] op 8 May 1848 *(Hull Advertiser 12th)*; still open. H PARAGON STREET/H P in *Brad* and co tts from early 1850s to 1938/9 but inconsistently; 'Street' might well have been error resulting from use of abbreviated 'St' versions internally – in 1880 NE co tt was 'Station' in three places, 'Street' in one and plain 'Hull' in most.

Ticket platform: earliest mention seen: ticket offence, assault *(Hull Packet 13 January 1860)*. Ticket platform moved in improvements at station *(ibid 9 September 1864)*. Many passengers were leaving train here though not supposed to so thus prosecution intended as example reported in *Hull Packet 8 September 1876*. Hornsea and Withernsea tickets taken this morning at Botanic Gardens *(Hull Daily Mail 18 July 1899)*. Tickets now collected at previous station *(ibid 30 April 1902)* – all use now ceased?

H ALEXANDRA DOCK [HB] (non-tt): boat trains; from 1885 *(U)* – Dock Engineer reported 7 August that passenger station was ready for use; according to *Hull Packet 17 July* it was a temporary station for emigrants – waiting to see if enough use to justify permanent one; last regular use 1908/9 (not inspected by BoT for passenger use when signalling revised 1910); perhaps used First War for repatriating German prisoners *(NE Express June 2003)*; however, shown 'P' in all Hand-books to 1938; May 1945 *hba* – passenger service temporarily withdrawn. Suggests passenger use (or just possibility of use?) continued until WW II – or was this an unusually prolonged example of belated information?; {branch from Beverley Road}.

H BOOTHFERRY PARK (non-tt): football supporters; HALT; op 6 January 1951 *(RM March)*; specials ceased end 1985/6 season *(BLN 966)*; {loop line at Hull} *(U)*. Ticket B P *(JB)*.

H CANNON STREET [HB] op 27 July 1885 *(co ½ T 21 August)*; *Hull Packet 27 July* described it as temporary – carriage shed converted; clo 14 July 1924 *(photograph of crew on last train yesterday, Leeds Mercury 14th)* – services diverted to PARAGON. Earlier use: *Eastern Morning News Monday 27 July* said first trip on line had been 'Friday last" (17th or 24th? Former unlikely?) by George Street Baptist school excursion; *Hull Packet Friday 31 July* gave credit of first trip to All Saints Sunday School on 'Thursday last' (would have had to been 23rd if was before full opening); both went to South Cave.

H MANOR HOUSE STREET [York & North Midland]

(a) op 2 July 1840 *(Hull 10th)*; clo 8 May 1848 – services diverted to Paragon *(Hull Advertiser 12th)*. According to *JS* was then H KINGSTON STREET ? to 1848; just H in early *Brad* and press tts seen.

(b) op 1 June 1853 for local service to Victoria Dock *(co n Hull Packet 3rd)* where described as GOODS STATION IN MANOR HOUSE STREET one way, OLD station the other; this is only detailed tt seen in local press; item there says seven stations and stopping places in line six miles long; later tts simply give termini; still M H S as terminus in *Hull Advertiser 23 September1854* but *30 September* now to Paragon; was this ready for October (no indication in paper) or had it been already diverted?

H NEPTUNE STREET [HB] (non-tt): cattle market; dates ?; {branch from Springbank junction} *(U)*.

H RIVERSIDE QUAY [NE] op 11 May 1907 *(Hull Daily Mail 18th)* – first portion op, initially for Zeebrugge steamboat service, Saturday & Wednesday out, back Monday & Thursday; varied over time; clo August 1914, reop 15 May 1920, summer only; ceased 1939 (with outbreak of war? – still in co tt 3 July 1939), which shows Wednesday and Saturday trains from Paragon for Rotterdam and Hamburg steamers, return trains Thursdays and Sundays. (See R. Maund, *Chron October 2013*, for full details.) At end of Second War forces leave and return of prisoners of war meant use of this resumed 16 August 1946 and continued at least to end of year (see N. J. Hill *Chron 105* for much fuller detail). Also see *Chron 108*.

H VICTORIA DOCK [NE] op 1 June 1853 *(co n Hull Packet 3rd)*; clo 1 June 1864 (Wednesday) – services diverted to Paragon *(Hull Packet 3rd)*. In 1877 *hb* DRYPOOL is shown 'P' (Airey's name for Victoria Dock; probably error).

Temporary non-tt station for opening of HULL JOINT DOCK 26 June 1914 (ticket evidence, D. Geldard).

Excursion Platforms:

Main one was regarded as extension of Paragon: earliest reference seen *Hull Packet 21 January 1876* – 'on the Anlaby Road', one of a multitude of tradesmen's notices using it as a reference point for their premises over many years; NE company's notices treated it as part of Paragon, occasionally adding 'entrance from Anlaby Road' (separate site from entry of this name under 'A'); no evidence seen for use during First World War; only uses seen in Second were for returning troops *(Hull Daily Mail 22 August 1944)* and for reception of Dutch refugee children *(ibid 12 March 1945)*; Rugby League supporters' trains would run from platforms 12 and 13 'outside the station' *(ibid 1 November 1946)*; most recent seen *Hull Daily Mail 29 January 1949* for similar event but further evidence needed to determine last use.

(H) NEWINGTON [NE]: according to works in print this op 8 October 1896; perhaps origin was that local timber merchant, Mr. Jameson, built platform for invalid wife, using own materials; and was later used for fairs. Was this enlarged for later use or a separate site? 'New excursion platform(s)' erected for Yorkshire Show (19, 20, 21 July 1899); excursionists would step straight into showground; those from Paragon would walk to main entrance in Anlaby Road (where it was well west of Paragon) or use good service of electric trams *(York Herald 11th; Hull Daily Mail 18th)*; this was clearly Newington since there were later petitions that Paragon should be used instead of the Newington excursion platform and improvements to that station made it 'practically certain' that this would be so *(Hull Daily Mail 7 April 1904* and *6 July 1905)*; Show held 9, 10, 11 August 1905.

Newington continued in use for Hull Fairs (claimed to be the largest in the country): *Yorkshire Gazette 3 November 1899* included co's adverts for excursion to here at time Fair was held and notices or reports have been seen for most years thereafter – e.g. *Manchester Evening News 6 October 1903; The Era 22 October 1910; Hull Daily Mail 9 October 1914*. Pleasure part of the Fair was suspended 1915 to 1918 inclusive. No mention of use of Newington for full Fair in 1919 *(Hull, paper 11 October* made its enquiries about Fair traffic at Paragon station) or 1920 and 1921; same paper *14 October 1922* said Fair excursions to Paragon excursion

platform. It was present in Junction Diagrams 1909 (not in 1907) as 'NEWINGTON', 51 chains north of Cottingham Branch Junction and 1 mile 7 chains from Cottingham Junction; still present 1928 (inertia?).
Also see BEVERLEY ROAD and Section 7 (Non-rail).
For details of 1850s suburban services see article by MD Greville, RCHS *Journal*, March 1956.

HULLAVINGTON [GW] op 1 July 1903 *(Bristol T 2nd)*; clo 3 April 1961 *(RM May)*.

HULME END [NS] (ng) op 29 June 1904; clo 12 March 1934 *(LNW Record; LMS notice Derby Daily Telegraph 5th)*. NS co tt 1910 and *Brad* to closure: H E for SHEEN and HARTINGTON.

HULTON: *BR Scottish Region Special traffic Notice* shows train from 'HULTON' to Peterhead, arriving at 7.31 a.m. on Sunday 28 July 1957. The first entry is for Kinnaber Junction, presumably where it entered territory of area concerned. It looks like a forces' train – precisely lists expected passengers as 29 first- and 285 second-class. 'Hulton' has not been identified; only places found in Gazetteer are near Bolton. Perhaps Little Hulton, closed 1954? perhaps misprint – e.g. for Halton, closed 1952? Both very unlikely. Hilton Junction, where taken over from another company?

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

HUMBERSTONE [GN] op 1 January 1883 *(co n Leicester Mercury 6th)*; clo 7 December 1953 *(T 7th)*, though workmen used to 29 April 1957 *(U)* and summer Saturday and Sunday use continued to 9 September 1962, last train *(Cl)*.

HUMBERSTONE ROAD [Mid] op 1 July 1875 *(Leicester Journal 2nd)*; clo 4 March 1968 *(Coventry Eve Teleg 5 February)*.

HUMBERTON [NE] (non-tt): shown 'P' 1877 *hb*, H SIDING, no facilities 1883; no evidence of passenger use found; {Gatehouse at crossing 4 m 2 ch from Pilmoor Junction}.

HUMBIE [NB] op 14 October 1901; clo 3 April 1933 *(Scotsman 15 March)*..

HUMPHREY PARK op 15 October 1984 *(D&C 10)*; still open.

HUMSHAUGH [NB] op 5 April 1858 *(T 5th)* as CHOLLERFORD; renamed 1 August 1919 *(hbl 29 January 1920)*; clo 15 October 1956 *(T 21 September)*.

HUNCOAT [LY] op 18 September 1848 *(Manch 20th)*; re-sited 37 chains nearer Accrington, 1882/9 *(Cobb)**; still open.
* = *Manchester Courier 17 December 1884* carried advert for tenders to provide new waiting rooms, booking office &c here.

HUNDRED END [LY] first in *Brad* July 1878 (also in *11 July tt Oldham Adv*, tts irregularly included); aot request; clo 30 April 1962 *(Southport Vis 1 May* – last train Sunday evening). At first H E GATE HOUSE; became H E for MERE BROW and HOLMS 1882/3 *(Brad)*; 1899 H E for M B *(Brad)* but H E in LY co tt.

HUNGERFORD [GW] op 21 December 1847 *(Hants Chron 25th)*; re-sited on extension to Devizes 11 November 1862 *(Cl)*; HALT 2 November 1964 to 5 May 1969 *(Cl)*; still open.

HUNMANBY [NE]: line op 18 October 1847, nd, May 1848 *(Topham)*; still open.

HUNNINGTON [Halesowen Joint] op 10 September 1883 *(Dudley & District News 15th)*; clo to public 5 May 1919 *(wtt)* but workmen used to Friday 29 August 1958 (last train) *(Cl)*.

HUNSLET {map 56}
For **H LANE**, original terminus, see LEEDS.
Through station, **HUNSLET** [Mid], op 1 April 1850 tt *(Mid)*; re-sited 25 chains north 14 September 1873 *(Mid)*; clo 13 June 1960 *(RM July)*.

HUNSTANTON [GE] op 3 October 1862 *(T 6th)*; clo 5 May 1969 *(RM July*, photo-caption).
Ticket platform, only mention seen: *Bury & Norwich Post 26 February 1890*: runaway stag frightened near here.
Excursion platform here at one time: certainly by June 1862 when *Cambridge Chronicle (24 March 1893)* referred to new glass roof over it added since then. Used for Volunteer Camp 23 July 1898 *(Eastern Evening News 25th)*. Still in existence 1904 when *Norfolk Chronicle (1 October)* had piece about town: road between excursion platform and beach could be better cleaned. Last use?

HUNSTON [WS] op op 27 August 1897; clo 12 January 1935.

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

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

HUNTINGDON {map 69}
For first [GE] station serving here, until 1883, see GODMANCHESTER.
HUNTINGDON [GN] op 7 August 1850 *(T 6th & 8th)*; renamed H NORTH 1 July 1923 *(hbl 12th)*, reverted 15 June 1964 *(Cl)*; still open.
H EAST [GN/GE] op 1 May 1883 *(co n Stamford Mercury 4th)*; EAST added 1 July 1923 *(hbl 12th)*; clo for main service 15 June 1959, but ex-GN Fridays only train ran to 11 September 1959 (last) (based on *Cl* – clo 18th); later military and excursion use *(U)*. *Hb* and Junction Diagrams made two of this – GN/GE and Mid (dates of use same).

HUNTINGTON – see EARSWICK.

HUNTLEYS CAVE [LMS] (non-tt): market ticket to Grantown-on-Spey (East) 29 May 1937 *(JB)*; *BR Scottish Region Special Traffic Notices* show stops here on 22 June and 21 September 1957 to take up and set down railwaymen's wives, presumably regular service; {'3 miles from Dava'}.

HUNTLY [GNS] op 20 September 1854 *(co n Aberdeen Herald 23rd)*; still open.

HUNTS CROSS [CLC] op 1 May 1874 *(co n Liverpool D P 24 April)*; still open. GC co tt 1903, LMS tt 1930, LNE tt 1933: H C for MUCH WOOLTON but not seen thus *Brad* or *hb* 1929, 1938.

HUNTSPILL O D [GW] (non-tt): op Thursday 17 October 1940 *(GW notice S 1851, 15 October)*; still in GW wtt supplement 5 January 1942; clo ?; alias H FACTORY, PURITON DEPOT or PURITON ROF; {Dunball – Highbridge}.

HUNWICK [NE] op 1 April 1857 *(Durham County Advertiser 8th)*; clo 4 May 1964 *(Cl)*.

HUNWICK near York: see HAMMERTON.

HURDLOW
For first service see May 1833.

HURDLOW [LNW] op 1 June 1894 *(Buxton Advertiser 2nd)*; clo 15 August 1949 *(Derby Daily Telegraph 1st)*; railwaymen's Saturday use shown 30 June 1952 wtt. LMS tt 1947: H for LONGNOR and MONYASH.

HURLFORD [GSW] op 9 August 1848 *(GSW- line)*; clo 7 March 1955 *(RM April)*.

HURN [LSW] op 13 November 1862 *(RM May 2016)*; clo 30 September 1935 *(SR Magazine October, p 363* – clo on and from Monday 30 September; closed on Saturday – *West Sussex Gazette Thursday 3 October*). HURN in 1863 *Poole* tt but at first HERNE in *Brad*. *Hb*: 1863a HURN, 1872 HERNE BRIDGE, HURN 9 June 1897 *(hbl 9 July)*.

HURST GREEN [CO Jt] op 1 June 1907 *(Kent & Sussex Courier 24 May)*; HALT until re-sited about 10 chains north 12 June 1961 *(hba May)*; still open. Sometimes H G Junction (e.g. *co n Surrey Mirror 27 June 1919* – alterations for July).

HURST LANE [Ashover] (ng) op 7 April 1925 *(Derby Daily Telegraph 8th*, where H L for OGSTON HALL*)*; request; clo 14 September 1936**; {map 59}.

HURSTBOURNE [LSW] op 1 December 1882 *(Hants Chron 2nd)*; clo 6 April 1964 *(Cl)*.

HURWORTH BURN [NE] op 1 March 1880 *(Northern Echo 1st)*; clo 2 November 1931 *(Hartlepool Northern Daily Mail 2nd)*.

HUSBORNE CRAWLEY [LNW] op 4 November 1905 (see October 1905**); clo 1 January 1917 *(T 22 December 1916)*; HALT in LNW list of closures then. Reop 5 May 1919 *(RCH)*; clo 5 May 1941 *(LNW Record)*.

HUSKISSON

HUSKISSON [CLC] used for race traffic 13 and 14 July 1880 *(Liverpool Mercury 13 July)*; public op 2 August 1880 *(RCG ; co n Liverpool Mail 31 July)*; clo 1 May 1885 (Friday) *(GC dates)*.

H CATTLE [CLC] (non-tt): ticket (to Bury St Edmunds) *(JB)*; for herdsman accompanying cattle?

H DOCK [LO] for op see 6 March 1893**; clo 31 December 1956 *(T 29 September)*.

HUSTHWAITE GATE [NE] first in *Brad* February 1856; first clear advert mention *Yorks Gazette 5 January 1856;* aot request; clo 2 February 1953 *(RM March)*.

HUTCHEON STREET [GNS] op 1 December 1887 *(Aberdeen Press 3rd)*; clo 5 April 1937 *(ibid 5th*, last train 3rd*)*.

HUTTON near Middlesbrough [NE]

HUTTON or **HUTTONS LANE**: evidence that station was here from about 1855: September 1855 accounts of [Guisborough] show receipts for it; press report of October 1859, census of 1861 (stationmaster here) and estate map of 1862 (shown on south side of level crossing, near present Newstead school, whence a lane formerly led to village) *(NE Express, August 1992)*; no tt evidence found but there is ticket *(JB)* from Middlesbrough 12 October 1871.

H GATE: probably on different site from H; originally private station for Sir E. Pease; first traffic receipts shown November 1856; first in *Brad* October 1858; last May 1864 (no facilities shown *hb* 1877); back July 1881; clo 1 October 1903 (Thursday) *(Leeds Mercury 14 September* 'permanently'*)*; reop 1 January 1904 *(RCG)*; clo 2 March 1964 *(RM April)*.

H JUNCTION op 1 November 1878 *(S&D- line)*; reduced to one train daily, towards Middlesbrough after July 1885 *Brad*, before/with January 1886; last in *Brad* April 1891.

HUTTON near Weston-Super-Mare [GW] (non-tt) WW2 depot; exact dates?; {Puxton & Worle – Weston Junction}; *(@JF}*.

HUTTON & HOWICK – see NEW LONGTON.

HUTTON CRANSWICK [NE]: op 7 October 1846**; still open.

HUTTONS AMBO [NE] op 8 July 1845**; AMBO added 1 February 1885 *(Cl; RCG ref January)*; clo 22 September 1930**.

HUYTON [LNW]

HUYTON: line op 17 September 1830**, nd, 1 January 1831 where shown as H LANE GATE; H LANE when first in *Brad* 1839; LANE dropped gradually – in LNW co tt 1852 H some tables, H L others; still open.

H QUARRY: line op 17 September 1830**, nd, no mention early tts; op by November 1837 (when mentioned in accident report – P Bolger, *Merseyside & District Railway Stations*, Bluecoat Press 1994*)*; clo 15 September 1958 *(LNW Record)*.

HYDE

H CENTRAL [GC/Mid]: early history from BoT report on goods accident here 28 May *(Return)* and *Hyde & Glossop Weekly News* (E. Bredee) – slight discrepancy. Both agree it opened 1 March 1858 (item in paper of 6th); BoT says opened without BoT sanction; was inspected early May 1858 and closed shortly after owing to 'incompleteness of the works'; reopened, with official approval on 26 May 1858. Paper says reopened on 28th (issue of Saturday 5 June said reopened on Friday) after being closed for a fortnight for 'repairs and other reasons that had been raised against the company running the new line'. It was shown in weekly tts in paper up to and including 8 May, omitted 15 and 22 May, back 29 May. Possible reason for difference is that 26 May was date on letter giving permission to reopen. Re-sited on extension to Marple 5 August 1862 *(Cl)*; CENTRAL added 17 September 1951 *(BR comm. Circ 5 October)*; still open.

H NORTH [GC] first in *Brad* February 1863 as H JUNCTION; renamed 17 September 1951; still open.

Also see NEWTON FOR HYDE.

HYDE PARK CORNER [Picc] op 15 December 1906 *(co n T 14th)*; see 1922**; still open.

HYDE ROAD [GC] op 2 May 1892 *(Manch Cour 3rd)*, including excursion platform for visitors to Belle Vue; clo 7 July 1958 *(Manchester Evening News Wednesday 2nd* – service comes to end on Saturday).

HYKEHAM [Mid]: shown without trains in tts *Nottinghamshire Guardian* from line op 4 August 1846; op 1 January 1849 co tt *(Mid)*; still open.

HYLANDS [GE] (non-tt)

(a) 4 August 1860 special trains for soldiers from London and Colchester for Grand Review of Yeomanry Cavalry and Volunteer Rifle Corps and Sham Fight at Hyland's-park near Chelmsford; dropped at Killigrew's Farm, return from Chelmsford *(co n, item Essex Standard 3rd)*.

(b) private station for Hyland's House; early 1900s?; {Ingatestone – Chelmsford}; *(@JF)*.

HYLTON

HYLTON [NE] op 1 June 1853 *(Durham Chronicle 3rd)*; clo 4 May 1964 *(Cl)*. Used for Durham Miners' Gala trains 18 July 1964 *(Railway World, August 1973, January 1974)*.

Also see SOUTH HYLTON.

HYNDLAND

HYNDLAND (a) [NB] op 15 March 1886 *(Scotsman 16th)*; branch terminus; clo 'since 29 September', reop 26 October 1953 due to fire in embankment, much of which had to be dug out to extinguish fire *(RM December 1953, December 2003)*; sometimes GLASGOW H in tts; replaced by through station on line to Dumbarton by >

HYNDLAND (b) op 5 November 1960**; still open.

HYTHE near Colchester [GE] op 8 May 1863 *(T 11th)*; still open.

HYTHE near Folkestone

HYTHE [SE] op 6 October 1874 *(Hastings & St Leonards Observer Saturday 10th* said opened on Tuesday); it had been inspected and found fit on Friday *(Kentish Gazette Tuesday 6th)*; 9th, given by a multitude of papers, including *ibid 13th*, was later formal opening by Duke of Teck. Clo 3 May 1943 *(Dover Express 7th)*, reop 1 October 1945 *(Cl)*; clo 3 December 1951 *(BR notice Kent & Sussex Courier 28 September)*. Op as H; became H KENT 21 September 1925 *(SR; hbl ref October)*, H for SANDGATE *(LMS PCC 227 12 November 1931 – 'in future')*, H 2 July 1939 *(JS)*.

HYTHE [RHD] (ng) op 16 July 1927**, which see for rest of its history. *Brad*: H KENT until 1946 reopening.

HYTHE [SR] op 20 July 1925 *(T 20th)*; as H HANTS; became plain H 1955 *(Brad)*; clo 14 February 1966 *(RM February* – last train Friday, 11th); {map 128}.

I B M op non-tt 9 May 1978* *(RM July)* for factory workers; HALT until renamed 16 May 1983; in public tt 12 May 1986, but for authorised access to I B M only; alias GREENOCK I B M; clo 9 December 2018 *(RM June 2020 p 38-9)*. [apologies to A. Lauder for wrongly giving him as source of previous error.]
* op on Tuesday because Monday was a public holiday.

IBROX

IBROX [GP Jt] probably op 2 December 1868* on site of earlier Bellahouston; clo 6 February 1967 *(Cl)*.
* = first in *Brad* with Govan branch, which opened this date; at first only served by branch trains; main line service added July 1870 *(Brad)*. On RCH Junction Diagram 1870 shown as I or BELLAHOUSTON, platforms on branch only; main line platforms, site of earlier B not shown on diagrams until 1877/85.

IBROX [GU] op 14 December 1896** as COPLAND ROAD*; renamed on reopening 1979; still open.
* = prior to 1938 was COPELAND R in *hb*.

IBROX FOOTBALL GROUND (non-tt): op ?; clo ? (Alasdair Lauder, personal experience, says used in 1967/8 season, exact date unknown); {on Govan branch} *deletion*.

ICKENHAM [Met] first used 8 September 1905 by permanent way staff of Neasden Works for cricket match and garden party here *(Willesden Chronicle 8th)*; opened to public 25 September 1905 *(L)*; [Dist] service added 1 March 1910 but transferred to [Picc] 23 October 1933; HALT until 1913/14 *(Met tt)* but 1934/5 *(Brad)* and Met ticket thus *(JB)*; clo 19 July to 10 August 2014 for track relaying *(TfL pamphlet)*; still open for Met and Picc services.

ICKLETON: *London Illustrated News* said station [EC] existed here and provided picture, between (Great) Chesterford and Whittlesford on line op 30 July 1845: however no supporting evidence – not in line description *(Norfolk Chronicle Supplement 2 August)*, which is very full and appears accurate; judging from that, the picture is more likely to represent one of the 'lodges' provided for level crossing keepers.

ICKNIELD PORT ROAD [LNW] op 10 August 1874 *(LNW Oficers 11616, 11692; Birmingham Daily Post 11th)*; re-sited west of road bridge 1897 *(Cl)*; clo 18 May 1931 *(Birmingham Daily Gazette Saturday 16th* – last train tonight).

IDE [GW] op 1 July 1903 *(RCG; Trewman 4th- line)*; clo 1 January 1917 *(Express & E 29 December 1916)*; reop 5 May 1919 *(RCH)*; clo 9 June 1958 *(T 5th)*; HALT from 1923/4 *(Brad)* and on ticket *(JB)* but not in *hb* 1938; later excur; {map 115}.

IDLE

IDLE [GN] op 15 April 1875 *(co n Yorkshire Post 13th)*; clo 2 February 1931 *(Shipley Times Saturday 7th line – last [previous] Saturday)*; later excur (U).

IDLE [Mid] op by 1 September 1847 co tt *(Mid)* – line had opened 1 July 1846; last in *Brad* September 1848.

IDMISTON [SR] op 3 January 1943 *(Cl 29)*; HALT; clo 9 September 1968 *(RM September)*; {Grateley – Porton}.

IDRIDGEHAY [Mid] op 1 October 1867 *(Mid)*; clo 16 June 1947** *(Derby Daily Telegraph 28 May* made it clear that permanent).

IFFLEY [GW] op 1 February 1908 *(Oxford Chron 31 January)*; HALT; clo 22 March 1915 *(RCH)*; {Littlemore – Oxford}.

IFIELD [LBSC] op 1 June 1907 *(West Sussex County Times 25 May* – at Ifield) as LYONS CROSSING HALT; renamed I HALT 6 July 1907 tt *(SR)*; clo 1 January 1917 *(T 22 December 1916)*; reop 3 May 1920 *(Cl)*; HALT dropped 6 July 1930 *(Cl)*; still open.

ILDERTON [NE] op 5 September 1887 *(Morpeth Herald 3rd)*; clo 22 September 1930** *(T 10 July)*.

ILFORD [GE] op 20 June 1839 *(T 14th, 19th)*; still open. EC co tt 1854 (some tables), GE co tt 1889: I for BARKING.

ILFORD ROAD [TWM] op 11 August 1980 *(Newcastle Evening Chronicle 11th)*; still open.

ILFRACOMBE [LSW] op 20 July 1874 *(N Devon 23rd)*; clo 5 October 1970 *(N Devon 8th)*.

ILKESTON

ILKESTON op 2 April 2017 *(Wikipedia)*; on same site as next; still open.

I JUNCTION & COSSALL [Mid] op 6 September 1847 on main line as unadvertised exchange, I J. It was briefly station for Ilkeston in later September 1847 until ? – see I TOWN (a) below. There was some other use: *Nottingham Review Friday 3 August 1849*: on Monday last special train for tea meeting at Codnor Park took up passengers at Long Eaton, Sandiacre, Ilkeston Junction and Langley Mill; advert *Nottingham Guardian 5 September 1850* for Grand Fete Vauxhall Gardens Ilkeston Baths on 9th said tickets could be bought here – suggests that is where passengers would have been dropped off? – no mention of 'town' station – horses not strong enough for traffic expected? Advertised 1 August 1858 co tt *(Mid)*; added to *Brad* 1864/5; see I TOWN (b) below for 2 May 1870; just ILKESTON 1870 to 1879, while branch clo; & C added 1 December 1890 *(hbl 29 January 1891)*; clo 2 January 1967 *(Mid)*.

I NORTH [GN] op 1 April 1878 *(Derbyshire Times 3rd)*; NORTH added 1954 *(Brad)* and BR ticket thus *(JB)*; clo 7 September 1964 *(RM October)*.

I TOWN [Mid]

(a) ILKESTON op 6 September 1847 *(Mid)*; According to *Sheffield Daily Telegraph Monday 2 May 1870*, dealing with closure then, for first week passenger carriages drawn by locomotive but owing to steepness of line three locomotives broke in first week; afterwards drawn up by two horses and down under own momentum, horses following behind. There would seem to have been a gap in passenger service since *Nottingham Review 8 October 1847* said orders had been given to abandon this except for heavy goods and make people use Junction station; public outcry; deputation met Directors on 21 September; agreed to work with horses until communication had been made with ironstone and coal works; reopened ? Clo 2 May 1870 *(Sheffield Daily Telegraph Monday 2nd* - last train Saturday); road had been made for passengers to walk to main line station.

(b) I TOWN op 1 July 1879 *(Sheffield Independent Thursday 3 July 1879* new station opened Tuesday). Earlier progress report *ibid 16 May* said making good progress with new branch to new station Bath Street, Ilkeston; connection at junction with enlarged station there. Clo 16 June 1947** *(Derby Daily Telegraph 28 May* made it clear that permanent)..

ILKLEY [Otley & Ilkley] op 1 August 1865 *(co ½ T 11, 15 August)*; clo 25 July 1992 for electrification, reop 8 September 1992; still open.

ILMER [GW/GC] op 1 April 1929 *(Bucks Herald 5th)*; HALT; clo 7 January 1963 *(Birmingham Daily Post 2nd)*; {Princes Risborough – Haddenham}.

ILMINGTON – see 1833 B**.

ILMINSTER [GW] op 11 September 1866 *(W Fly P 14th)*; clo 5 February 1951 *(Chard 3rd)*, reop 7 May 1951 *(Chard 5th)* – see 1951**; clo 10 September 1962 *(Chard 15th)*.

ILTON [GW] op 26 May 1928 *(Chard 26th)*; clo 5 February 1951 *(Chard 3rd)*, reop 7 May 1951 *(Chard 5th)* – see 1951**; HALT; clo 10 September 1962 *(Chard 15th)*; {Hatch – Ilminster}.

IMBER HOUSES (non-tt); alias IMEER H; railwaymen's wives; op 3 December 1951 *(supp to 10 September 1951 wtt*); clo 1972 or later *(U)*; {Attadale – Strome Ferry}.

IMMINGHAM [GC] {map 64}

I EASTERN JETTY (non-tt): boat trains; op 17 November 1913; clo 1939; {beyond I ROAD} *(U)*.

I DOCK op 5 December 1910**; temporary station; replaced 9 chains to east on an extension 17 November 1913 (*GC dates* has two entries, presumably to be read together: Temporary halt removed and rebuilt in permanent position on western side of lock pit, November 1913; Extension from eastern boundary of dock to lock pit opened 17 November 1913); op as I WESTERN JETTY, renamed late 1919/early 1920 *(RCG ref January 1920)*; clo 6 October 1969 *(RM October)*.

(Non-tt): temporary platforms for a Sunday open day at diesel depot and wagon maintenance shop; served by shuttle service from Cleethorpes and Grimsby; date unknown. (CP Boocock, article, *Railway World*, June 1975, pp 232-6.)

Also see EASTFIELD ROAD.

Tramways

I ROAD op for workmen May 1906, to public 3 January 1910; HALT; just I in *Brad*; clo 15 May 1912 *(Cl)*. Replaced by >

I TOWN [GC GI] op 15 May 1912 *(RCG)*; clo 3 July 1961 *(co n G&I)*.

I DOCK [GC GI] workmen used from ? *(U)*; op to public 17 November 1913 *(D&C 9)*; clo 3 July 1961 *(co n G&I)*.

EASTERN ENTRANCE (to I Dock) [GC GI]: first in *Brad* September or October 1916; last there July 1920; request; see *G&I p 3*.

QUEENS ROAD: according to *RM August 1959, p 565,* extension to here used by public for a week; however, *GC III p 242*, says built but not used.

IMPERIAL COTTAGES op 15 June 1959 *(GNS)*; HALT; request; clo 18 October 1965**; {Carron – Knockando}.

IMPERIAL WHARF op 27 September 2009 *(BLN 1100.884, .894)*; still open.

INCE near Wigan:

INCE [LY] op 1 June 1863 *(Wigan Examiner 5th)* (indexed several years earlier in *Brad* but only added in body now); still open.

Also see LOWER INCE.

INCE & ELTON near Chester [Birkenhead] op 1 July 1863 *(Liverpool 1st- line, in description of formal opening, 6th, ibid 7th)*; & ELTON added 17 April 1884 *(Cl; RCG ref April)*; still open.

INCHBARE – see STRACATHRO.

INCHES [Cal] op 1 June 1874 *(Cal- line)*; clo 5 October 1964 *(RM October)*.

INCHLEA CROSSING [High/LMS?] (non-tt): railwaymen, families; dates ?; in 1920s and early 1930s (after coming of LMS) wtt shows coal train stopped to take signalman's children to and from school at Kingussie (article J. Roake, *Highland Railway Journal 56)*; see 1957**; {Dalwhinnie – Newtonmore}.

INCHMAGRANACHAN CROSSING [High?] (non-tt): railwaymen, families; dates ?; {Dunkeld – Dalguise} *(U)*.

INCHMARLO [GNS] (non-tt): temporary platform for use of Queen Victoria opening new waterworks for Aberdeen at Invercannie / Invercanny, west of Banchory, on 16 October 1866 *(e.g. Dundee Courier 17th)*. {Probably near present day Queen's Lodge, which is at NO 681967 – research from Queen Victoria's Journal entry for that day and maps of 1868 and 1904 by Stewart Smith}.

INCHTERF PLATFORM [NB] (non-tt): workmen; in use 1917 *(@JF)*; originally a sand quarry, taken over for 'proving' guns for both army and navy in 1916 *(Kirkintilloch Herald 10 September 1919)*; later larger establishment for navy (see *Secret Scotland, internet)*; north east of Kirkintilloch; OS map for 1925 shows siding going SW from line between Kilsyth and Kelvin Valley Junction East *(Railscot website)*; no passenger use seen in press – but 'secret' establishment.

INCHTURE [Cal]

INCHTURE op 24 May 1847 *(Perthshire Courier 27th)*; clo 11 June 1956 *(Aberdeen Evening Express 2 March)*.

I VILLAGE op 1 February 1848; service horse-drawn, dependent on local initiative, effectively a roadside tramway *(Dundee)*; not in *Brad* until April 1867, after it had been acquired by the Caledonian; clo 1 January 1917 *(Cl)*. See article by T. Edmonds, *RCHS Journal*, March 1993.

INCLINE TOP near Abercynon [TV] op 29 September 1841 *(Nelson)*, but not in *Brad* until November 1845; no road access, no passenger shelter, tickets bought at engine house; alias TOP OF INCLINE; last in *Brad* December 1857.

INGARSBY [GN] op 1 January 1883 *(co n Leicester Mercury 6th)*; INGERSBY until 1939 tt *(Cl)*, but op notice INGARSBY; clo 7 December 1953 *(T 7th)*, but workmen's use continued to 29 April 1957. GN co tt 1909, LNE tt 1933: INGERSBY/INGARSBY for HOUGHTON and thus *hb* 1938 and *Brad* to 1955.

INGATESTONE [GE]

Most from articles by N. Bowdidge in *GE Journal July 1989 and July 1996* and a series of letters, all headed 'Advertisement', in *T (24 and 31 August, 15 and 22 September 1843)*.

Line op 29 March 1843; station not included in report on opening *(T 30th)*; included in company tt 12 July 1843, but without trains (H Paar, *Chron February 1996)*; first in *Brad* December 1843. At first company was in dispute with Lord Petre about positioning of station – he wanted station in Old Hall Lane, company wanted it in Stock Lane. In June Petre was still refusing agreement to Stock Lane. On 15 July it was decided at a meeting between villagers and company representatives that station would be provided in Stock Lane. This was put up and opened between 22 and 28 July – it only consisted of steps leading down into cutting and two platforms, nearby alms-house acting as booking-office; booking-clerk said all parcels and goods traffic had stopped with effect from 1 August, only six small parcels having been handled between opening and then. Affidavit sworn on 4 August by Petre's steward led to stoppage of trains; further legal action on 7 August resulted in trains using station again from 8 August, but passengers had to alight on ground and walk up/down slope of cutting – not allowed to use platform or steps.

Another break came early 1844 (minutes of February say 'is discontinued'); from March to May 1844 *Brad* included station but no trains calling: 9 February government inspector (Gen. Pasley) had given opinion that unsafe for use; on 14 May he wrote suggesting that reopening be allowed; 'now reopened *(Essex Standard 31 May)*. Moved to site at Hall Lane, given by Lord Petre 7 September 1846 *(co n Chelmsford Chronicle 4th)*. Still open.

INGESTRE [GN] op 23 December 1867 *(Staffs Sentinel 28th)* as WESTON (W-on-TRENT briefly 1869 *Brad*); renamed I 1870 tt *(Cl)*; clo 4 December 1939 *(Cl)*. I for W in *Brad* from 1899/1900 and thus *hb* 1872 on.

INGHAM [GE] op 1 March 1876 *(T 2nd)*; clo 8 June 1953 *(T 8th)*.

INGLEBY [NE] op 1 April 1861 *(NE maps- line)*; clo 14 June 1954 *(Cl)*. In *hb* 1877 (only): I for GREENHOW.

INGLEBY JUNCTION – see BATTERSBY.

INGLETHORPE HALL – see 20 August 1883**.

INGLETON

INGLETON [LNW] op 16 September 1861 *(co n Lancaster Gaz 14th)*; clo 1 January 1917 *(RCH)*.

INGLETON [Mid] op 30 July 1849 *(T 28 July, 1 September)* as link with road service on to Milnthorpe on Lancaster & Carlisle; clo 1June 1850 when line opened through to Lancaster *(Cl)*; reop 1 October 1861 *(Lancaster Guardian 5th)*; clo 1 February 1954 *(T 1st)*; later excursions – last ramblers' 20 September 1964 *(AB)*.

D&C 10: Mid station replaced soon after 1861 reopening. Initially connections between Mid and LNW inconvenient but through passenger service established by summer of 1862.

INGRA TOR [GW] op 2 March 1936 *(T 29 February)*; daylight only; HALT; clo 5 March 1956 *(T 5th)*; {Princetown branch}.

INGRESS ABBEY [SEC] (non-tt): PLATFORM; military hospital; used about 1915 – 1918 *(Hosp)*; – *Kent Messenger 5 December1914* said platform had been erected; *ibid 9 January 1915* said first batch had arrived in sidings opposite house on New Year's Day; no information on closure; {branch from Greenhithe}.

INGROW

INGROW [Mid] op 15 April 1867**; renamed I WEST 2 March 1951 *(Mid)*, reverted to Ingrow 12 June 1961 *(RM April)*; closed 1 January 1962 *(RM March)*. I or Paper Mill Bridge station in description of formal opening on 13th *(Yorkshire Post 15th)*.

I EAST [GN] op 7 April 1884 *(Leeds Times 12th)*; EAST added 2 March 1951 *(Cl)*; clo 23 May 1955**.

INNERLEITHEN [NB] op 1 October 1864 *(T 5th)*; see 13 August 1948** and 1949**; clo 5 February 1962 *(RM February)*.

INNERPEFFRAY [Cal] op 21 May 1866**; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCH)*; clo 1 October 1951 *(BR notice Strathearn Herald 22 September)*.

INNERWICK [NB]: first in *Brad* July 1848 (but see 22 June 1846**); see 13 August 1948**; clo 18 June 1951 *(BR notice Berwickshire News 29 May)* but opened specially for excursion to Highland Show at Aberdeen 21 June 1951 *(notice ibid 12 June)*.

INSCH [GNS] op 20 September 1854 *(co n Aberdeen Herald 23rd)*; still open.

INSTOW op 1 or 2 November 1855 *(see Bideford, full opening); N Devon 2nd* description of formal op on 29 October includes this; clo 4 October 1965 *(Bideford 8th)*. Excursion from here 12 September 1982 (R. Maund, from organiser, R. N. Joanes).

INVERAILORT – see LECH-A-VUIE.

INVERALLOCHY – see CAIRNBULG.

INVERAMSAY [GNS] op 5 September 1857 *(co notices Aberdeen Press 2nd: one gave details including all stations for special train 4th; other was summary for public opening 5th)*; clo 1 October 1951 *(BR notice Aberdeen Evening Express 17 September)*.

INVERBERVIE [NB] op 1 November 1865 *(co ½ T 3 November)* as BERVIE; renamed 5 July 1926 *(hbl July)*; clo 1 October 1951 *(Dundee Courier Monday 1st* - last train Saturday *(Dundee Courier Monday 1st* - called it Bervie, last train Saturday).

INVERESK [NB]: op 22 June 1846 *(co n Caledonian Mercury 22nd)*; op as MUSSELBURGH; renamed I 1847 tt *(Cl)*, I JUNCTION 1 October 1876 *(RCG)*, I 12 June 1890 *(Cl)*; clo 4 May 1964 *(RM June)*.

INVERGARRY [High; NB] op 22 July 1903**; clo 1 November 1911 (Wednesday), reop 1 August 1913 *(RM August)*; clo 1 December 1933 (Friday) *(LNE notice Scotsman 28 November)*. Private waiting room for visitors to Invergarry House.

INVERGLOY [High; NB] first in *Brad* June 1904 and amended service for June *(co n Northern Chronicle 29 June 1904)*; also see 22 July 1903**; request; clo 1 November 1911 (Wednesday), reop 1 August 1913 *(RM August)*; clo 1 December 1933 (Friday) *(LNE notice Scotsman 28 November)*. PLATFORM *(Brad and clo notice)*, SIDING *(hb)*.

INVERGORDON [High] op 23 March 1863 *(Inverness Courier 26th)*; still open.

INVERGOWRIE [Cal] op 24 May 1847 *(Perthshire Courier 27th)*; still open. INVERGOURIE in *Brad* until 1848, still this *Topham* 1849.

INVERKEILOR [NB] op 1 May 1883**; INVERKEILLOR until 1896 tt *(JS)* and early *hb*; clo 22 September 1930 *(Scotsman 15th)*.

INVERKEITHING [NB] {map 10}; op 1 November 1877 *(Dundee Courier 2nd)*; re-sited 12 chains to north, 2 June 1890, for Forth Bridge Line, which by-passed original station *(W Fife)*; still open.

INVERKIP [Cal] op 15 May 1865 *(Scotsman 16th)*; still open.

INVERLAIR – see TULLOCH.

INVERNESS [High] {map1}

INVERNESS op 7 November 1855**; when line to Dingwall op 11 June 1862 *(co n Inverness Courier 12th)* it used new terminal platforms beside the original and also entered from east so in effect now two termini side by side; still open.

Ticket platforms: according to *U* **Millburn** (on south line) and **Innes Street, or West** (on north line) both opened 1863; latter closed 1 May 1868 *(U)*. Former closed? Still in use when three lads found under seat *(Inverness Courier 18 December 1887)*.

I HARBOUR: first in *Brad* October 1863; last June 1867.

INVERSHIN [High] op 13 April 1868 *(Inverness Courier 16th)*; aot request; still open.

INVERUGIE [GNS] op 3 July 1862 *(co n Banffshire Journal 1st)*; clo 3 May 1965 *(RM May)*.

INVERUGLAS [LNE] (non-tt): workmen, Loch Sloy HEP; op 29 October 1945; clo later 1940s; {Arrochar – Ardlui} *(U)*.

INVERURIE [GNS] op 20 September 1854 *(co n Aberdeen Herald 23rd)*; INVERURY until altered 1 May 1866 *(Cl)*; re-sited ½ mile north 10 February 1902 *(co n Aberdeen Press 1st, item 11th) – ibid 7th* said that it was expected that one train would stop at both old and new stations on 10th, to make it easier for people to reach new station to see formal opening but this not confirmed in later papers; still open.

INWORTH [GE] op 1 May 1905 *(RCG)*; aot request; clo 7 May 1951 *(T 8th)*.

IPSTONES [NS] op 5 June 1905 *(Derbyshire Advertiser 9th)*; clo 30 September 1935 *(Staffs Sentinel 21 August)*.

IPSWICH

IPSWICH[GE] op 15 June 1846**; terminus; after line was extended, trains going northwards needed reversal. Replaced by through station at north end of tunnel 1 July 1860 *(co n Essex Standard 4th)*; still open.

Ticket platform, first and last mentions seen: theft case, *Ipswich Journal 4 March 1854*. Item on new arrangements said previously Norwich and East Suffolk lines came together between London Road Bridge and ticket platform *(Suffolk Chronicle 12 May 1866)*.

Also see DERBY ROAD.

IRCHESTER [Mid] op 8 May 1857** *(Mid; co ½ T 13 August- line)*; became I for HIGHAM FERRERS 1 November 1881, I for RUSHDEN and H F 1 October 1888, I 1 May 1894, on opening of Higham Ferrers branch *(Mid)*; clo 7 March 1960 *(RM April)*. In *LMS List* 1933 as I for WOLLASTON and BOZEAT.

IRELAND COLLIERY [Mid]: (non-tt); first in wtt for goods purposes July 1885; Saturday service of market trains to and from Chesterfield began ? - certainly before mid-March 1881 *(Derbyshire Times ... Wednesday 16 March* described attempted sabotage on line, previous Saturday. Notice with November 1888 public tt says that trains will not pick up/set down at sidings adjacent to colliery on Saturdays – passengers now to go to/from Netherthorpe (later Staveley Town) and Staveley (later Barrow Hill) stations on newly opened Clowne branch; {colliery on branch from just south of Staveley Town, trains to colliery reversing at Staveley after passengers for there had left} *(part Mid)*.

IRELETH (GATE) – see ASKAM.

IRLAM [CLC]

IRLAM (a) op 2 September 1873 *(CLC)*, though not in *Brad* until October 1873 (line shown September)*; became I & CADISHEAD on clo of C, 1 August 1879; replaced on deviation needed for Manchester Ship Canal by >

* = *Manchester Evening News 3 October 1873* item on attempted derailment of train from Irlam to Manchester on 30 September.

IRLAM (b) op 26 March 1893 *(Leeds Mercury 28th)* as I & C; became I for C 1954 *(LMR weekly op notice 7 August)*; & C dropped 6 May 1974 *(BR notice)*; still open.

IRLAMS O' TH' HEIGHT [LY] op 1 July 1901 *(Wigan Observer 29 June)*; clo 5 March 1956 *(RM April)*.

IRON ACTON [Mid] op 2 September 1872 *(Bristol Merc 7th)*; clo 19 June 1944** *(LNW Record)*.

IRON BRIDGE

I B & BROSELEY [GW] op 1 February 1862** as IRONBRIDGE; became I & B in Severn Valley table 1875 but still I in another until 1883/5 *(Brad)*, I B & B 9 November 1895 *(hbl 23 January 1896)*; clo 9 September 1963 *(T 9th)*.

GORGE (non-tt): limited Sunday service 1979, first train 27 May, from Birmingham New Street for bicentenary of bridge *(Wenlock p 227-9)*.

Summer weekends, visitors to Ironbridge Museum, first train 19 July 1987 (first two planned did not run – *BLN 565)*, last Sunday 2 September 1990 *(BLN 634)*.

Also (non-tt) temporary platform on Copton Sidings at rear of aeroplane works at Ironbridge for visit of King George VI 10 March 1938 *(Coventry Evening Telegraph 10th)*.

Also see COALBROOKDALE.

IRONGRAY [GSW] op 1 March 1905 *(Dumfries 1st)*; clo 3 May 1943 *(RM January 1944)*.

IRONHIRST [GSW]: (non-tt); exact dates not known; op by 3 September 1915 *(Dumfries ... Standard 4th* – report of fatal accident involving workmen's train from here); perhaps after 10 April 1915 when item in that paper mentioned charabanc for workers damage to road; for WW1 workers at Ironhirst Peat Factory, between Racks and Ruthwell; probably clo soon after end of war – 'liquidator' mentioned in reply to Parliamentary question about Government liabilities here *(Yorkshire Post 17 August 1921)*; certainly removed 1926 (authorised by *LMS minute 2834, 8 December 1925, National Archives for Scotland)*.

IRTHLINGBOROUGH

IRTHLINGBOROUGH [LNW] op 2 June 1845 *(Northampton Mercury 5th)* as HIGHAM FERRARS *(Brad, Topham)*; became H FERRERS 1852 *(Brad)*, H F & I 28 April 1885 *(Cl)*, I 1 October 1910 *(LNW Officers 42958)*; clo 4 May 1964 *(Cl)*. LMS tt 1947: I for H F and thus to 1955 *(Brad)* but not *hb* 1929, 1938. 1846 tickets exists for I (D. Geldard).

IRTHLINGBOROUGH [Mid] – see HIGHAM FERRERS.

IRTON ROAD [Raven] (ng) op 20 November 1876 *(co yearly T 26 March 1877- line; listed in 'line has opened' item, Carlisle Express 2 December)*; clo 1 December 1908**; reop 1 February 1916 *(Whitehaven News co n 27 January, item 3 February)*; see 1960**.

IRVINE

IRVINE [GSW] op 5 August 1839 *(co ½ 1110/149)*; still open.

I BANK STREET [Cal] op 2 June 1890 *(Glasgow Herald 3rd)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RCH)*; B S added 2 June 1924**; clo 28 July 1930 *(Scotsman 25 July)*.

ISFIELD [LBSC] op 18 October 1858 *(Sussex Advertiser 10th)*; clo 24 February 1969 (last train Sunday *(Kent & Sussex Courier Friday 28th)*, bus service to 4 May 1969 *(ibid 2nd)*.

ISHAM – see BURTON LATIMER.

ISLAND GARDENS [Dock] op 31 August 1987, just north of earlier North Greenwich *(T 1 September)*; clo during evening of 9 February 1996 by IRA bomb *(T 10th)*; reop 15 April 1996 *(Rly Obs June)*; clo 11 January 1999 for work on Lewisham extension *(RM August)*; buses until new station, in tunnel, op 20 November 1999 *(RM July 2000)*; still open.

ISLEHAM [GE] op 1 April 1885 *(Bury Free Press 4th)*; clo 18 June 1962 *(RM August)*.

ISLEWORTH [LSW] op 1 February 1850 *(Morning Post 2nd)*; still open. In *Brad* first as I; became I & SPRING GROVE 1854/5, S G & I 1874/5, I & S G 1895/6; I for S G 1912/13, 1955 I; co tts varied – e.g. LSW wtt 1856 S G & I.

ISLINGTON – see HIGHBURY.

ISLIP

ISLIP (a) [LNW] op 1 October 1850 *(co n T 21 September)*; clo 1 January 1968 *(Coventry Evening Telegraph 11 November 1967)*.

ISLIP (b) op 15 May 1989 *(RM July)*. Clo 15 February 2014 for line rebuilding; reop 26 October 2015 (fare-paying passengers on test trains 25th) (M. Searle *Chron January 2016)*; still open.

ITCHEN ABBAS [LSW] op 2 October 1865 *(Salisbury 7th)*; clo 5 February 1973 *(Hants Chron 9th)*.

IVER [GW] op 1 December 1924 *(Acton Gazette 5th)*; still open.

IVYBRIDGE

IVYBRIDGE (a) [GW] op 15 June 1848**; clo 2 March 1959 *(RM April)*. One word in opening description in press; IVY BRIDGE in *Brad* until 1853/4; still I B in GW co tt 1859. Two South Devon Board meetings sanctioned stopping of certain trains from Plymouth for hunting parties when notice given by Master of Hounds; GW continued out of courtesy; ended? *(Out of Course)*.

Western Morning News 5 March 1869: yesterday derailed wagon was re-railed and dragged onto loop line in front of down **excursion platform**. Nothing else known about this.

IVYBRIDGE (b) op 15 July 1994 *(W Morn News 16th)*; about ¾ mile east of earlier station; still open.

JACKAMENTS BRIDGE [GW] op 3 July 1939 *(Wilts 8th)*; HALT; clo 27 September 1948 *(Cl)*; {Kemble – Rodmarton}.

JACKFIELD [GW] op 3 December 1934 *(wtt supp)*; HALT; re-sited 18 chains south 1 March 1954 owing to threat of landslip *(Cl)*; clo 9 September 1963 *(T 9th)*; {Coalport – Ironbridge}.
Perhaps original out of use from April 1952, when serious slippage started *(possible interpretation of John Miller's tour notes for RCHS 2012 AGM, p 15)*.

JACKSDALE [GN] op 1 August 1876 *(Notts Guardian 4th)* clo 7 January 1963 *(Birmingham Daily Post 7th)*. Op as CODNOR PARK; became C P for IRONVILLE & JACKSDALE 22 May 1901 *(hbl 11 July)*; by GN co tt 1909 had been renamed C P & SELSTON for I and J (still thus LNE tt 1947); became J 1952/3. *Hb*: 1876a C P, PYE HILL & SELSTON; 1877 C P & S; 1904 C P for I & J; 1956 J.

JACKWOOD SPRINGS: see TUNBRIDGE WELLS.

JAMES BRIDGE – see DARLASTON.

JAMES COOK op 18 May 2014 *(AB Chron April 2016)*; originally J C UNIVERSITY HOSPITAL, soon shortened; still open.

JAMES STREET Liverpool

JAMES STREET [LO] op 6 March 1893**; clo 31 December 1956 *(T 29 September)*.
For other station see LIVERPOOL.

JAMESTOWN [NB] op 26 May 1856**; clo 1 October 1934 *(Dundee Courier Monday 1st* – last train Saturday).

JARROW {map 24}

JARROW (a) [Springwell] op by April 1844**; probably more than one site used; replaced by >
JARROW (b) [NE] op 1 March 1872 *(co ½ T 9 February)*, when line along south bank of Tyne opened; clo 1 June 1981 *(RM June)* for conversion to >
JARROW (c) [TWM] op 24 March 1984 *(Tyneside)*; still open.
JARROW DOCK op August 1856 *(Newcastle Journal Saturday 9th* – a station has just been opened at Harton Lane, called J D). Replaced by TYNE DOCK (which see) late 1860 / start of 1861.

JEDBURGH [NB] op 17 July 1856**; clo 13 August 1948**. 11 June 1949, 10 June 1950 and 9 June 1951, two special trains (one for children and teachers, one for adults) were run from Jedburgh to Tweedmouth and return for the United Sunday Schools annual children's picnic to Spittal, on the Tweed. BR declined to run the special trains in 1952. See *Jedburgh Gazette 13 May 1949, 19 May 1950,1 June 1951*. See also *The Jedburgh Branch* by Roger Jermy (Oakwood Press 2021).
Ticket platform, only mention seen: in letter of complaint at treatment of town by North British *(Jedburgh Gazette 16 March 1889)*.

JEDFOOT [NB] op 17 July 1856**; J BRIDGE until 1913 *(Brad)*; clo 13 August 1948**.

JEFFERSTONE LANE – post-preservation name of ST MARYS BAY; see last paragraph of 16 July 1927**.

JERSEY MARINE [RSB] op 14 March 1895 *(co n S Wales Daily Post 12th)*; clo 11 September 1933 *(Cl)*.

JERVAULX [NE] op 19 May 1856 *(RCG- line)* as NEWTON-LE-WILLOWS; renamed 1 December 1877 *(LNW circular 672)*; clo 26 April 1954** *(T 20th)*.

JERVIS TOWN – see STREETLY.

JESMOND

JESMOND (a) [NE] op 27 June 1864**; clo 23 January 1978 *(RM March)* for conversion of line to [TWM] >
JESMOND (b) [TWM] op 11 August 1980 *(Newcastle Evening Chronicle 11th)* on different line; still open.
Also see WEST JESMOND.

JESSIE ROAD BRIDGE [LSW/LBSC] op 1 July 1904 *(co n Portsmouth Evening News 30 June)*; HALT; clo 10 August 1914 *(RM June 1931)* {East Southsea branch}. Not shown as HALT LSW co tt and *Brad* 1914 but was served by rail motor.

JEWELLERY QUARTER op 25 September 1995 *(RM February 1996)*; still open.

JOAN CROFT [NE] (non-tt): HALT; for families of crossing keepers to travel to and from market in Doncaster; in use at least 1920 to 1955 (in wtt, Saturdays only July 1939, various 1940s, June 1955, so probably continuous use); {Arksey – Moss} (also see RN Forsythe, *Steam Days*, September 2001).

JOCKS LODGE [NB] op by 1 September 1847, when in co tt; clo 1 July 1848 *(co minute 22 June)*; {immediately north of Piershill Barracks, where road from Restalrig (now R Road South) crosses line to Berwick – see https://maps.nls.uk/view/74400092}.

JOHN O'GAUNT [GN/LNW] op 15 December 1879 *(Leic; LNW Record- line)* as BURROW & TWYFORD; renamed 1883 *(RCG ref July)*; clo 7 December 1953 *(T 7th)*; workmen's use continued to 29 April 1957 *(U)*.

JOHNSHAVEN [NB] op 1 November 1865 *(co n Dundee Courier 30 October)*; clo 1 October 1951 *((Dundee Courier Monday 1st* - last train Saturday).

JOHNSTON DYFED [GW] op 15 April 1856 *(T 17th)* as J; became MILFORD ROAD 1859 tt *(Cl)*, J 7 September 1863 *(GW ac)*, J PEM 18 June 1928 *(hbl Cl Pap; ref Rly Gaz 29th)*, J D 5 May 1975 tt ; aot request; still open.

JOHNSTONE

JOHNSTONE [GSW]: line op 21 July 1840 *(GSW)*, nd, about November 1840; became J HIGH 1951 tt; reverted 10 September 1962 *(Cl)*; still open. *(Date given was that for opening of Bridge of Weir branch.)*
J NORTH [GSW]: first station here never used for passengers: *Scotsman 31 October 1874* – large platform being constructed in Laigh Cartside Street for passenger traffic; *Greenock Advertiser 1 November 1880* – some years ago passenger terminus erected at Laigh Cartside Street but company have never given travelling facilities by it; *Glasgow Evening Post 1 September 1885* reported accident near goods station. New station op 1 August 1896 *(Paisley ... Gazette 8th)*, but not in *Brad* until May 1897. Original terminus replaced by through station on loop line 1 June 1905 *(Paisley ... Gazette 3rd)*; clo 7 March 1955 *(RM April)*. NORTH JOHNSTONE in most early press references seen.

JOHNSTOWN & HAFOD [GW] op 1 June 1896 *(Wrexham 6th)*; clo 12 September 1960 *(Cl)*.

JOLLY SAILOR – see NORWOOD.

JONES SIDING RESERVOIR [PT] (non-tt): PLATFORM workmen; 1905 to ?; {Bryn – Maesteg} *(@JF)*.

JOPPA [NB].
JOPPA (a): on main line, which op 22 June 1846**; certainly op by 2 July 1846 (date on *co n of alterations* in *Scotsman 4th)*,where it was served by stopping trains to Musselburgh (later Inveresk); also mentioned (note that extra trains for gardeners and fruiterers from Haddington would not stop here) in *co n* dated 29 June 1847 *(Scotsman 30th)*. Clo? Replaced by next? *Co Minute June 1848*: 'resolved that ... Joppa Station be removed from its present position to the bridge immediately to the south'. This seems to refer to (b); however, the evidence for (b) suggests that it was already open. Did minute concern transfer of buildings from an already disused station?
JOPPA (b): logically would have opened 14 July 1847 with line towards Hawick which provided NB link to former Edinburgh & Dalkeith and new Musselburgh station. However, it was included in neither *co n* for line opening *Caledonian Mercury 10 July* nor in description in that paper *19th*, though neither was Niddrie: the earliest detailed timetable evidence seen is in *Topham* May 1848 (its first issue) and there this station is shown in connection with trains to Musselburgh. Replaced by >
JOPPA (c) op 16 May 1859 *(Edinburgh Evening Courant 12th)*; clo 7 September 1964 *(Cl)*.
Relationship of site (c) to site (a) not known.
JORDANHILL [NB] op 1 August 1887 *(NB list)*; still open. Ticket JORDAN HILL *(JB)*.
JORDANSTON [GW] op 1 October 1923 *(GW Mag October)*; HALT; aot request, daylight only; clo 6 April 1964 *(Cl)*; {map 81}. Perhaps continued in use until depot at Trecwn (see entry below in this section) closed 3 August 1964.
JORDANSTONE [Cal] op 1 October 1861 *(co n Dundee Advertiser 26 September)*; clo 2 July 1951 *(Dundee Courier 15 June)*.
JUNCTION – see MILFORD [NE]; WEAR VALLEY JUNCTION.
JUNCTION BRIDGE Edinburgh [NB] op 1 May 1869 *(Scotsman 1st)* as J ROAD; clo 1 January 1917 *(RM February)*; reop 1 April 1919 *(RCH)*; see April / May 1921**; renamed 1 July 1923 *(hbl 12th)*; clo 16 June 1947**.
JUNCTION ROAD Edinburgh: see above entry.
JUNCTION ROAD London [TH Jt] op 1 January 1872 *(Mid n T 30 December 1871)* as J R for TUFNELL PARK; 'for T P' dropped 1 July 1903 co tt *(Mid)*; clo 3 May 1943 *(LNE/LMS notice*, in *The Tottenham Joint Lines*, J. E. Connor, Connor & Butler, 1993).
JUNCTION ROAD Robertsbridge [KES] first in *Brad* January 1901; last trains shown May 1901, trains again June 1903; originally opened for shooting parties; *MT 6/1149/2* shows that informal request stop in use by December 1902, when notified by local parson to BoT, and that its final sanction for public use was dated 27 March 1903. Given Stephens's usual habits possible that unofficial use continued – was removal from *Brad* in 1901 attempt to hide stop from BoT?; became HALT 1939 *(Brad)*; aot request; clo 4 January 1954 *(T 2nd- last train Saturday 2nd)*; hop pickers' later – probably as for Bodiam, which see. Aot J R for HAWKHURST *(Brad, hb, SEC co tt 1914)*.
JUNIPER GREEN [Cal] op 1 August 1874 *(Edinburgh Evening News 3rd)*; clo 1 November 1943 *(LMS n Scotsman 15 October – after Saturday 30 October)*.
JUSTINHAUGH [Cal] op 1 June 1895**; clo 4 August 1952 *(Brechin Advertiser 8 July)*. Pre-opening reference in *hbl* 25 October 1894 as Oathlaw.

KEADBY [MS&L] op 13 September 1859 *(Sheffield Daily News 16th)*; clo 2 November 1874 *(GC dates gives 1st* but Sunday, no Sunday trains – based on new tt?). There was some later use – e.g.: mentioned in advert for farm sale on 11 December 1874 *(Sheffield Independent 5th)*; Thorne Agricultural Show and Gala 17 June 1875 *(Barnsley Chronicle 12th)*; special for some railway officials and about a dozen colliery owners to consider possibility of using for coal shipments instead of Hull on 4 November 1875 *(Sheffield Daily Telegraph 6th)*; {goods *IA*}.

KEARSLEY [LY] op 29 May 1838**; early was RINGLEY/STONECLOUGH/S (R); settled as S 1848 tt; renamed K & S 7 February 1894 *(hbl 26 April)*, K 1 January 1903 *(RCH)*; still open.

KEARSNEY [LCD] op 1 August 1862 *(co n T 1st)* as EWELL near DOVER; renamed 1869 *(RCG ref April)*; still open. *Brad* ? to 1955: note that near/adjacent to River and Ewell. *Hb* 1904 on and SEC co tt 1914: K for R and E.

KEEKLE COLLIERS [CW Jc] (non-tt): PLATFORM for miners; op July 1910, clo 2 January 1911; reop June 1913 *(Ironmasters)*. Non-tt service still in wtt 20 July 1931, not present 18 July 1932 wtt; ended? {Moresby Junction – Cleator Moor}.

KEELE [NS] op 1 February 1870 *(Staffs Advertiser 5th* – K ROAD); clo 7 May 1956 *(RM June)*. At first in *hb* as K ROAD, altered 1898a. K for LITTLE MADELEY and MADELEY HEATH to clo *(Brad)*, but not in LMS tt 1933 nor *hb*.

KEELE PARK [NS] (non-tt): op 26 October 1896, 'excursions only' *(RCG)*, mainly for races; last used 17-18 October 1906, after which races were transferred to Uttoxeter *(AB)* – 5 March 1907 was 'official' clo; {Keele – Madeley Road}.

KEGWORTH [Mid] op 5 May 1840 *(co n Leicester Journal 1st)*; clo 4 March 1968 *(Coventry Evening Telegraph 5 February)*.

KEIGHLEY [Mid] op 16 March 1847 *(Bradford Observer 18th)*; station replaced 6 May 1883 on opposite side of road from old about 40 yards nearer to Leeds *(Leeds Mercury 4th*, with unflattering description of one replaced); still open.

Ticket platform, only mention seen: drunk without ticket found hiding under seat *(Keighley News 17 August 1872)*.

KEINTON MANDEVILLE [GW] op 1 July 1905 *(Langport 1st, 8th)*; clo 10 September 1962 *(Som Gaz 15th)*.

KEITH

KEITH op [GNS] 11 October 1856 *(co n Inverness Advertiser 11th)*; [High] part op 18 August 1858 *(Elgin Courant 20th)*; became K JUNCTION 1952/3 *(Brad)*, reverted 12 May 1980; still open.

Ticket platform: earliest reference seen: shunting accident 28 December 1887; ticket platform erected clear of station was upset *(Banffshire Journal 3 January 1888)*. Royal party's carriage detached from train at ticket platform at Keith 'Junction' 500 yards from station buildings *(Aberdeen Press 20 September 1899)*. Clo 16 February 1932 *(GNS)*.

K TOWN [GNS]: op 1 April 1862 *(Dundee Advertiser 29 March)*; op as EARLSMILL; renamed 1 May 1897 *(RCG)*; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

STRATHISLA PLATFORM [private]: for *Royal Scotsman* land cruise trains and excursions; op 1985 *(@JF)*; in use 29 April 1989 *(BR 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}.

KELMARSH [LNW] op 16 February 1859 *(Northampton Mercury 19th)*; clo 4 January 1960 *(RM February)*.

KELMSCOTT & LANGFORD [GW] op 4 November 1907 *(Faringdon Advertiser 9th)*; clo 18 June 1962 *(T 18 May)*. PLATFORM in paper cited, *Brad* until 1908, *hb* before 1949a and thus tickets *(JB)* but not in GW co tt, though sometimes in working instructions *(GW Halts)*.

KELSO [NB]

Temporary station at **WALLACE NICK** op 17 June 1850 *(co n Scotsman 15th)*; replaced by >

KELSO, op 27 January 1851 *(Grev Temp)**; see 13 August 1948**; clo 15 June 1964 *(RM July)*.

* = *Scotsman Wednesday 29 January 1851* said line had been inspected to new terminus behind village of Maxwellheugh on Friday and found satisfactory; Engineer's report *(Edinburgh Evening Courant 18 March 1851* said opened in January, though station not quite ready – normal for time).

Also (non-tt):

Temporary platform in space east of main building for visits of royal party to Floors Castle from 17 October 1865 on *(Caledonian Mercury 17th)*; at first Prince and Princess of Wales, later October Prince and Princess of Hesse, Used again for Prince and Princess of Denmark 15 October 1869 *(Edinburgh Evening Courant 16th)*.

Another, 180 yards long, for Highland and Agricultural Show (29 June to 2 July 1926) *(Southern Reporter 24 June)*.

KELSTON [Mid] op 1 December 1869 *(Mid)*; clo 1 January 1949 (Saturday) *(RM March)*. *Brad* 1871, Mid co tt 1894, LMS tt 1930 and *Brad* to closure: K for SALTFORD. *Hb* added 'for S' 1914a.

KELTY [NB] op 20 June 1860 *(Tayside; co ½ T 28 September- line)*; clo 22 September 1930 *(Scotsman 15th)*.

KELVEDON [GE]

KELVEDON op 29 March 1843 *(T 30th)*; still open.

KELVEDON: Low Level light Railway branch platform op 1 October 1904 *(GE notice Kelvedon)*; clo 7 May 1951 *(T 8th)*.

KELVIN BRIDGE

KELVIN BRIDGE [Cal] op 10 August 1896 *(RCG; co n Glasgow Herald 6th)*; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCG)*; clo 4 August 1952 *(RM September)*.

KELVIN BRIDGE [GU] op 14 December 1896**; still open.

Tickets in one- and two-word forms exist for both *(DM)*.

KELVIN HALL

KELVIN HALL [Cal] op 1 October 1896 *(co n Glasgow Herald 28 September)* as PARTICK CENTRAL; renamed 15 June 1959 *(Cl)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*.

KELVINHALL [GU] op 14 December 1896**; PARTICK CROSS until renamed 16 April 1980 reopening; still open.

KELVINDALE (and loop for Anniesland to Maryhill trains) op 26 September 2005 *(ScotRail tt amendment pamphlet)*, official 28th; still open. Between Anniesland and Maryhill; original intention was to call it Dawsholm but K used to give it a better image *(Rly Obs, quoting Evening Times of 29 March)*.

KELVINSIDE [Cal] op 1 April 1897 *(RCG; co n Glasgow Herald 30 March)*; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCG)*; clo 1 July 1942 (Wednesday) *(Cl)*.

KEMBLE [GW] op for exchange only 12 May 1845 *(GW)*; to public 1 May 1882, replacing Tetbury Road *(co n Swindon Advertiser 1st)*; still open. K JUNCTION in *Brad* until 1898/9; always thus *hb*.

KEMNAY [GNS] op 21 March 1859 *(Alford Valley co n Banffshire Journal 22nd)*; clo 2 January 1950 *(Scotsman 22 December 1949)*.

KEMP TOWN [LBSC] op 2 August 1869 *(LBSC*; supported by *co n Alterations for August T 2nd* – says 1st, a Sunday, but no Sunday service); clo 1 January 1917 *(T 22 December 1916)*; reop 10 August 1919 *(Cl)*; last trains Saturday 31 December 1932 (no booked Sunday Service so clo 2 January 1933 according to general practice but 1 January according to Southern practice) – 'at the end of the year' *(West Sussex Gazette 15 December 1932)*. An hourly public service ran Saturday 26 June 1971 *(BR leaflet 'Last trains to Kemp Town')*.

KEMPSTON & ELSTOW [LNW] op 4 November 1905 (see October 1905**); & E added 1908; clo 1 January 1917 *(T 22 December 1916)*; HALT in LNW list of closures then. Reop 5 May 1919 *(RCG)*; clo 5 May 1941 *(LNW Record)*. See Bedford (Agricultural Show) for earlier station here.

KEMPSTON HARDWICK [LNW] op 4 November 1905 (see October 1905**); clo 1 January 1917 *(T 22 December 1916)*; HALT in LNW list of closures then. Reop 5 May 1919 *(RCG)*; see 25 July 2004**; still open

KEMPTON PARK [LSW]: at first non-tt for race meetings, op 18 July 1878 for members only, 1890 to public also *(Surrey)*; originally SUNBURY RACECOURSE; renamed 1891. Added (under SUNBURY) in *hb* 1941a: 'P' open race days only. Full public service began Monday 6 March 2006 (unadvertised previous day) – before appearance in National tt (South West Trains e-mail 2 January 2007); still open; {Hampton – Sunbury}.

KEMPSEY [BG] op November 1841** *(Mid)*; 4 November 1844? (see line note); {Wadborough – Defford). *BG* says PIRTON was station for here.

KEMSING [LCD] op 1 June 1874 *(T 2nd)*; still open.

KEMSLEY [SR] op 1 January 1927 *(Sheerness Times Guardian 30 December 1926)*; HALT until renamed 5 May 1969 *(SR App)*; still open.

KENDAL [LNW] op 22 September 1846 *(co n Manch 26th)*; still open.

The Kendal & Windermere Railway, R. Western, Oakwood, 2012, includes material from *Westmorland Gazette* which refers to the temporary Kendal station at LONGPOOL (elsewhere given as two words). Site or just buildings temporary? – no information on this included. Was it re-sited when line extended to Windermere 21 April 1847? The viaduct at Long Pool was stated as completed so could not have been source of need for temporary station. Probably just buildings: half-yearly meetings were held at the company's offices at Longpool and in 1858 the Lancaster & Carlisle were granted permission by the local authority to replace the wooden railway bridge here with an iron one and to widen it to give extra platform accommodation *(Westmorland Gazette 7 August)*.

KENDAL JUNCTION – see OXENHOLME.

KENDRICK(S) CROSS – see RAINHILL.

KENFIG HILL [GW] op 23 August 1865 *(Llynvi Valley Directors' minutes 31 August, line – via Welsh Railways Research Circle Newsletter Autumn 2021 p 49)* – and in *Brad* September, as CEFN; renamed 1 August 1885 *(RCH dist 31 December)*; clo 5 May 1958 *(RM June)*.

KENILWORTH

KENILWORTH (a) [LNW] op 9 December 1844 *(T 10th)*; clo 18 January 1965 *(Birmingham Daily Post 10 December 1964)*.

KENILWORTH (b) op 30 April 2018 *(Wikipedia)*; same site as above; still open.

KENLEY [SE] op 5 August 1856 *(co ½ T 30 August- line; in description of formal opening on 4th, London Evening News 5th)* as COULSDON; renamed December 1856 tt *(Cl)*; still open.

KENNETHMONT [GNS] op 20 September 1854 *(co notice Aberdeen Herald 23rd)*; clo 6 May 1968 *(BR notice Aberdeen Express 5 April)*.

KENNETT [GE] op 1 April 1854**; at first KENNET; aot request; still open.

KENNINGTON

KENNINGTON [Nor] op 18 December 1890 *(London Daily News 19th* where K NEW STREET); Waterloo branch platforms added 13 September 1926; see 1922**; still open.

K ROAD – see LAMBETH NORTH.

Also see OVAL.

KENNISHEAD [GBK Jt]: op 27 September 1848**; still open. CROFTHEAD when first in *Brad* June 1850 (probably error). Later various combinations of K / K JUNCTION / THORNLIEBANK/& SPIERSBRIDGE/ & SPIERS BRIDGE in *Brad*, *Murray*; settled 1859 *Brad* but perhaps later in Cal co tt.

KENNOWAY: (non-tt); see LARGOBEATH – on same line, details same.

KENSAL GREEN op 1 October 1916 *(RCG)* by [LNW] for [Bak] use; LNW began own service 10 July 1922; still open.

KENSAL RISE [LNW] op 1 November 1861 *(L)* as K GREEN & HARLESDEN; replaced 1 July 1873 *(co n T 29 June)* by station that was originally called K G and was renamed K R 24 May 1890 *(RCG)*; clo (route modernisation) 29 October 1995 *(BR leaflet NLL/DAL/A100);* reop 30 September 1996; still open. Originally KENSALL ... in *Brad*.

KENSINGTON

KENSINGTON [WL] op 27 May 1844 *(T 24th)*; clo 1 December 1844**; 'The Hammersmith Road Station' in inspection report; {map 100}.

K OLYMPIA [WL] op 2 June 1862, belatedly, for Grand Exhibition of 1862 *(LNW co n T 4th)* – clearly new site, south of original; kept after Exhibition closed (stressed in *co n T 31 October*). Note that until Willesden Junction opened in 1866, main line connections were made at Harrow. [Met] use began 1 July 1864; [Dist] began 1 February 1872. Clo 21 October 1940 by enemy action. Later workers' (National Savings Bank Employees) services from Clapham Junction began ? (certainly in operation summer 1946). Used 19 December 1946 *(LNW Record)* until ? for Bertram Mills's Circus *(RM January* 1947), when received present name; also from Earls Court for Exhibitions (separate platform op 3 March 1958). Reop 1 April 1963 for diversions during Euston electrification; clo 15 June 1965 *(L)*. Reop 15 October 1967 for diversions during Paddington rebuilding; clo 20 December 1967 *(L)*.

Motorail terminal opened 24 May 1966 *(RM July)*; last service arrived from Stirling morning of Sunday 25 October 1981 *(Motorail Summer brochure)*; later services to relevant London termini. Token service to Clapham Junction publicly advertised from 5 May 1969. Workmen's services advertised 16 May 1983 tt. Reop fully 12 May 1986 (start of InterCity cross-London service) *(ug)*; still open. Op as K; ADDISON ROAD was added 1868/9 in LNW co tt: in *Brad* added 1868/9 in the Metropolitan table, 1870 in the LNW table; LMS tt 1930: K A R for OLYMPIA
Also see SOUTH KENSINGTON; WEST KENSINGTON.

KENT HOUSE [LCD] op 1 October 1884 *(St James's Gazette 2nd)*; still open. K H (BECKENHAM) in *Brad* until 1916; *hb* still thus 1956.

KENTALLEN [Cal] op 24 August 1903**; see 25 May 1953**; clo 28 March 1966 *(RM June)*. Became K for FORT WILLIAM 1911/12? *(hbl ref 25 January 1912)*, thus Cal co tt 1913, LMS tt 1930. *Hb* back to K 1925. Only seen K *Brad*.

KENTISH TOWN

KENTISH TOWN [Mid] op 13 July 1868 *(T 14th)*; still open.
KENTISH TOWN [Nor] op 22 June 1907** *(co n T 21st)*; still open.
K T WEST [LNW] op 1 April 1867 *(L)*; WEST added 2 June 1924 *(T 16 May)*; clo by fire 18 April 1971 after service finished for that day *(RM July 1975)*; reop 5 October 1981 *(RM December)*; clo (route modernisation) 29 October 1995 *(BR leaflet NLL/DAL/A100);* reop 30 September 1996; see 1 June 2010**; still open.
Also see SOUTH KENTISH TOWN; GOSPEL OAK.

KENTON London.

KENTON [LNW] op 15 June 1912 *(T 14th)*; also [Bak] use from 16 April 1917 to 27 September 1982** and 4 June 1984 on *(Ug)*; still open. Became K for NORTHWICK PARK 1 October 1927 *(hbl October)*; reverted 7 May 1973 *(LMR WON)*.
Also see SOUTH KENTON.

KENTON [Mid-Suffolk Light] op 29 September 1908 *(Evening Star (Suffolk) 29th)*; clo 28 July 1952 *(T 28th)*.Ticket (co's own) exits for K JUNCTION (A. Porter).

KENTON BANK [NE] op 1 June 1905 *(co n Newcastle Daily Chronicle 1st)*; BANK added 1 July 1923 *(hbl 12th)*; clo 17 June 1929 *(Sunderland Daily Echo, Tuesday 11th – last train will run Saturday night)*. Bankfoot [TWM] on same site later.

KENTS BANK [Fur] op 1 September 1857** *(Fur)*; last trains in *Brad* March 1858; back May 1859; still open.

KENWITH CASTLE [BWA]: line op 18 May 1901**; clo 28 March 1917**; {Bideford – Abbotsham Road}.

KENYON JUNCTION [LNW]: line op 17 September 1830**, nd, 1 January 1831; also see 13 June 1831**; clo 2 January 1961 *(RM January)*.
BOLTON JUNCTION (KENYON) in 11 October 1832 list. LNW co tt 1852 called it K J; thereafter mixture of K and K J; *LNW dates* said renamed from K to K J 11 November 1895; always K J *Brad, hb.*.

KERNE BRIDGE [GW] op 4 August 1873**; clo 5 January 1959 *(T 5th)*. GW co tt 1902, 1932: K B for GOODRICH CASTLE; not thus 1942.

KERRY [Cam] op 1 July 1863**; reduced to Tuesdays only from emergency tt dated Thursday 5 May 1921 until ? by coal shortages – see April/May 1921**; clo 9 February 1931 *(LMS PCC 188)*. Annual Sunday School excursion used line until 1939 *(Van)*.

KERSHOPE FOOT [NB] op 1 March 1862 *(NB)*; clo 6 January 1969 *(BR clo notice)*. 1877 to 1890s one word *(hb)*, ticket thus *(JB)*, also clo notice.

KESWICK [CKP] op 2 January 1865 *(Carlisle Patriot 7th)*; clo 6 March 1972 *(Newcastle Journal Monday 6th* – last train Saturday). *Carlisle Journal 16 October 1894* – station alterations nearing completion, include **excursion platform** with own booking office. No other information found.

KESWICK GATE [GE] (non-tt) private; in use 1855; {Hethersett – Norwich Trowse}: *(@JF)*.

KETLEY [GW]

KETLEY op 2 May 1859 *(co n Wellington Journal 30 April)*; clo 23 July 1962 *(RM August)*.
K FORGE (non-tt): added *hb* 1873a (before facilities listed), shown 'P' 1877 and 1883 – omitted 1890; workmen's stop?; {Ketley – Lawley Bank}.
K TOWN op 6 March 1936 *(T 29 February)*; HALT; clo 23 July 1962 *(RM August)*; {Ketley – Lawley Bank}.

KETTERING [Mid] op 8 May 1857** *(T 9th)* – public use at reduced charges on formal opening day, 7th *(Herapath/Mid)*; became K for CORBY 4 May 1970 tt, K & C 5 May 1975 tt, K for C 2 May 1977, K 16 May 1988 tt *(Mid)*; still open.

KETTLE – see KINGSKETTLE.

KETTLENESS [NE] op 3 December 1883 *(Whitby Gazette 8th)*; clo 5 May 1958 *(RM May)*.

KETTON & COLLYWESTON [Mid] op 1 May 1848 *(co ½ T 21 August- line; expected to open then, Lincolnshire Chronicle 28 April, in tt Leicestershire Mercury 5 May)*; & C added 8 July 1935 *(Mid)* – *Brad* briefly K for C; clo 6 June 1966 *(Birmingham Daily Post 30 May)*.

KEW London.

KEW [NSWJ service but LSW owned site] op 1 August 1853 *(T 1st)*; most use ended 1 February 1862, when effectively replaced by Kew Bridge; one or two trains a week from Windsor to Caledonian Road for Metropolitan Cattle Market continued, last November 1866 *(Brad)*; {map 103}.
K BRIDGE [LSW] op 22 August 1849 *(co n T 22nd)*; BRIDGE added 1868/9 – 1 January 1869, when K GARDENS opened? *(JS)*; still open. [NSWJ] platforms added 1 Feb 1862, clo 12 September 1940 *(L)*.
K GARDENS op [LSW] 1 January 1869 *(co n T 24 December 1868)*; [Dist] use began 1 June 1877; [Met] also used 1 October 1877 to 1 January 1907; still open.

KEW GARDENS Southport [LY] op 2 September 1887 *(Southport Guard 8th)*; clo 26 September 1938 *(Liverpool Echo Friday 23rd*, citing tt changes in winter tt from Monday next).

KEYHAM [GW]

KEYHAM op 2 July 1900 *(W Morn News 2nd)*; still open.

K ADMIRALTY PLATFORM (non-tt): used for Naval Dockyard, 1867 to 1954; {branch from above} *(U)*. Alias Barracks Platform. Temporary platform (non-tt) to be provided for King and Queen to alight from Royal Yacht and join train 8 March 1902 *(Western Morning News 6th)*; really same as above? Paper initially referred to 'Devonport Dockyard' but in details said at Royal Naval Barracks Keyham.

KEYINGHAM [NE] op 27 June 1854 *(co ½ T 4 September- line; in description of formal op on 26th, Hull Packet 30th)*: clo 19 October 1964 *(Cl)*. According to *RM January 1960* this became HALT on 4th; not seen thus *Brad* but note was added that no staff were in attendance.

KEYMER JUNCTION [LBSC]: trains called from the start of Lewes line opening, 1 October 1847, though no proper station until late 1854 *(LBSC)* *– first in *Brad* January 1862; platforms only on Lewes line; clo 1 November 1883 *(Mid-Sussex Times 20th)*, replaced 1886 by station later renamed Wivelsfield (originally promised for 'next year').

* = press items found: *Sussex Advertiser 12 October 1847* said no station; *ibid 9 December 1851* – request for one to provide link between Lewes and Brighton to save going a long way round (via Brighton or Haywards Heath); *ibid 27 January 1852* – request refused; first in tt *Brighton Gazette 9 January 1862* (no detailed tt previous week).

KEYNSHAM [GW] op 31 August 1840 *(Bristol Stand 3 September)*; was K & SOMERDALE 1 February 1925 *(hbl April)* to 6 May 1974 *(BR notice)*; still open.

KIBWORTH [Mid] op 8 May 1857** *(Mid; co ½ T 13 August- line)*; clo 1 January 1968 *(RM February)*.

KIDBROOKE [SE] op 1 May 1895 *(RCG)*; still open. *Hb* 1895 (only): KIDBROOK.

KIDDERMINSTER [GW] op 3 May 1852**; still open.

KIDLINGTON [GW] op 1 June 1855 *(co n T 31 May)*; op notice refers to WOODSTOCK ROAD station at LANGFORD LANE; first month only L L in *Brad*, next month W R so perhaps last minute change of mind; renamed K 19 May 1890 *(hbl 10 July)*; clo 2 November 1964 *(Birmingham Daily Post 22 October)*. GW co tt 1902, 1947: K for BLENHEIM and thus *Brad* to 1957/8; not seen thus *hb*.

KIDSGROVE [NS]

KIDSGROVE op 9 October 1848 *(co ½ T 3 February 1849- line)* as HARECASTLE; then successively H JUNCTION, K JUNCTION, K J H early 1850s tt, became H 15 November 1875 *(JS)*, 'for K' back 1885/6 to 1923/4; became K CENTRAL 2 October 1944 *(RM November/December)*, K 18 April 1966 tt; see 18 May 2003**; still open.

K LIVERPOOL ROAD op 15 November 1875 *(RCG)*; L R added 2 October 1944 *(LNW Record)*; clo 2 March 1964 *(RM April)*.

K HALT op 1 July 1909 *(NS)* as K MARKET STREET HALT; renamed October 1915 *(JS)*; clo 25 September 1950 *(RM October)*.

KIDWELLY

KIDWELLY [GW] op 11 October 1852*; aot request; still open.

* = line op from *T 12th*; other stations on line listed but not this – error? – in tt *Welshman 15 October*, and in inspection report.

K FLATS [GW] (non-tt) op 6 August 1941 *(GW letter 25 July 1945 Cl pap)*; HALT; military depot; clo 11 November 1947 *(WR GIC B457)*; HALT added *hba* January 1948, 'closed' December 1957a; {Kidwelly – Pembrey}.

K QUAY [BPGV] (non-tt): miners; dates ?; {branch from Trimsaran Road} *(U)*.

KIELDER FOREST [NB] op 1 January 1862 *(Edinburgh Evening Courant* – called it Keilder Castle), as terminus for the time being; FOREST added to original KIELDER 1 October 1948 *(hba September 1948)*; clo 15 October 1956**.

KILBAGIE [NB] op 17 September 1894 *(NB list)*; clo 7 July 1930 *(Scotsman 16 June)*.

KILBARCHAN [GSW] op 1 June 1905 *(RCG: Paisley ... Gazette 3rd)*; clo 27 June 1966 *(Irvine Herald 1 July)*.

KILBIRNIE

KILBIRNIE [GSW] op 1 June 1905 *(RCG: Paisley ... Gazette 3rd)*; clo 27 June 1966 *(Irvine Herald 1 July)*.

K JUNCTION – see GIFFEN.

K SOUTH [Cal] op 2 December 1889 *(RCG; Glasgow Evening Post 2nd)*; SOUTH added 2 June 1924**; clo 1 December 1930 *(undated LMS N Div list, Cl pap)*.

Also see GLENGARNOCK.

KILBOWIE

KILBOWIE [Cal] op 1 October 1896 *(co n Glasgow Herald 28 September)* as K ROAD; renamed 1 April 1908 *(hbl 9 July)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*.

KILBOWIE [NB] op 1 May 1879 *(co n of alterations from 1 May, Glasgow Evening Post 30 April)*; clo 4 November 1907, replaced by Singer on a deviation *(Cl* has 3rd but Monday needed) – but see SINGER.

KILBRIDE – see EAST KILBRIDE.

KILBURN near Derby [Mid] op 1 December 1856 wtt *(Mid)*; clo 1 June 1930 (Sunday) *(Mid)*. Excursions continued until at least 13 September 1952 *(RM January 1953*, p 63).

KILBURN London.

KILBURN op [Met] 24 November 1879 *(T 22nd)* as K & BRONDESBURY/K-B; [Bak] began 20 November 1939; Met service ended 7 December 1940 (last use – *Ug*); renamed 1950; transferred to [Jub] 1 May 1979 *(Daily Mirror 30 April)*; still open.

K HIGH ROAD [LNW] op 3 May 1852 *(Morning Advertiser 3 May* – 'this day ... will be opened to the public'); as K; renamed K & MAIDA VALE 1 June 1879 *(Cl)*; clo 1 January 1917 *(T 22 December 1916)*; reop 10 July 1922 *(T 10th)*; renamed K H R 1 August 1923 *(hbl 25 October)*; clo by fire 17 September 2004, reop 22 August 2005 *(LRR January 2006)*; still open.

K PARK [Bak] op 31 January 1915 *(T 27th)*; still open.

KILCONQUHAR [NB] op 11 August 1857**;K & ELIE until 1863/4 *(Brad)*; clo 6 September 1965 *(Aberdeen Press 20 August)*.

KILDALE [NE] op 1 April 1861 *(NE maps; Newcastle Daily Chronicle 4th – line)*; still open.

KILDARY [High] op 1 June 1864 *(Aberdeen People's Journal 4th)* as PARKHILL; renamed 1 March 1868 *(co n Inverness Courier 13 February 1868)*, though a minute of 5 December 1865 shows change then approved after request from GNS *(High)*; clo 13 June 1960 *(RM July)*.

KILDONAN [High] op 28 July 1874 *(co n John O'Groat Journal 30th)*; aot request; still open.

KILDRUMMIE [Inverness & Nairn; High] op 1 December 1855 *(High)* as CAWDOR; renamed 1 January 1857 *(Inverness Courier/JS)*; clo 1 January 1858 *(co n Inverness Courier 7th)*, though still shown in tts for January e.g. *Elgin Courant* and *Brad*

January 1858 (last); continued as private PLATFORM for Earl of Cawdor; disused about 1880 *(U)*; {Gollanfield – Nairn}. However, continued private use has been questioned on grounds it would not have made sense. Contemporary sources give support for questioning: name Cawdor was given to by railway company without regard for reality, which was that it was at Kildrummie and would not have been much use to people of Cawdor, who would have found Fort Rose (eventually Gollanfield) or Nairn far more accessible – there was then no bridge over River Nairn, which ran between them: see e.g. *Inverness Courier 8 November 1855* and *Nairnshire Telegraph 19 November 1856.*

KILDWICK & CROSSHILLS [Mid]: line op 7 September 1847**, station certainly by April 1848 *(Mid)*; originally K, later K for/& CROSS HILLS; name settled 1884/5; re-sited 16 chains west 7 April 1889 *(Mid)*; clo 22 March 1965 *(RM April)*.

KILGERRAN [GW] op 1 September 1886 (see note on Cardigan); became HALT 1958 *(Brad)*; clo 10 September 1962 *(Cl)*.

KILGETTY [GW] op 5 September 1866 *(Cardiff T 7th- line; in description of formal opening on 4th, Carmarthen Journal 7th)* as K & BEGELLY; renamed 1901 tt *(Cl)*; aot request; still open.

KILKERRAN [GSW] op 24 May 1860 *(co n Glasgow Herald 24th)*; clo 6 September 1965 *(RM September)*.

KILLAMARSH

KILLAMARSH [North Midland] op 6 April 1841; finally clo September 1843 (see 1 July 1840** for full details).

K CENTRAL [GC] op 1 June 1892 *(RCG)*; CENTRAL added 25 September 1950 *(Rly Obs October)*; clo 4 March 1963 but 'will be opened specially for excursion and holiday use' *(T 27 February)*.

K WEST [Mid] op 21 July 1873 *(Mid)* on site of 1841 station; WEST added 25 September 1950 *(Rly Obs October)*; clo 1 February 1954 *(RM March)*.

Also see UPPERTHORPE & KILLAMARSH.

KILLAY [LNW] op 14 December 1867 *(Cambrian 20th)*; clo 15 June 1964 *(RM August)*.

KILLEARN

KILLEARN [NB] op 2 October 1882 *(Edinburgh Evening News 3rd)*; op as K NEW; renamed 1 April 1896 *(hbl 23rd)*; clo 1 October 1951 *(RM October)*.

K OLD – see DUMGOYNE.

KILLEARNAN – see 1957**.

KILLIECRANKIE [High] op 1 July 1864 *(High)*; clo 3 May 1965 *(RM June)*.

KILLIN [Cal]

KILLIN (a) op 1 June 1870 *(Glasgow Evening Post 2nd)*; replaced, 1 April 1886 *(Dundee Evening Telegraph 29 March)*, by (b) in public tt but kept as GLENOGLEHEAD CROSSING (non-tt); probably intermittent use, school trains (railwaymen's children) to line closure 28 September 1965** (last used 24th) (D Stirling, personal knowledge).

K (b) op 1 April 1886 *(Dundee Evening Telegraph 29 March)*; clo 28 September 1965**.

K JUNCTION op 1 April 1886 *(Dundee Evening Telegraph 29 March)*; intended to be exchange only but pressure from locals meant they were soon able to use (ticket and receipt evidence – C Hogarth, *The Killin Branch Railway*, Stirling Libraries and D Stirling from company records at SRO); clo 28 September 1965**.

Also see LOCH TAY; MILEPOST items.

KILLINGHALL – see RIPLEY VALLEY.

KILLINGHOLME

KILLINGHOLME [GC] op 5 December 1910**; became HALT 1 September 1955 *(Cl)*; clo 17 June 1963 *(RM June)*.

K ADMIRALTY PLATFORM [GC] (non-tt): op 17 March 1913 *(GC dates)*; naval base; alias NORTH K (LNE ticket, *JB*); clo 17 June 1963 *(RM June)*; {East Halton – Killingholme}.

KILLINGWORTH [NE]

KILLINGWORTH: op 1 March 1847 *(Kelso Chronicle 5th)*; clo 15 September 1958 *(Shields Daily News 23 August)* 'but will remain available for race specials and excursions' *(RM October)*; last really referred to next entry.

K SIDINGS PLATFORM (non-tt): a temporary platform for race meetings was in existence by 8 February 1896, when mentioned in *co ½ Newcastle Daily Chronicle*; remained in use until 1959 *(race)*.

KILLOCHAN [GSW] op 24 May 1860 *(co n Glasgow Herald 24th)*; clo 1 January 1951 *(RM February)*.

KILLYLUNG – see HOLYWOOD.

KILLYWHAN [GSW] op 7 November 1859 *(Dumfries 5th)*; clo 3 August 1959 *(Cl)*; 17 June 1963 wtt showed one eastbound stop, Fridays only (perhaps only to deliver staff pay?) and still shown 7 September 1964 wtt (last for line).

KILMACOLM [GSW] op 23 December 1869 *(co n Greenock Telegraph 25th)* as KILMALCOLM; altered 1 December 1904 *(RCG)*; clo 10 January 1983 *(Rly Obs March)*.

KILMANY [NB] op 25 January 1909 *(Fife Free Press 23rd)*; clo 12 February 1951– see 1951**.

KILMARNOCK

For earliest service see 1818** (terminus later St Marnocks).

KILMARNOCK [GSW] op 4 April 1843 *(co ½ 1110/149)*; still open.

KILMARONOCK – see CALDARVAN.

KILMAURS

KILMAURS (a) [GBK Jt] op 26 June 1873 *(Glasgow Herald 27th)*; clo 7 November 1966 *(Cl)*.

KILMAURS (b) op 12 May 1984, same site *(JF, OS evidence) (RM July)*; still open.

KILN LANE CROSSING STALLINGBOROUGH [GC GI] op 15 May 1912 *(RCG)*; alias NO 8 LOOP (ticket *JB*); clo 3 July 1961 *(notice G&I)*.

KILNHURST

Neither *GC* nor *Brad* support existence of MS&L station here before 1871.

K CENTRAL [GC] first in *Brad* September 1871; re-sited to north later 1871 *(Cobb)*; CENTRAL added 25 September 1950 *(Rly Obs October)*; clo 5 February 1968 *(Cl)*.

KILNHURST [North Midland] op 6 April 1841; finally clo September 1843 (see 1 July 1840** for full details).

K WEST [Mid] opening date not known since it was first seen in Doncaster – Sheffield table, SY, October 1852 *(Mid)* and only occasional examples of this table have been seen; it was presumably opened after July 1851 since a property advert in *Leeds Intelligencer 26 July 1851* said estate there was about 1½ miles from Swinton station; WEST added 25 September 1950 *(Rly Obs October)*; clo 1 January 1968 *(RM February)*.

KILNWICK GATE [NE] (non-tt): shown 'P' in *hb* 1877 (goods only 1883); no other evidence for passenger use; {on Airey's Yorkshire Map, 1879, 1 m 6 ch north of Lockington}.

KILPATRICK

KILPATRICK [NB] op 31 May 1858 *(T 7 June)*; still open. *Hb* 1910a on: K for OLD K; not seen thus in *Brad*.

Also see OLD KILPATRICK.

KILSBY & CRICK [LNW] op 1 December 1881 *(LNW Officers 22843, 22911)*; clo 1 February 1960 *(Coventry Evening Telegraph 15 January* – after last train on January 31).

KILSYTH

KILSYTH [NB] op 1 June 1878 *(Glasgow Herald 3rd)*; became K OLD on opening of next (and thus NB co tt 1900) and thus until altered 1 January 1936 *(JS*, based on *circular 297, of 23 December 1935)*; clo 6 August 1951 *(Cl)*.

K NEW [KB] op 2 July 1888 *(Paisley & Renfrewshire Gazette 7th)*; clo 1 February 1935 (Friday) *(LMS-LNE n Scotsman 23 January)*.

KILWINNING

For early service to Ardrossan see 1834**.

KILWINNING [GSW] op 23 March 1840 from Ayr *(Scotsman 21st / Ayr Advertiser)*; still open. K JUNCTION 1852/3 to 1878/9 in *Brad* (Ardrossan table).

K EAST [Cal] op 4 September 1888 *(Scotsman 3rd, 4th)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RCG)*; EAST added 2 June 1924**; clo 4 July 1932 *(Cl)*. Also for specials to Kings Park for football: Scotland v England 15 April 1939 *(co n Daily Record 13th)* and Clyde v Motherwell 22 April 1939 *(ibid 20th)*.

KIMBERLEY

KIMBERLEY [Mid] op 1 September 1882 *(Mid)*; clo 1 January 1917 *(T 29 December 1916)*.

K EAST [GN] op 1 August 1876 *(Notts Guardian 4th)*; EAST added 1955 tt; clo 7 September 1964 *(RM October)*.

Became K for WATNALL, NUTTALL and GILTBROOK 1905/6 *(RCG reference January 1906)* and thus GN co tt 1909 but just K for W in LNE tt 1933. Full version in *Brad* until 1955; also in *hb* 1938.

KIMBERLEY PARK [GE]: line op 15 February 1847 and in *Norwich Mercury 20th* as K; but not in *Brad* until July 1857 but *GE Journal July 1998* quotes evidence for station being in existence at 12 December 1848 and in 1853 and wtt showing Saturdays only service September 1856; possible explanation – initially private station for Lord Wodehouse of Kimberley Park and locals allowed to use market days; aot request; PARK added 1 July 1923 *(hbl 12th)*; clo 6 October 1969 *(RM October)*; later excursions *(U)*.

KIMBOLTON [Mid] op 1 March 1866 *(Cambridge Independent Press 3rd)*; clo 15 June 1959 *(RM July)*.

KINALDIE [GNS] op 1 December 1854 *(co n Aberdeen Herald 9th)*; clo 7 December 1964 *(Aberdeen Press 3rd)*.

KINBRACE [High] op 28 July 1874 *(co n John O'Groat Journal 30th)*; aot request; still open.

KINBUCK [Cal] op 23 May 1848**; clo 11 June 1956 *(Aberdeen Evening Express 2 March)*.

KINCARDINE near Alloa

KINCARDINE [NB] op 18 December 1893 *(co n Scotsman 16th)*; clo 7 July 1930 *(ibid 16 June)*.

Also see FOREST MILL.

KINCRAIG [High] op 9 September 1863 *(Scotsman co n 9th, item 10th)* as BOAT OF INSCH; renamed 1 September 1871 *(co circular*, which has Boat O' Insch); clo 18 October 1965**.

KINETON [SMJ] op 5 June 1871 *(Oxford Chron 10th)*; clo 23 July 1877, reop 2 March 1885**; clo 7 April 1952 *(Coventry Evening Telegraph 5th* – last today). (Non-tt) To be temporary platform not far from here 29 March 1906 in grounds of Lord Willoughby de Broke for 'Grand Military Point-to-Point Steeple Chase' *(Yorkshire Post 28th)*; presumed in grounds of Compton Verney House, north-west of Kineton station.

Was also a **military service** but no details known: see Section 7, 2 – military lines**.**

KINFAUNS [Cal] op 24 May 1847 *(Perthshire Courier 27th)*; clo 2 January 1950 *(Scotsman 22 December 1949)*.

KING EDWARD [GNS] op 4 June 1860 *(co notice Aberdeen Press 6th)*; clo 1 October 1951 *(BR notice Aberdeen Evening Express 17 September)*.

KING GEORGE V DOCK Glasgow [LMS] (non-tt): troop trains in 1940s; {branch from Cardonald} *(U)*.

KING GEORGE V London

KING GEORGE V DOCK [PLA] – see ROYAL GROUP OF DOCKS.

KING GEORGE V [Dock] op 2 December 2005 (formal 6th) *(LRR January 2006)*; still open.

KING TOR [GW] op 2 April 1928* *(wtt supp)*; HALT; clo 5 March 1956 *(T 5th)*; {Princetown branch}.

* = *Western Morning News, Thursday 5th*, said opened on Tuesday, but Monday seems more likely.

KING WILLIAM STREET [City & South London] op 18 December 1890**; clo 26 February 1900**. *Brad*: at first CITY OR MONUMENT, 1891/3 changed to K W S (CITY STATION).

KINGENNIE [Cal] op 14 November 1870 *(Dundee)*; clo 10 January 1955 *(T 28 December 1954)*.

KINGHAM [GW] op 10 August 1855 *(T 11 August* – date of line from this junction station)* as CHIPPING NORTON JUNCTION; renamed 1 May 1909 *(hbl 22 April)*; still open.

* = Chipping Norton branch inspection report, 26 July 1855, said only one station on line (i.e. C N itself) 'but a house has been erected at the junction for the issue of tickets to passengers, etc.' *(Rtn)*.

KINGHORN [NB]: op 20 September 1847**; still open.

KINGMOOR – see under Carlisle.

KINGS CLIFFE [LNW] op 1 November 1879 *(RCG; Leamington Spa Courier 1st)*; clo 6 June 1966 *(Birmingham Daily Post 30 May)*. All *Brad* and LNW co tts seen shown as two words; *hb* always KINGSCLIFFE (and thus both papers cited).

KINGS CROSS
For main line station see under London.
K C ST PANCRAS [Met] platforms used by Circle op 10 January 1863 *(Morning Post 12th)*; clo by enemy action 16 October 1940; new station to west op 14 March 1941 *(L)*; still open. 'Widened Lines' platforms op 17 February 1868; clo 14 May 1979 *(L)*; reop later by BR – see LONDON KINGS CROSS.
K C ST PANCRAS [Picc] op 15 December 1906 *(co n T 14th)*; still open.
K C ST PANCRAS [Nor] op 12 May 1907 *(L)*; see 1922**; clo 18 November 1987, reop 5 March 1989 *(Ug)*; clo 15 October 1995 by escalator fire, reop 17 June 1996 *(BLN 781)*; still open.
K C ST PANCRAS [Vic] op 1 December 1968 *(T 2nd)*; still open.
Where applicable, ST PANCRAS added 1920s/30s; originally added as & ST P/for ST P. *Hb*: 1910a 'for'; 1936a on '&'.

KINGS FERRY BRIDGE [SEC]
K F B (a) Temporary HALT (non-tt) provided at junction of branch line to Ridham Dock (which see) for workmen building Dock; exact dates ? – it was in use in December 1913 *(SEC)*. Still in SEC co tt April 1923. Probably clo soon after.
K F B (b) and **K F B NORTH**: the Bridge, which had opening section for passage of ships and connected Sheerness with 'mainland' by both road and rail was damaged and remained in the open position when a ship collided with it soon after after the noon train from Sheerness passed over on Sunday 17 December 1922. A variety of expedients was used over the next few days in order to keep traffic moving. At first trains stopped just short of river, passengers scrambled down bank and were carried over in rowing boats; on following Tuesday afternoon (19th) motor boat able to carry 80 was brought from Southend (later replaced by steamer) and temporary staging and steps were provided; then raft bridge made out of war-surplus material (still with gap for river traffic). From 27 December London passengers taken from Charing Cross via Gravesend to Port Victoria and on to Sheerness by steamer (at one point interrupted by storms), thence by train. Locals still used previous method. *(East Kent Gazette 23rd; Dover Express 29th)*. Motor boat service terminated 28 February 1923 (last day?) *(co n Kent & Sussex Courier 23rd)* and notice referred to rail service from 1 March. Temporary platforms (K F B on south side of river and K F B NORTH) op then – 'passengers will walk the short distance between the Halt platforms' *(Brad April)* – temporary bridge high enough to allow ships to pass under had been completed. Former already under construction as permanent station for Ridham Dock workers; this kept after repairs finished, later renamed SWALE, which see. Rail service fully restored 1 November 1923 *(Dover Express 5 October)* and K F B NORTH clo *(Cl)*. Also see *Marx*.
KINGS HEATH [Mid] op November 1841** *(Mid)* as MOSELEY; renamed 1 November 1867 *(RCH dist 22 January 1868)*; clo 27 January 1941 *(Birmingham Mail 21st)*.
KINGS INCH – see RENFREW.
KINGS LANGLEY [LNW] op about October 1839 (*LNW Record* entry added much later); minutes show it opened after 8 June 1838 (decision taken to build station); *advert Bucks Herald* 21 September 1839 'has a station'; in fare list January 1840, but not in *Brad* until December 1841, (earlier *Robinson*); became K L & ABBOTS LANGLEY 1 October 1909 (LNW co tt), reverted 6 May 1974 *(BR notice)*; still open.
KINGS LYNN [GE] op 27 October 1846 *(co n Lynn Advertiser 31st)* as LYNN; re-sited 28 August 1871 *(Cl)*; renamed 1 January 1911 *(hbl 26th)*; still open. 1893 (only) *hb* had L CENTRAL for [Eastern & Midlands] use, L for [GE]; 1912 (only) K L TOWN.
Ticket platform: earliest reference seen: accident near ticket platform here *(Norfolk Chronicle 19 January 1861)*. At north end of station – accident *(Cambridge Independent Press 15 August 1863)*. Last reference seen: royal train changed engines here *(Eastern Evening News 10 November 1902)*.
KINGS NORTON [Mid] op 1 May 1849 co tt *(Mid)*; still open.
KINGS NYMPTON [LSW] op 1 August 1854 *(Trewman 13 July, 3 August)* as SOUTH MOLTON ROAD (until 1868 S M one word in tt, *JS*); renamed S M R CHUMLEIGH 1874 tt, S M R 1906 tt *(JS)*, K N 1 March 1951* *(RM May)*; aot request; still open. NEWNHAM in *Trewman's* description of formal opening.
* = decision reported in 21 September 1950 *N Devon Journal.* Locals had wanted FORTESCUE ARMS and were not pleased about being ignored (e.g. *Western Times 27 October).*
KINGS PARK Glasgow [LMS] op 6 October 1928 *(Rly Gaz 12th)* or 8th *(LMS PCC 67, issued 3 October* and *hbl 69)*; still open
KINGS SUTTON [GW] op 1 June 1872 *(co n T 1st)*; became HALT 2 November 1964 *(BR WR circular 12 October)*, HALT dropped to 6 May 1968 *(Cl)*; still open.
KINGS WORTHY [GW] op 1 February 1909 *(RCG; Hampshire Chronicle 30 January)*; clo 4 August 1942**, reop 8 March 1943; clo 7 March 1960 *(Hampshire Chronicle 5th)*.
KINGSBARNS [NB] op 1 September 1883 *(Fifeshire Journal 6th)*; clo 22 September 1930 *(Scotsman 15th)*; later intermittent stops WW II for personnel working at RAF Kilduncan (Hajducki et al, *Anstruther & St Andrews Railway*, Oakwood, 2009).
KINGSBRIDGE [GW] op 19 December 1893 *(Totnes Weekly Times 23 December)*; paper mentioned at least three trains with general use on formal opening day, 18th; implication is that were free (no tickets issued) and generally non-stop to/from Totnes; clo 16 September 1963 *(Cl)*. GW co tt 1902, 1948: K for SALCOMBE; later entry for bus connection; only seen as K in *hb*.
KINGSBRIDGE ROAD – see WRANGATON.

KINGSBURY Birmingham [Mid]
KINGSBURY op 12 August 1839 *(Mid; co n T 8th- line; in co n Derby Mercury 21st* – notice of alteration of times from 17th); clo 4 March 1968 *(Coventry Evening Telegraph 5 February)*.
K COLLIERY SIDINGS/PITS (non-tt): miners; op by March 1914; in May 1922 wtt as K PIT; clo 7 December 1928; {branch from Kingsbury} *(U)*.

KINGSBURY London
KINGSBURY op [Met] 10 December 1932 *(T 10th)*; transferred to [Bak] 20 November 1939 *(co n Hendon ... Times 17th)*; transferred again, to [Jub], 1 May 1979 *(Daily Mirror 30 April)*; still open.
Also see NEASDEN.

KINGSCOTE [LBSC] op 1 August 1882 *(Surrey Mirror 29 July)*; clo 30 May 1955**.

KINGSHOUSE [Cal] first in *Brad* June 1872 *(Callander* says op 1871; nature of service – request – such that sort of station liable to be late in tt); PLATFORM 1911 to 18 June 1962 tt index (but later table); clo 28 September 1965**. Cal co tt 1913 has note that passengers for Braes of Balquhidder would be set down by previous arrangement with station-master at Strathyre and picked up if on platform. Shown as K PLATFORM for BRAES OF BALQUHIDDER, LOCH VOYLE, ROB ROY'S GRAVE in *Brad* to 1955, and on 1960 season ticket *(JB)* but just K PLATFORM in *Murray* 1948. HALT in *hb* 1938 to September 1962a.

KINGSKERSWELL [GW] op 1 July 1853 *(Trewman 7th)*; clo 5 October 1964 *(BR WR notice Torbay Express 3 September)*.

KINGSKETTLE [NB] op 20 September 1847**; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*; clo 4 September 1967 *(Cl)*. KETTLE in op description and in *Topham*, June 1848 only. *RCH* at first made two words of it.

KINGSKNOWE

KINGSKNOWE (a) [Cal] op 15 February 1848 *(Caledonian Mercury 17th)* as SLATEFORD; renamed KINGS KNOWES 1 January 1853 when new Slateford op; name amended later 1853 *(Brad)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RCG)*; HALT in *Brad* 1930/1 to 1933/1934; clo 6 July 1964 *(RM July)*.

KINGSKNOWE (b) op 1 February 1971 *(Cl)*; still open.

KINGSLAND London

KINGSLAND [NL] op 9 November 1850 *(L)*; clo 1 November 1865 (Wednesday) *(Cl)*, replaced by Dalston Junction.
Also see DALSTON.

KINGSLAND near Hereford [GW] op 20 August 1857**; clo 5 February 1951 *(Kington Times 3rd)* – see 1951**; reop 2 April 1951 *(Cl)*; clo 7 February 1955 *(BR WR notice ibid 7 January)*.

KINGSLEY [LSW] op 7 March 1906 *(Hampshire Chronicle 17th)*; HALT; clo 16 September 1957 *(ibid 21st)* –last train early a.m. 16th.

KINGSLEY & FROGHALL [NS] op 1 September 1849 *(Churnet)* as F; renamed May 1907 tt *(JS; RCG ref July)*; clo 4 January 1965 *(RM March)*.

KINGSMUIR [Cal] op 14 November 1870 *(Dundee)*; clo 10 January 1955 *(T 28 December 1954)*.

KINGSTON-on-Thames [LSW]
For first station of this name see SURBITON.

KINGSTON op 1 July 1863 *(co ½ T 10 August)* as a terminus; station on through lines op 1 January 1869 as K NEW; aot pair HL, LL in *Brad*, sometimes with TOWN added; two combined in station reconstruction 1935; still open. According to *hbl 23rd* K NEW lost 'NEW' 1 April 1896.

KINGSTON CROSSING [GW] op 1 September 1906 *(Henley … Standard 31 August)*; HALT; clo 1 July 1957 *(RM August)*; {Chinnor – Aston Rowant}.

KINGSTON PARK [TWM] op Sunday 15 September 1985 *(co n Newcastle Journal 14th)*; still open.

KINGSTON ROAD [WCP] line op 1 December 1897 *(Bristol T 2nd)*, nd, December 1899; clo 20 May 1940 *(Bridgwater Merc 22nd)*.

KINGSTON-ON-SEA [LBSC] op 12 May 1840**; clo 1 November 1847 *(Hants Teleg 30 October – presumed for winter)*; included without trains tts *Sussex Advertiser November*; trains restored *ibid 7 March 1848*; -on-S added 1870; clo 1 April 1879 (Tuesday) *(Cl)*. 1883 *hb* showed K WHARF as 'P'; presumably parcels only or error.

KINGSWEAR [GW]

KINGSWEAR op 16 August 1864 *(W Morn News 17th)*; see 1 November 1972**. Pre-op in *Brad* as DARTMOUTH.

Ticket platform: ticket platform outside station (part of 'recent' improvements) is great boon to collectors who had previously to climb up and scramble along footboards as best they could *(Dartmouth Chronicle 17 August 1894)*. Complaint about delay *(Western Morning News 16 October 1911)*. Closed by November 1915 *(U)*.

K CROSSING – see BRITANNIA.

KINGSWESTON PARK: [Bristol Port & Docks] (non-tt) temporary platform for Shirehampton Horticultural Show 4 August 1865, trains from Clifton (then terminus) *(co n Bristol Times 1st)*. Used again 23 August 1867 *(Western Daily Press 24th)*. Again 4 August 1869 *(Bristol Times & Mirror 5th)*.

KINGSWOOD [SE] op 1 November 1897 *(SE co n Globe 1st; item Sussex Agricultural Express 6th; RCG)**; K & BURGH HEATH until renamed 1 December 1968 *(Cl)*; still open.

* = according to *L* regular passenger service probably began 9 November.

KINGSWOOD – see LAPWORTH.

KINGSWOOD CROSSING [High] (non-tt): railwaymen's wives; in use 1926; {Murthly – Dunkeld} *(U)*.

KINGTHORPE [GN] op 1 December 1876 *(RCG; T 28 November- line)*; clo 11 September 1939**, reop 4 December 1939; clo 5 November 1951 *(RM December)*. Initially in *hb* as KINGS THORPE, later KING THORPE; settled 1890.

KINGTON [GW] op 20 August 1857**; re-sited on extension to New Radnor 25 September 1875 *(Cl)*; clo 5 February 1951 *(Kington Times 3rd)* – see 1951**; reop 2 April 1951 *(Cl)*; clo 7 February 1955 *(BR WR notice ibid 7 January)*.

KINGUSSIE [High] op 9 September 1863 *(Scotsman co n 9th, item 10th)*; still open.

KINLOSS [High] op 25 March 1858 *(co n Elgin Courier 26th)*; re-sited 18 April 1860 to east as junction station for Findhorn branch; moved back to original site May 1904, probably*(Cl)*; clo 3 May 1965 *(Aberdeen Free Press 16 April)* {map 3}.

KINMEL BAY [LMS] (non-tt) op experimentally 4 July 1938 to 2 September 1938 *(LNW Record)*; reopening of earlier Foryd (which see); HALT; presumably also used next summer – last used Friday 1 September 1939 (no Saturday service) (based on *Cl)*.

KINMEL CAMP [LNW] (non-tt): military camp. Line originally ran to Foryd station, joining from east so reversal needed for journeys to Rhyl; War Department took over line from contractor 7 August 1916; passenger service for troops began ? Line diverted to join Vale of Clwyd line just before this joined main line; initially link was via part of line to harbour and double reversal, officially opened 14 June 1917 by GOC Western Command; 2 July 1917 soldiers' trains diverted via this line to run to Rhyl, and Foryd then closed (later reopened); initial service 6 trains to Rhyl, 7 back, daily, for troops' recreation. In January 1919 another diversion allowed direct running onto Clwyd line. Original platform south of Abergele to St Asaph road. By 7 February 1919 another station

had been added at FAENOL BACH, at end of short branch to east, north of original. Closed ? (Foryd reop 1 July 1919) – camp dismantled 1920 on. (P. G. Hindley, *The Kinmel Camp Railway*, in *Industrial Railway Society Journal*, date?).

KINNABER JUNCTION (non-tt): *BR Scottish Region Special Traffic Notice* shows stop here for workmen week beginning Monday 24 June 1957.

KINNERLEY JUNCTION [SM] op 13 August 1866** (see for full details) as K; JUNCTION added at 1911 reop; clo 6 November 1933 *(Cl)*.

KINNERSLEY [Mid] op 1 September 1863 *(co n Hereford J 5th)*; clo 31 December 1962 *(T 31st)*.

KINNERTON [LNW] op 2 March 1891 *(LNW Permanent Way Committee minute of 18th)*; clo 30 April 1962 *(Cheshire Observer Saturday 5 May – line*, last previous Saturday).

KINNIEL [NB]: originally ticket platform (D. Stirling, *Steam Days, September 2002, p 281)*; op 2 January 1899 *(NB notice, SRO BR/NBR/8/1238)*; clo 1 January 1917 *(RM February)*; reop 1 September 1919 *(Cl)*; clo 22 September 1930 *(Scotsman 15th)*. Alias KINNEIL (local spelling); *hb* 1922a changed to this; *Brad* altered in index 1928/9, not body of book.

KINNING PARK [GU] op 14 December 1896**; still open.

KINROSS

KINROSS [Kinross-shire] temporary terminus op 20 June 1860 *(co ½ T 28 September)*; clo soon after 20 September 1860, when line extended to station later renamed Loch Leven *(Tayside)**; {Loch Leven – Blairadam}.

* = time from Milnathort increased November to December from 5 to 10 minutes, tts *Fife Herald.*

K JUNCTION [NB] op 20 August 1858 *(Kinross 28th)* as K; renamed HOPEFIELD / H JUNCTION in 1860 and K J in 1871*; re-sited 200 yards north 1890 *(Cl)*; aot request; clo 5 January 1970 *(RM January)*.

* = much contradictory information about name here. According to *Cl* it was renamed H JUNCTION in December 1860 tt but it was just H in April 1870 *Brad*, HOPEFIELD STATION in *NB co n Fifeshire Journal* dealing with changes following full opening of Devon Valley line and H (KINROSS), = H for K?, in tts in Fifeshire Newspapers in 1871 up to and including October 1871. Change from H to K J came with 1 October 1871 *wtt* but *GM circular 13 October 1871* said it would be renamed from H JUNCTION to K J on 16th (as in *Cl).* Was there a double change in 1871?

Also see LOCH LEVEN.

KINTBURY [GW] op 21 December 1847 *(Oxford Chron 25th)*; HALT 2 November 1964 to 5 May 1969 *(Cl)*; still open.

KINTORE

KINTORE (a) [GNS] op 20 September 1854 *(co n Aberdeen Herald 23rd)*; clo 7 December 1964 *(Aberdeen Press 3rd)*.

KINTORE (b) op 15 October 2020 about 1/3 mile north of first *(Modern Railways 2020)*; still open.

KIPLING COTES [NE] op 1 May 1865**; clo 29 November 1965 *(RM December)*. *RM June 1961* said would be unstaffed HALT from 12 June; not thus BR tts, but was note that no staff in attendance.

KIPPAX [NE] op 12 August 1878 *(Yorkshire Post 13th)*; clo 22 January 1951 *(Cl)* – see 1951**.

KIPPEN [NB] op 26 May 1856**; clo 1 October 1934 *(Dundee Courier Monday 1st* – last train Saturday).

KIPPS [MK] see 1828 B**; other early short-lived services through area might have called; {map 16}.

KIRBY – see ASFORDBY.

KIRBY near Pickering [NE] op 8 July 1845**; soon closed; back in tt November 1853; clo authorised 17 July 1858, last in *Brad* August but last in co tt 1 October *(Cl)*.

KIRBY CROSS [GE] op 28 July 1866 *(T 30th)*; still open.

KIRBY MUXLOE [Mid] op 20 June 1859 *(co n Leicester Guardian 18th)*, replacing Braunston; clo 7 September 1964 *(RM October)*.

KIRBY PARK [Birkenhead] op 1 October 1894 *(RCG)*, as an 'experimental station' *(LNW Record)*; clo 5 July 1954 *(RM September)*; schools' use continued to 17 September 1956 *(U)*.

KIRBYMOORSIDE [NE] op 1 January 1874 *(Yorks Gaz 3rd)*; sometimes KIRBY MOORSIDE; clo 2 February 1953 *(RM March)*; later excursions, shopping and football *(RM February 1955)*; last ramblers' excursion to here 3 May 1964 *(Barrie, Cl pap)*.

KIRK HAMMERTON – see HAMMERTON.

KIRK SANDALL op 13 May 1991 *(BLN 662)*; still open.

KIRK SMEATON [HB] op 27 July 1885 *(NER I)*; clo 1 January 1932 (Friday) *(Sheffield Daily Telegraph 10 December 1931)*; later excursions to Hull Fair and Leeds football – e.g 14 October 1933 during Hull Civic Week *(RM January 1934)*, 28 February 1953 *(RM May)*.

KIRKANDREWS [NB]: line op 22 June 1854 but *Newcastle Journal (24th)* said Burgh was only station; directors contemplated erecting platform here; earliest evidence is in *co n* of alterations from 25 July 1854 *(Carlisle Journal 28th)* as request stop, fitting first appearance in *Brad* August; omitted from *Brad* September 1856 (space saving after op of Port Carlisle line and need to fit its stations in?); back October 1856; aot request; clo 7 September 1964 *(RM October)*.

KIRKBANK [NB] op 17 July 1856** as OLD ORMISTON; renamed 20 May 1868 *(Cl; RCG ref July)*; clo 13 August 1948**.

KIRKBRIDE [NB] op 3 September 1856**; clo 7 September 1964 *(RM October)*.

KIRKBUDDO [Cal] op 14 November 1870 *(Dundee)*; clo 10 January 1955 *(T 28 December 1954)*.

KIRKBURTON [LNW] op 7 October 1867 *(Huddersfield 12th)*; clo 28 July 1930 *(Yorkshire Post 9th)*.

KIRKBY Liverpool

KIRKBY [LY] op 20 November 1848**; still open, as terminus of two separate services, opposite ways.

K ROYAL ORDNANCE FACTORY [LMS] (non-tt): HALT; op 9 December 1940, built on government property at its expense *(LNW Record)*; used at least until 1943 *(U)*; {branch from Kirkby}.

KIRKBY LONSDALE [LNW] op 16 September 1861 *(co n Lancaster Gaz 14th)*; clo 1 February 1954 *(T 1st)*. Later use by schools' specials, beginning and end of terms, for Cressbrook School and boarders of Kirkby Lonsdale Grammar School (R. Western, *The Ingleton Branch*, Oakwood, 1990); also more generally 1963, when snow closed Settle to Carlisle line; last ramblers' excursion 26 August 1962 *(AB)*.

KIRKBY STEPHEN

KIRKBY STEPHEN [Mid] op 1 May 1876 *(Carlisle Express 6th)* as K S; became K S & RAVENSTONEDALE 1 October 1900 *(RCG)*, K S WEST 8 June 1953 tt *(Mid)*, K S 6 May 1968 *(Cl)*; clo 4 May 1970 *(RM June)*; probably used by trial charter excursion 9 June 1974 *(AB)*; reop summer week-end Dales Rail 3 May 1975**; reop fully 14 July 1986; see 16 October 1989**; still open.
K S EAST [NE] op 8 August 1861 *(co n Durham County Advertiser 9th)*; EAST added 1958 *(Cl)*; clo 22 January 1962 *(RM February)*.
KIRKBY THORE [NE] op 9 June 1862**; clo 7 December 1953 *(RM January 1954)*.
KIRKBY–in-Ashfield.
For earliest service hereabouts see 1832**.
K BENTINCK [GC] op 2 January 1893 *(RCG; Derby Daily Telegraph 3rd)* as K & PINXTON; renamed 1 March 1925 *(hbl April)*; clo 4 March 1963 *(RM March)*.
K IN ASHFIELD op 18 November 1996 – 'fun day' 17th *(Rly Obs December)*; still open.
K-IN-ASHFIELD CENTRAL [GC] op 2 April 1917 *(RCG)*; CENTRAL added 1 July 1923 *(hbl 12th)*; clo 2 January 1956 *(Birmingham Daily Post 2nd)*; advertised summer Saturday services to 8 September 1962 (last train). Excursion to Ollerton and Edwinstowe called Whit Monday 3 June 1963 *(AB)*.
K-IN-ASHFIELD EAST [Mid] op 2 October 1848 *(Nottingham Review Friday 6th – line op Monday last + full tt);* as K; renamed K-in-A 1 January 1901 *(hbl 24th)*, K-I-A EAST 15 June 1959 *(Cl)*; clo 12 October 1964 *(RM November)*, but workmen's trains, via Pye Bridge, continued to 6 September 1965 *(Mid)*.
KIRKBY-IN-FURNESS [Fur]: for op see 24 August 1846**; early use intermittent; -in-F added 1928 *(LMS PCC 38, 14 March said 'in future')*; aot request; still open.
KIRKCALDY [NB] op 20 September 1847**; still open. *Hb* 1862 KIRKALDY, amended 1867.
KIRKCONNEL [GSW] op 28 October 1850 *(T 26th- line)*; still open. *Hb* 1862 KIRKCONNELL, amended 1872.
KIRKCOWAN [PPW Jt] op 12 March 1861 *(Galloway 15th)*; clo 14 June 1965 *(RM July)*.
KIRKCUDBRIGHT [GSW] op 7 March 1864 *(Kirkcudbright 11th)*; clo 3 May 1965 *(RM May)*.
KIRKDALE [LY] op 20 November 1848**; as BOOTLE LANE; renamed 1 February 1876 *(RCG)* – *RAIL 343/216* says 11 January (date decision taken?); still open.
KIRKGATE – see WAKEFIELD.
KIRKGUNZEON [PPW Jt] op 7 November 1859 *(Dumfries 5th)*; clo 2 January 1950 *(Scotsman 22 December 1949)*.
KIRKHAM ABBEY [NE] 8 July 1845**; ABBEY added 1 June 1875 *(RCG)*; clo 22 September 1930**.
KIRKHAM & WESHAM [PW] op 16 July 1840**; re-sited 1890; & W added 1906 *(RCG ref October)*; still open. K JUNCTION 1856/7 to 1882/3 *(Brad)*;
KIRKHEATON [LNW] op 7 October 1867 *(Huddersfield 12th)*; clo 28 July 1930 *(Yorkshire Post 9th)*.
KIRKHILL [Cal] op 1 August 1904 *(RCG)*; still open.
KIRKINCH [Scottish Midland Junction]: line op 4 June 1838 *(Tayside)*, nd, July 1842; probably clo 1847 (see 1837 B**); {map 8}.
KIRKINNER [PPW Jt] op 2 August 1875 *(Directors' Minutes 29 September)*; clo 25 September 1950 *(Cl)*; {map 17}.
KIRKINTILLOCH {map 16}
KIRKINTILLOCH [NB] op 5 July 1848 *(D&C 6- line)*; clo 7 September 1964 *(Cl)*.
K BASIN [Monklands]: intermittent short lived services (see 1828 B**, 26 December 1844**).
KIRKINTILLOCH, alias K JUNCTION, [Monklands] op 26 December 1844** *(MK)*; last use 26 July 1847 (Monday); perhaps should be regarded as part of station included as Lenzie, which see also.
KIRKLAND [GSW] op 1 March 1905 *(RCG; Northern Whig 28 February)*; clo 3 May 1943 *(RM January 1944)*.
KIRKLEE [Cal] op 10 August 1896 *(RCG; co n Glasgow Herald 6th)*; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCG)*; clo 1 May 1939 *(T 27 April)*. Cal co tt 1913: K for NORTH KELVINSIDE; thus *Brad, hb* 1912.
KIRKLINGTON [Mid] op 3 April 1871 *(Mid)*; K & EDINGLEY from September 1871 *Brad (Mid)* to 1 April 1904 *(hbl 28th)*; clo 12 August 1929 *(T 13th)*.
KIRKLISTON [NB] op 1 March 1866 *(co n Edinburgh Evening Courant 28 February)*; clo 22 September 1930 *(Scotsman 15th)*.
KIRKNEWTON [Cal] op 15 February 1848 *(Caledonian Mercury 17th)* as K, renamed MIDCALDER & K April 1848 *(True Line 70, p 21)*, M 1849 *(Brad)*, K 17 May 1982 *(C/W)*; still open.
KIRKNEWTON near Kelso [NE] op 5 September 1887 *(Morpeth Herald 3rd)*; clo 22 September 1930** *(T 10 July)*.
KIRKPATRICK [Cal] op 10 September 1847 *(co n True Line 60)*; clo 13 June 1960 *(RM July)*.
KIRKSANTON CROSSING [Whitehaven & Furness Junction] first seen in the tt for 1 December 1850 *(Cumberland Pacquet 31 December)*; last present *ibid* in tt for March 1861; request; {Millom – Silecroft}. K LEVEL CROSSING in July 1856 *Brad.* Alias KIRKSEATON – heading as in *Brad.*
KIRKSTALL [Mid]
KIRKSTALL op 16/30 July 1846 *(Mid)*; new station opened 11 a.m. 5 July 1905 – route widening *(Mid)*; clo 22 March 1965 *(RM April)*.
K FORGE: (a) perhaps brief use about February/ March 1852 when in co tt but use then cannot be guaranteed *(Mid)*.
(b) op 2 July 1860 (1st a Sunday, no Sunday service); clo 1 August 1905 (Tuesday) *(RCG)*; {Kirkstall – Newlay}.
(c) op Sunday 19 June 2016 *(NR press notice)*, 230 yards west of earlier; still open.
KIRKSTEAD – see WOODHALL JUNCTION.

KIRKTON BRIDGE [GNS]: railway company contemplate putting up platform for convenience of Fraserburgh golfers *(Fraserburgh Herald 14 July 1903)*; first in *Brad* June 1904; clo 3 May 1965 *(Sc Reg notice Aberdeen Press 23 March)*; KIRTON B in *Brad* until 1908 and *hb* before 1946a, but KIRKTON B in wtt 1 July 1905; PLATFORM until 1914 *(Brad)*, then request HALT – but not in *hb* until 1938, suggesting always a halt).

KIRKWOOD op 4 October 1993** *(AZ)*; about ¼ mile west of earlier Langloan; still open.

KIRRIEMUIR

KIRRIEMUIR [Cal] opening set for 20 November 1854 *(Dundee Courier 15th)* but BoT letter giving consent was dated 20th so perhaps delay*; *co ½ T 7 September 1855* gave December 1854 for opening and not in *Brad* until January 1855; see 1951**; clo 4 August 1952 *(Brechin Advertiser 8 July)*.

* = BoT consent given in reply to letter sent by company on 15 November, saying that they had met conditions set by inspector (N. Ferguson, *Arbroath & Forfar Rly*, Oakwood 2000); circumstances such that they might have felt safe in going ahead.

K JUNCTION [Scottish North Eastern] op with above (presumed – in January *Brad* with branch); *Cornwall (January 1861)* shows one time, and fare, from Perth, nothing other way. last in tt July 1862; back July 1863; last June 1864*; perhaps essentially exchange station with longer existence than indicated by tt – still in *Brad* March 1865, towards Aberdeen only, no trains stopping; *BR Scottish Region Special Traffic Notice* shows stop here for workmen week beginning Monday 29 July 1957; *True Line, October 2006*, cites other evidence of later uses: for duration of May 1922 a train from Kirriemuir terminated here, probably to allow mill workers to connect with a main line train; further evidence for later use, probably for exchange purposes from 30 June 1952 *wtt* – continued until branch closure?; {at physical junction}.

* = disappearance from *Brad* then strictly impossible: shown with trains in June; July – table altered so no trains shown for here, but marked 'no recent information'.

Reference to use for ticket collection has been deleted; collection was in fact at Forfar; evidence from its fare log, now at Angus Archive (Bob Drummond).

Ticket platform: used to load passengers from train blocked in by accident onto a direct train to Dundee *(Dundee Advertiser 16 January 1871)*. Assault on woman going from Forfar to Kirriemuir by through train *(Dundee Courier 16 December 1884)*.

KIRTLEBRIDGE [Cal]: line op 10 September 1847, station not in original co tt *(True Line 60)*, nor descriptions of line at opening *(e.g. Dumfries ... Standard 15th)* so probably op after line – first in *Brad* March 1848*; moved about 1 mile north, probably by October 1869 *(True Line 60)*; clo 13 June 1960 *(RM July)*. *Brad* ? to 1955 but not LNE tt 1933 nor *Murray* 1948: K for EAGLESFIELD.

* = mentioned in advert 9 February 1848 *(Dumfries ,,, Standard)* and in report of an accident 'this morning', *Carlisle Journal, Third edition, 5 p.m. 23 February 1848.*

KIRTLINGTON – see BLETCHINGTON.

KIRTON near Boston [GN] op 3 April 1849 *(Loop)*; clo 11 September 1961 *(Peterborough Standard 28 July)*.

KIRTON BRIDGE – see KIRKTON BRIDGE.

KIRTON LINDSEY [GC] op 2 April 1849 *(Nottingham Journal 5th, where place is K-IN- L)*; clo 4 January 1992 for work on bridge over Trent here, was due to reop 10 May 1992 but this not confirmed *(BR booklet, with amendment pasted in)*; reduced to Saturdays only, three trains each way, 4 October 1993 tt (A. Brackenbury, *Chron, January 2004)*; still open.

KISSTHORNS [Sand Hutton] (ng) op 4 October 1924**; last train Saturday 1 March 1930**; {map 40}.

KITTYBREWSTER [GNS] op 20 September 1854 *(co n Aberdeen Herald 23rd)* as ABERDEEN K (it was then terminus for Aberdeen); re-sited as K 1 April 1856 when line to Aberdeen Waterloo opened and again 4 November 1867 (close to 1854 site) when line through Joint station opened *(GNS)*; clo 6 May 1968 *(BR notice Aberdeen Express 5 April)*; {map 7}.

KIVETON BRIDGE [LNE] op 8 July 1929 *(Sheffield Daily Telegraph 9th)*; still open.

KIVETON PARK [GC] op 17 July 1849 *(Sheffield Independent 14th, 21st* – heretofore better known as the Dog Kennels); still open.

KNAPTON [NE] op 8 July 1845**; clo 22 September 1930**.

KNARESBOROUGH

KNARESBOROUGH [York & North Midland] temporary terminus in Hay/Haya Park Lane*: free train 13 July 1848 to York for agricultural show (authorities had refused permission to open so could not charge) *(Harrogate)*; op to public 30 October 1848** *(co n Yorkshire Herald 28th)*; replaced by >

KNARESBOROUGH [NE] permanent op 21 July 1851 *(NE maps)*; still open.

* = site uncertain. Possibilities: a) by level crossing at 368574; b) by under-bridge at 359575; latter more likely – ½ mile nearer town centre (S. Bragg).

KNEBWORTH [GN] op 1 February 1884 *(Herts Advertiser 19 January)*; still open.

KNIGHTON [LNW] op 6 March 1861 *(co n Hereford J 13th)*; HALT 6 September 1965 to 5 May 1969 *(Cl)*; still open. LNW co tt 1875: K for PRESTEIGN.

KNIGHTSBRIDGE [Picc] op 15 December 1906 *(co n T 14th)*; see 1922**; still open.

KNIGHTWICK [GW] op 2 May 1874 *(co n Worcester Journal 2nd)*; clo 7 September 1964 *(Birmingham Daily Post Saturday 5th* – last train tonight; not known if special stopped here next day – see Bromyard).

KNITSLEY [NE] op 1 September 1862 *(Newcastle Guardian 6th)*; clo 1 December 1915 (Wednesday) *(RCG)*, though trains still shown in *Brad* December (inertia?); reop 30 March 1925 *(T 28th)*; clo 1 May 1939 *(Cl)*; later use for miners' galas *(U)*.

KNOCK [GNS] op 30 July 1859**; clo 1 July 1875 (Thursday) *(co n Huntly Express 26 June)*; locals protested, Col. Yolland sent from BoT to investigate 26 July *(ibid 31st)*; meeting at station would be held 2 September to celebrate reopening – occurred on 1st? *(ibid 28 August)* – fits *Brad* where last present June, back, September; clo 6 May 1968 *(co n Aberdeen Express 5 April)*. Map evidence (K Fenwick) shows that station was moved from south to north side of road bridge, when passing loop added; no exact date found but *Banffshire Journal 23 May 1893* described plans, made necessary because new distillery was expected to bring much extra traffic and item *(ibid 2 October 1894)* described completed work..

KNOCKANDO [GNS]
KNOCKANDO op 1 July 1899 *(Huntley Express 1 July)* as DALBEALLIE; renamed 1 May 1905 *(hbl 27 April)*; clo 18 October 1965**.
KNOCKANDO HOUSE (non-tt): HALT/ PLATFORM; op 1869 *(GNS)*; private; HOUSE added 1905; clo 18 October 1965 *(U)*.
KNOCKHOLT [SE] op 1 May 1876 *(Kent & Sussex Courier 5th)* as HALSTEAD for K; renamed 1 October 1900 *(hbl 12 July)*; still open.
KNOOK CAMP – see CODFORD.
KNOTT END [KE] op 1 August 1908**; clo 31 March 1930 *(Lancs Evening Post co n 29th, item 31st)*.
KNOTT MILL – see DEANSGATE.
KNOTTINGLEY [LY/GN] op 1 April 1848 *(co n Leeds 1st)*; still open. K JUNCTION in *Brad* 1851 to 1857/1859 in GN tables only. Became K for FERRY BRIDGE 1 November 1903 *(hbl 28 January 1904)* or 1 February 1904 *(RCG)*, and thus GN co tt 1909, LMS tt 1930. K for FERRYBRIDGE in *Brad*/BR tts until March 1971** (but still 'for' index 1979).
KNOTTY ASH & STANLEY [CLC] op 1 December 1879 *(co n Liverpool D P 29 November)* as OLD SWAN & K A; renamed 1 November 1888 *(Cl; RCG ref January 1889)*; clo 7 November 1960 *(RM December)*.
KNOWESGATE [NB] op 8 June 1864 *(Morpeth Herald 11th)*; KNOWES GATE until 1877 *(hb)*, 1908 tt *(Cl)*; clo 15 September 1952**.
KNOWESIDE [GSW] op 17 May 1906 *(Kilmarnock Herald 18th)*; aot request; clo 1 December 1930 *(undated LMS Northern Division list, Cl pap)*. Used 20 May 1938, northbound only (return by bus – engines wrongly believed to be too heavy for line) for excursion to Ibrox for Glasgow British Empire Exhibition at nearby Bellahouston Park *(Maidens)*. See 1939**.
KNOWLE near Fareham [LSW] op 1 June 1907 *(Portsmouth Evening News 1st – to-day)*; clo 12 August 1963, reop next day following official objection; clo 6 April 1964 *(Cl)*. Variously K HALT, K ASYLUM HALT, K PLATFORM, K HALT.
KNOWLE & DORRIDGE – see DORRIDGE.
KNOWLES LEVEL CROSSING [LY] op 3 July 1905 *(co n Bury Guardian 1 July)*; clo 1 April 1918 *(Cl)*; {Tottington – Greenmount}.
KNOWLTON [EK] op 16 October 1916 *(co n EK)* as T VILLAGE & K *in co n EK*; renamed 1917 *(Brad)*, 1917/8 co tt; clo 1 November 1948** *(RM January 1949)*. *Dover Express 20th* only provided one TILMANSTONE entry.
KNUCKLAS [LNW] op 1 December 1865**; HALT 1 February 1956 to 5 May 1969 *(Cl)*; aot request; still open.
KNUTSFORD [CLC] op 12 May 1862 *(T 7th, 12th)*; re-sited on extension to Northwich 1 January 1863 *(Cl)**; still open.
* = evidence from 1:2500 OS map of 1877 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.
KNUTTON [NS] op 1 June 1905**; HALT; clo 20 September 1926 *(hbl 61)*; {Newcastle – Silverdale}.
KNUTTON GATE HALT [NS/LMS]; (non-tt); Midland Coal Coke & Iron Co's workmen's trains shown operating in wtt 9 July 1923; {Apedale – Apedale Junction}.
KNYPERSLEY [NS] op 1 October 1914 *(RCG)*; HALT; clo 11 July 1927 *(hbl 64)*.
KYLE OF LOCHALSH [High] op 2 November 1897 *(Ross-shire Journal 5th)*; still open.
KYNOCHTOWN – see CORYTON (Tilbury).

LACKENBY [S&D]: prob op with line to Redcar, 5 June 1846**, or soon after; not found in any tt seen; evidence is from S&D minutes, which show that they were planning alterations to station on 15 March 1848 (building to be divided in two at cost of £10); also shown on Macaulay's maps 1851 to at least mid-1860s (also see D&C reprint of OS map for the area). In *hb* 1862, 1867, 1872 (but no facilities then shown); not 'P' 1877. Clo ? – probably early; {map 43}.

LACOCK [GW] op 16 October 1905 *(Devizes 19th)*; HALT; clo 18 April 1966 *(Coventry Evening Telegraph 4th)*.

LADBROKE GROVE [HC] op 13 June 1864 *(co n T 10th)*; op as NOTTING HILL; later N H & L G (according to *L* alternative available from 1869, but 1 September 1880 according to *GW Superintendent of Line's Circular 417, 27 August, Brad* from 1888/9); became L G 1 June 1919 *(RCH Distance Tables Amendment 927/2);* see 24 July 2010**; still open.

LADE [RHD] (ng) op 24 May 1928 *(RHD)*; see 16 July 1927** for many details of use; HALT; last in *Brad* October 1930; back October 1936; last end of summer 1947 but stayed in use – shelter demolished about 1946, replaced 1968; still in use when preservation group took over *(Wolfe)*; SHIP INN on pre-op plans *(Wolfe)*.

LADMANLOW – see May 1833**.

LADYBANK [NB] op 20 September 1847 *(Edinburgh Advertiser 21st)*; L JUNCTION in *Brad* until 1924/5 and thus NB co tt 1900; still open.

LADYLANDS [NB]: line op to passengers 26 March 1856; this station certainly used 25 June 1858 (a Friday) *(co n Stirling Observer 24th)* for Balgair Fair – 31 March 1857 special for Fair advertised to Kippen *(ibid 26th)*; possibility of other use for this Fair, which seems to have been an important one for the locality? First in *Brad* June 1861; originally Fridays only; Saturdays only 1880s; Thursdays only in last years; L SIDING until altered 11 July 1927 *(Cl)*, then L PLATFORM; clo 1 October 1934 *(RM October)* – last train 27 September; shown 'P' in *hb* 1877 and 1883 but 1890 on no facilities shown {Port of Menteith – Kippen}.

LADYSBRIDGE [GNS] op 1 October 1859 *(co n Banffshire Journal 11th)*; see 30 July 1859**; closed 6 July 1964 *(Aberdeen Press 5 June)*. LADYS BRIDGE until 1886 tt *(Cl)*, 1904 *hb*; Ladies' Bridge *(co n Banffshire Journal 2 July 1859*, before trains calling).

LADYWELL [SE] op 1 January 1857 *(Kentish Mercury 10th)*; still open. LADY WELL in *Brad* until 1960 and thus SE co tt 1864.

LAGGAN FARM HOUSE [Cal] (non-tt): used by anglers; dates ? - certainly available 'when there are passengers' October 1883, when in Cal wtt as LAGGAN; apparently only available from Glasgow Buchanan Street, by the 9 a.m.; used 10 September 1887 for annual picnic of Bonnybridge choir *(Falkirk Herald 14th)* and 7 July 1888 for same purpose *(ibid 14th)*; {Callander – Strathyre} *(U)*.

LAINDON [LTS] op 1 June 1888 *(Essex Herald 5th)*; still open.

LAIRA

For early [South Devon] temporary terminus at **L GREEN** see PLYMOUTH.

LAIRA [GW] op 1 June 1904 *(W Morn News 1st, 2nd)*; HALT; clo 7 July 1930 *(Cl)*; {map 114}.

LAIRA DEPOT: (non-tt); Open Days 26 September 1970, 23 September 1972 (as L DIESEL DEPOT, *advert Railway World)*; 1985, 1991 and 17 July 1988 *(@JF)*. Shuttle service from Plymouth.

LAIRG [High] op 13 April 1868 *(Inverness Courier 16th)*; still open.

LAISTERDYKE [GN] op 1 August 1854 *(Halifax Courier 5th)*; clo 4 July 1966 *(RM July)*. In *Brad* as LAISTER DYKE, at times L D JUNCTION (GN table only, 1871 to 1882), until 1938/9; two words LY co tt 1899 and LMS tt 1930; one word, *hb* 1949a.

LAKE Isle of Wight

LAKE (a) [IoW] (non-tt) (a) op April 1889 *(IoW CP27th* – opening of new County Cricket Ground took form of athletic meeting; platform has been erected opposite entrance). On 19 August 1889 used for Volunteer Sports and visit of HRH Prince Henry of Battenburg (same paper 17th, 24th). County Ground fell into disuse, at least for matches of county status about 1902 but used by Shanklin Home of Rest (later Shanklin Cottage Hospital) until 1914 or later (Dr. J. Mackett, via T. Cooper); HALT in later days.

LAKE (b) op 11 May 1987 *(BLN 558)*; about 3/8 mile north of (a) *(Railways Illustrated August 2005 p 68)*; still open.

LAKE [LSW] (non-tt): op 22 June 1918; HALT; daily train to/from Christchurch until 4 October 1920 *(LSW)*; shipyard workers; {Hamworthy Junction – Hamworthy}.

LAKE SIDE – see WINDERMERE.

LAKENHEATH [GE] op 30 July 1845 *(co n Norfolk)*; reduced to Saturdays and Sundays only 20 May 2007 tt; still open. Opening co tt has THE HISS, as do inspection report and *Norfolk Chronicle Supplement 2 August*; L first time detail given in *Brad*, September 1845.

LAMANCHA [NB] op 4 July 1864 *(Scotsman 4th)*; unstaffed 25 April 1928 (evidence of staff register, showing that station mistress had been transferred and this now under Broomlee); clo 1 April 1933 (Saturday) *(co n Scotsman 23 March)*.

LAMB BRIDGE – see 13 April 1846**.

LAMBETH NORTH [Bak] op 10 March 1906 *(T 12th)* as KENNINGTON ROAD; became WESTMINSTER BRIDGE ROAD 5 August 1906 *(L)*, L N 16 April 1917 *(hbl 12 July)*; see 1922**; clo 10 November 1996 for work under Thames *(RM October 1997)*; reop 14 July 1997 *(RM February 1998)*; still open.

LAMBHILL – see GILSHOCHILL.

LAMBLEY [NE] op 21 May 1852**; clo 3 May 1976 *(Newcastle Journal Monday 3rd – last train Saturday)*. Ticket as HALT *(JB)* – see COANWOOD; 1961 tt merely says unstaffed.

LAMBOURN [GW]: a great number of the public passed over the line in special trains on afternoon of formal opening 2 April 1848, fully op to public 4 April 1898 *(Faringdon Advertiser 9th)*; clo 4 January 1960 *(Reading Standard 1st)*.

LAMBS COTTAGE [LM] op between November 1832 and 27 September 1834, when mentioned in advert in *Manchester Times*; see 19 September 1830**; use perhaps intermittent; clo by 29 October 1842 *(Railway Times* of that date – 'now closed').

LAMESLEY [NE] op 1 December 1868 *(Newcastle Journal 1st)*; clo 4 June 1945 *(Cl)*; later use for miners' galas *(U)*. May 1949 wtt shows Fridays only stop; 1953 wtt shows stop for setting down railway staff (no pick-up stop shown), which probably ceased 2 November 1953 (R. N. Forsythe, *Steam Days*, September 2001); stops to deliver wages?

LAMINGTON [Cal] op 15 February 1848 – in line description *Newcastle Journal 19th*; clo 4 January 1965 *(RM February)*.

LAMPETER [GW] op 1 January 1866 *(Aberystwyth Observer 6th)*; clo 22 February 1965 *(BR public notice)*.
LAMPETER ROAD – see LLANWRDA.
LAMPHEY [GW] op 1 August 1863**; aot request; still open.
LAMPLUGH [WCE Jt] op 2 April 1866 *(co n for line Cumberland Pacquet 27 March, in Brad April)* as WRIGHT GREEN; renamed 14 August 1901 *(hbl 24 October)* – or was this date when change authorised? *RCG* says 1 September – or was this derived from tt?; clo 13 April 1931 *(LNW Record)*. See 1 February 1864**.
LAMPORT [LNW] op 16 February 1859 *(Northampton Mercury 19th)*; clo 4 January 1960 *(RM February)*.

LANARK [Cal]

For first stations carrying this name see CARLUKE and CLEGHORN.
LANARK op 5 June 1855 *(co n Glasgow Constitutional 6th)*; still open.
Also (non-tt) troops for Volunteers' meeting, 8 August 1874, on Lanark Moor alighted at Smyllum Junction *(Glasgow Herald 10th)*.
L RACECOURSE (non-tt): first used 9 August 1910 for airshow on racecourse; first race use 27 September 1910 *(AB)*; races and military traffic; added 1941a *hb* as L RACE COURSE HALT; clo 27 September 1964 for races *(race)*; perhaps military use continued – kept for goods until 15 January 1968 *(AB)*; {Lanark – Sandilands}.
Non-tt: excursion platform ½ mile away *(@JF)*. Was this same as Raceourse?

LANCASTER

LANCASTER [LPJ] op 26 June 1840 *(co n Lancaster 27th)*; alias L GREAVES or L PENNY STREET in modern works but just L in *Brad*; clo 1 August 1849 (Wednesday) – trains diverted to L LNW, below *(LPJ)*.
(non-tt): special militia trains departed from 'Old Station, near the Barracks' after training; would have been the goods facilities here (passenger station sold off some years previously). One train ran Saturdays at least on these dates (all advertised *Lancaster Guardian* or *Lancaster Gazette* on days they ran): 7 May 1864, 27 May 1865, 12 May 1866, 16 May 1868, 20 May 1871.
LANCASTER [LNW] op 22 September 1846 from Kendal *(Lancaster 26th)*; still open. Initially in *Brad* as L NEW BAILEY; at times L CASTLE; settled just L 5 May 1969; LNW co tts only usually added this when needed to distinguish from Mid station and *Brad* added some tables by 1853, for same reason.
L GREEN AYRE [Mid] op 12 June 1848 *(Lancaster Gaz 17th)* as L, facilities? (paper of 17th said a temporary station was in use for opening, but engineer's report in co ½ yearly, *Lancaster 2 September 1848*, said temporary station was then in course of construction); became L GREEN AREA 1 June 1850, L GREEN AYRE 1 November 1870 co tt *(Mid)*; new station op a little further up the line 9 August 1873 *(Lancaster Gaz 16th)*; clo 3 January 1966 *(RM February)*. Original described as 'near the Green Ayre' in contemporary booklet on line *(Mid)*.
(V. R. Anderson & G. K. Fox in an article in *BackTrack, Autumn 1987, p. 130*, say original station was on St George's Quay but letter from North Western Company to Railway Commissioners, dated 19 June 1848, makes it clear that extension towards Wennington would make end-on junction with existing terminus here.)
Ticket platform, only reference seen: civil action for damages against Midland; mention of ticket platform on Morecambe side of station *(Lancaster Gazette 30 June 1880)*.
L FACTORY PLATFORM [Mid] (non-tt): op 17 July 1916 *(Mid Excursion tt 31, RAIL 963/108)*; still in Mid wtt 3 October 1921; deleted before/with February 1922 notice (no notice issued January) *(RAIL 963/119, /122)*; {shown in 1917 at 32 chains east of L G A in *The Midland's Settle & Carlisle Distance Diagrams*, Cumbrian Railways Association, 1992}.
LANCASTER GATE [Cen] op 30 July 1900 *(London Evening Post 31st)*; still open.
LANCHESTER [NE] op 1 September 1862 *(Newcastle Guardian 6th)*; clo 1 May 1939 *(Cl)*; later use for miners' galas *(U)*.

LANCING [LBSC]

LANCING op 24 November 1845 *(T 26th)*; clo 1 November 1847 *(Hants Teleg 30 October* – presumed for winter); included without trains tts *Sussex Advertiser November*; trains restored *ibid 7 March 1848*; still open.
L WORKS PLATFORM (non-tt): op ? – works op 1909 *(Railway World December 1964)*; railwaymen; clo 6 July 1964; {branch from Lancing} *(U)*.

LANDO [GW]

L HALT/PLATFORM/SIDING (non-tt): agreement with R. Thorburn & Son for workmen's trains to/from Swansea made 19 November 1915 *(GM's report 9 December)*; first trains 20 September 1915 *(wtt supp October)*; added *hba January* 1948 as L PLATFORM; clo 15 June 1964 *(U)*; {Pembrey – Kidwelly}
Also branches from here to at least three non-tt sites in Lando Royal Ordnance Factory (see *RAC Atlas and Track Diagrams Section 57)*:
LANDO ROF: in use WWI.
LANDO ORDNANCE FACTORY: opened 24 February 1942; clo ?
On western spur notice advertised trains for 'H. M. Factory Pembrey: Workers' trains 7th May 1917 1917 and until further notice ... to and from **LANDO WEST** to Swansea & Carmarthen' *(@JF)*.

LANDORE

LANDORE op 19 June 1850**; originally ticket platform but in *Brad*, note that passengers could be booked to/from; TICKET PLATFORM dropped from name 1854 tt *(Cl)*; originally in fork of junction north of Swansea; original station destroyed by fire 27 October 1874 *(South Wales Daily News 28th)*; immediate temporary arrangements. New station opened ? *co ½ Western Daily Press 28 February 1876* 'new station in progress'; timetables in local press were rearranged to show Landore as local rather than junction station with that for April 1876; clo 2 November 1964 *(Cl)*. Aot L HL *(hb)*; L JUNCTION *(Brad)* 1869/70 to 1898/9 and thus GW co tt 1874 to 1891 or later.
L LL op 9 May 1881 *(South Wales Daily News 10th)*; see April/May 1921**; clo 4 January 1954 *(Cl)*.
L DEPOT (non-tt): open day 30 August 1980 *(U)*.

LANDS

See 24 March 1834** for earliest service [S&D].
LANDS [NE] op 13 October 1858**; originally all days; reduced May 1864 to Thursdays and Saturdays because Evenwood (which had been main station on line to Lands) was now re-sited on a different line; last in *Brad* May 1872; {map 31}.

Also see COCKFIELD FELL.

LANDYWOOD

LANDYWOOD (a) [LNW] op 2 March 1908 *(LNW Cl; notice of alterations co tt March* – 'now open'); clo 1 January 1916 (Saturday) *(Cl)*. Notice called it Motor Stage at L, just L in body of tt; HALT in RCH list of closures, 1921 – see 1905**.

LANDYWOOD (b) op 10 April 1989 *(BLN 608-9; Sandwell Evening Mail 3rd)* – cheap introductory service 8th (Gala Day); same site as (a)?; still open.

LANE – see THE LANE.

LANGBANK [Cal] probably op 3 April 1848: *co n Greenock Advertiser 31 March* dealt with additional trains and WEST FERRY Station; not in *co n ibid 30 November* for 1 November 1847, previous seen. From May 1848 was LANGBANK near the West Ferry. Still open. Until 1860s intermittently LANG BANK in *Brad.*

LANGDON PARK [Dock] op Monday 10 December 2007 (promotional use 8th and 9th) *(BLN 12 January 2008)*; still open.

LANGFORD near Cheddar [GW] op 4 December 1901 *(Wells 5th)*; clo 14 September 1931 *(Somerset Standard 28 August)*.

LANGFORD near Salisbury [GW] op 30 June 1856 *(W Fly P 1 July)*; clo 1 October 1857 *(GW notice Wiltshire Independent 24 September* – 'from and after' 30th of this month); {Wylye – Wishford}.

LANGFORD & ULTING [GE] op 2 October 1848** as L, renamed 1 July 1923 *(hbl 12th)*; aot request; clo 7 September 1964 *(RM October)*.

LANGFORD LANE – see KIDLINGTON.

LANGHO

LANGHO (a) [LY] op 22 June 1850 *(co n Blackburn Standard 26th)*; clo 7 May 1956 *(Cl)*.

LANGHO (b) op 29 May 1994 *(RM June)* – one train on Sunday, full service Monday 30th; still open.

LANGHOLM [NB] op 11 April 1864 *(Carlisle Journal 15th)*; problems with Byreburn Viaduct meant that from 18 April 1864 passengers had to 'trudge down through the steep ravine on the Canonbie side, and climb up the other or Langholm side' to rejoin the train which had crossed without them, for which 51 minutes were allowed in the temporary timetable – service 'impeded' not suspended *(Eskdale & Liddesdale Advertiser 20th)*; collapse of viaduct meant train could no longer cross so line cut back to Canonbie (last train 30 April) and from 2 May 1864 road coaches were provided by Mr. Leithead *(ibid 4 May)*; reop 31 October 1864 *(ibid 2 November)*. Clo 15 June 1964 *(RM July)*.

LANGLEY –on-Tyne [NE] op 1 March 1869 *(Shields Daily Gazette 25 February / Newcastle Courant 5 March)*; became HALT 1 September 1926 *(N'humb*; clo 22 September 1930 *(T 10 July)*. *Hb* suggests that only goods was '-on-Tyne'.

LANGLEY near Slough [GW] op 1 May 1846 *(Windsor & Eton Express 2nd)* as L MARSH; renamed L 1849 tt *(Cl)*, L BUCKS 1 September 1920 *(hbl 29 October)*, L 5 May 1975 *(Cl)*; still open. Joint GW/Dist service began 1 March 1883; GW only from 1 October 1885.

LANGLEY GREEN [GW] op 1 April 1867 *(co n Brierley 30 March)* as OLDBURY & L G (but just L G in *GW ac* prior to opening); renamed L G when re-sited about 10 chains east 1 May 1885 *(hbl 29 June; Globe 2nd)*; renamed L G & ROOD END 9 October 1903 *(RCG)*, OLDBURY & L G 6 January 1936, L G 6 May 1968 *(Cl)*; still open.

LANGLEY MILL

L M & EASTWOOD [Mid] op 6 September 1847** as L M for HEANOR; renamed L M & E for H 1 November 1876 co tt *(Mid)* and thus *Brad* to closure; clo 2 January 1967 *(Cl)*. Heanor line platforms op 1 October 1895; clo 1 January 1917; reop 3 May 1920 *(South Notts Echo 1st)*; clo 4 May 1926 *(Mid)*.

See EASTWOOD [Mid] for temporary platform here in 1865.

LANGLEY MILL op 12 May 1986 *(Mid)*; same site; still open.

LANGLOAN [Cal] op 8 January 1866 *(co n Glasgow Herald 5th)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*.

LANGPORT [GW]

L EAST op 2 July 1906 *(Langport 7th)*; clo 10 September 1962 *(Som Gaz 15th)*. Local rumour refers to later stops and even a 'Peony Valley Halt' thereabouts for excursions for visitors to a nearby plant nursery; no evidence has so far been found in any railway sources. See R. Maund, *Chron 72*, for source of rumours.

L WEST op 1 October 1853 *(Taunton 5th)*; WEST added 1 July 1906 *(hbl 12 July)* – a Sunday, so first trains under new name on 2nd; clo 15 June 1964 *(W Gaz 12th, 19th)*.

LANGRICK [GN] op 17 October 1848 *(co n T 16th)*; clo 17 June 1963 *(RM July)*.

LANGSIDE [Cal] op 2 April 1894 *(co n Glasgow Herald 21 March)*; was L & NEWLANDS 1 May 1899 *(RCG)* but 1 August 1901 *(Kernahan)* to 1961/2 tt; still open.

LANGSTON [LBSC] op 15 July 1867 (see HAYLING ISLAND); last in Brad December 1868 *(January 1869* 'discontinued'); back August 1869 – but see note for Hayling Island; initially LANGSTONE; clo 4 November 1963 *(Cl)*.

LANGTON – see EAST LANGTON.

LANGTON DOCK [LO] for op see 6 March 1893**; clo 5 March 1906 *(RM April)*.

LANGWATHBY [Mid] op 1 May 1876 *(Carlisle Express 6th)* as LONGWATHBY; altered 1 October 1876 co tt *(Mid)*; clo 4 May 1970 *(RM June)*; reop for summer Dales Rail 3 April 1976 *(AB)*; fully reop 14 July 1986 *(Settle)*; still open but see 2015/16**. In *LMS List* 1933 as L for PENRITH; not seen thus elsewhere.

LANGWITH

LANGWITH [Mid] op 1 June 1875 *(Nottingham Journal 1st)*; clo 12 October 1964 *(RM November)*.

L JUNCTION – see SHIREBROOK NORTH.

L-WHALEY THORNS op 25 May 1998 *(BLN 821; BR leaflet)*, about ¾ north of station clo1964; 'fun day' 24 May; still open.

L COLLIERY [Mid] (non-tt): op 4 November 1894; miners; clo after 1945; {Langwith – Elmton} *(U)*.

LANGWORTH [GC] op 18 December 1848 *(Nottingham Journal 22nd)*; clo 1 November 1965 *(RM December)*. GC co tt 1903, LNE tt 1933 and *Brad* to 1955, but not *hb*: L for WRAGBY.

LAPFORD [LSW] first in *Brad* September 1855, first in tt *(Trewman)* 20 September 1855*; aot request; still open.
* = at line opening (25 July 1854) letter from engineer to BoT – do not intend to open for public traffic at present. Train had stopped here on formal opening 12 July 1854 *(Western Times 15th). Brad* premature or *Trewman* behind events? Both probably behind events: adverts for Lapford Wood estate in July (e.g. *Taunton Courier 11th)* said nine miles from Crediton station, in August *(Exeter Flying Post 2nd)* was easy walk from Lapford station.

LAPWORTH [GW]: line op 1 October 1852, not mentiomed in accounts of opening in *Oxford Journal 2nd* and *Aris* 4th, but latter (30 August) listed it as one of stations in course of erection and was cited in advert *Leamington Spa Courier 27* November, so probably opened soon after line though not in *Brad* until October 1854*. Op as KINGSWOOD; renamed 1 May 1902 *(hbl 24 April)*; still open.
* = the Leamington paper treated it as station in existence but Acock's Green (which see) was so treated while *Aris* said this was an intended station.

LARBERT [Cal] op 1 March 1848 *(co ½ 4 September- line, in description of formal opening, 22 February, Dundee Advertiser 25th)*; still open. L JUNCTION 1850/1 to 1856/9 *(Brad)*. *Brad* ? to 1955, but not LMS tt 1930 nor *hb*: L for STENHOUSEMUIR and CARRON.

LARGO [NB] op 11 August 1857**; clo 6 September 1965 *(Aberdeen Press 20 August)*.

LARGOBEATH COLLIERY (non-tt): service from Cameron Bridge to this colliery on Lochty goods branch; began 1 February 1913; shown discontinued in wtt 1 December 1913 as a result of severe drainage problems at colliery *(E of F C)*.

LARGOWARD [E of F C] (non-tt): used in summer 1910 only, four weeks, for Territorial Army camps nearby; BoT inspection 18 July *(E of F C)*.

LARGS [GSW]

LARGS op 1 June 1885 *(co n Glasgow Herald 29 May)*; see 5 February 2021**; still open.

Private station (name?) (non-tt) between here and junction with Fairlie Pier line for I. Kempt of Broomcraig; exact dates unknown but early and short-lived *(GSW Association, Profile No 5)*.

LARKHALL

LARKHALL [Cal] op 1 July 1905 *(RCG: Airdrie & Coatbridge Advertiser 1st)* as L CENTRAL; renamed 14 June 1965 *(Cl)*; clo 4 October 1965 *(BR notice, The True Line July 2006)*.

L EAST [Cal] op 1 December 1866 *(Hamilton 1st)*; EAST added 1 June 1905 *(hbl 13 July; paper cited above)*; clo 10 September 1951 *(Cl)*. Used July 1960 by six trains taking members of the Orange Order to one of their annual walks commemorating the Battle of the Boyne (photograph, W. A. C. Smith, *Lanarkshire's Last Days of Steam*, Stenlake, 2000). Became HALT *hb* 1941a but not seen thus *Brad*.

LARKHALL op 12 December 2005**; still open.

LARTINGTON [NE] op 8 August 1861 *(co n Durham County Advertiser 9th)*; clo 22 January 1962 *(RM February)*.

LASSWADE {map 18}

LASSWADE [NB] op 12 October 1868 *(Edinburgh Evening Courant 14th)*; see 13 August 1948**; clo 10 September 1951 *(Dalkeith Advertiser 23 August 1951* – to be closed on 8th – last day).

L ROAD – see 1831 A**.

LATCHFORD [LNW] trains first shown December 1853 (but see 1 November 1853**) as L & GRAPPENHALL ROAD; renamed 1854 tt *(Cl)*; re-sited 9 July 1893 *(LNW Record)*, on deviation for Manchester Ship Canal; clo 10 September 1962 *(RM September)*.

LATCHLEY [PDSW] op 2 March 1908 *(W Morn News 3rd)*; clo 7 November 1966 *(Cornish & D P 12th)*. HALT *hb* 1938 and 1956 and on ticket *(JB)*, but not in *Brad*.

LATHOL HALT – see LONDON & THAMESHAVEN …

LATIMER ROAD [HC] op 16 December 1868 *(co n Evening Standard 16th)*; see 24 July 2010**; still open.

LAUDER [NB] op 2 July 1901 *(Edinburgh Evening News 2nd)*; clo 12 September 1932 *(Southern Reporter 18 August* – after September 10).

LAUNCESTON

LAUNCESTON [GW] op 1 July 1865 *(W D Merc 4th)*; clo 30 June 1952 *(Cl)* – trains diverted to LSW station.

LAUNCESTON [LSW] op 21 July 1886 *(Tavistock 23rd)*; clo 3 October 1966 *(Cornish & D P 8th)*.

On 12 November 1894 floods destroyed Three Arch Bridge just east of here; next day sleepers were wedged together to provide a temporary means for passengers to walk across the gap and join another train on the other side *(Exeter & Plymouth Gazette 14th)*; service fully restored?

Hb 1956 made GW (then goods only) L NORTH, goods LSW L SOUTH; but BR ticket for latter *(JB)*

LAUNTON [LNW]: line op 1 October 1850**; clo 1 January 1968 *(Coventry Evening Telegraph 11 November 1967)*.

LAURENCEKIRK

LAURENCEKIRK (a) [Cal] op 1 November 1849**; clo 4 September 1967 *(RM September)*.

LAURENCEKIRK (b) op 17 May 2009 *(Today's Railways U.K., July 2009)*; still open.

LAURISTON [NB] op 1 November 1865 *(co n Dundee Courier 30 October)*; clo 1 October 1951 *(RM November)*.

LAVANT [LBSC] op 11 July 1881 *(co n W Sussex)*; clo 7 July 1935 (Sunday) *(West Sussex Gazette Friday 11th* – last train Saturday); race special for Goodwood 26 July 1954, perhaps others, but most used Chichester *(AB)*.

LAVENHAM [GE] op 9 August 1865 *(Essex Stanard 11th)*; clo 10 April 1961 *(RM May)*.

LAVERNOCK [TV] op 1 December 1887 *(S Wales 2nd)*; clo 6 May 1968 *(Cl)*.

LAVERTON [GW] op 14 August 1905 *(GW H)*; HALT; clo 7 March 1960 *(Coventry Evening Telegraph 26 February)*.

LAVINGTON [GW] op 1 October 1900 *(RCG; co n W D Press 3rd)*; clo 18 April 1966 *(Reading Evening Post 14th)*.

LAW JUNCTION [Cal]: used for sale of contractor's stock 13 November 1879, one train each from Glasgow and Edinburgh to stop to drop passengers, another later to 'lift' them *(advert Glasgow Herald 7th)*; fully op 1 December 1879 *(Scotsman 28 November)* – before op of line that made it junction station; clo 4 January 1965 *(Wishaw Press 18 December 1964)*.

LAWLEY BANK [GW] op 2 May 1859 *(co n Wellington Journal 30 April)*; clo 23 July 1962 *(RM August)*.

LAWLEY STREET {map 99}
For original terminus see BIRMINGHAM.
LAWLEY STREET [LNW] through station op 1 October 1854 *(W Mid)*; clo 1 March 1869 (alterations notices LNW co tt March 1869; *LNW Officers 3994 February* – can be closed after 28 inst – last day?); replaced by Vauxhall (later renamed Duddeston).
LAWRENCE HILL [GW] op 8 September 1863 *(co n W D Press 7th)*; still open. Sometimes BRISTOL L H. Thus GW co tt 1932 and *Brad* from 1947 (in local tables only); B officially dropped 6 May 1974 *(BR notice)*.
LAWTON [NS] op 3 July 1893 *(RCG)*; after December 1926 *Brad*, before/with August 1927 reduced to Thursdays and Saturdays only; clo 28 July 1930 *(Staffordshire Sentinel 24th)*.
LAXFIELD [Mid-Suffolk Light] op 29 September 1908 – *Evening Star*, Suffolk 29th said had opened and added that there had already been some passengers, by permission of directors, at own risk – e.g. Ipswich Scientific Society 2 or 3 years before; clo 28 July 1952 *(T 28th)*.
LAYERTHORPE – see YORK.
LAYTON HAWES FARM: Non tt **temporary platform** for ploughing match (Lytham & Kirkham Agricultural Society) here 6 March 1866 *(Preston Herald 10th)*, where referenced to STONY HILL; would have been near/at later Squires Gate – Blackpool Airport now covers area of farm north of short-lived station called Stony Hill.
LAYTON LANCS [PW] first in *Brad* June 1868 as BISPHAM; renamed 4 July 1938 *(hbl July)*; still open.
LAZENBY [NE]: probably op with line 5 June 1846**; earliest reference found is in S&D minutes of 29 April 1847 (to be provided with name-board); earliest tt reference September 1847 co tt; last in *Brad* May 1864; present in *hb* 1862, 1867, 1872 (facilities not then listed), not 'P' 1877; {map 43}.
LAZONBY & KIRKOSWALD [Mid] op 1 May 1876 *(Carlisle Express 6th)*; & K added 22 July 1895 *(Derby Train Office records)*; clo 4 May 1970 *(RM June)*; reop summer Dales Rail 3 April 1976 *(AB)*, fully 14 July 1986 *(Settle)*; still open but see 2015/16**. During Dalesrail period (1976-1985) seems to have been advertised simply as Lazonby.
LEA [GN/GE] op 1 August 1849 *(GN/GE)*; clo 1 December 1864 (Thursday) *(co n T 29 October)*, reop 15 July 1867; clo 6 August 1957 (Tuesday) *(RM September)* – trainless Bank Holiday Monday intervened.
LEA BRIDGE
L B (a) [GE] op 15 September 1840 *(T 16th)*; clo 8 July 1985 *(BLN 519)*. L B ROAD/ LEABRIDGE ROAD/L B WALTHAMSTOW early – settled about 1871 *(Brad)*; EC co tt 1854: L B for W etc [sic] one way, L B for SNARESBROOK and WANSTEAD other way.
L B (b): some public use Sunday evening 15 May 2016, full use 16th (see B. Pask *Chron July 2016)*; still open.
LEA GREEN
LEA GREEN (a) [LNW] line op 17 September 1830**, nd, 1 January 1831 (when BOTTOM OF SUTTON INCLINE); LEA GREEN GATE (SUTTON) 11 October 1832 list; at times SUTTON early; settled 1848 tt *(Cl)*; clo 7 March 1955 *(RM April)*.
LEA GREEN (b) op 17 September 2000 *(Rly Obs November)*; still open.
LEA HALL [LMS] op 1 May 1939 *(T 27 April)*; still open.
LEA ROAD Preston [PW]: see 16 July 1840**; for early detail; initially market only, perhaps early use intermittent; ROAD not always added in early years; clo 2 May 1938 *(T 21 March)*.
LEADBURN [NB] op 4 July 1855 *(Southern Reporter 7th / Peeblesshire Advertiser)*; see 13 August 1948** and 1949**; clo 7 March 1955 *(RM April)*.
LEADENHAM [GN] op 12 April 1867** *(included in description of formal opening on 11th, Stamford Mercury 12th)*; clo 1 November 1965 *(RM December)*.
LEADGATE [NE] op 17 August 1896 *(RCG; Newcastle Daily Chronicle 17th)*; clo 23 May 1955 *(Shields Daily News 6th)*.
LEADHILLS [Cal] op 1 October 1901 *(RCG)*; clo 2 January 1939 *(T 16 December 1938)*. At opening there were no platforms, passengers descending by steps with handrails *(Aberdeen Press 2nd)*.
LEAGRAVE [Mid] op 13 July 1868 *(Mid) – T 14th* covered line but item omitted this station from description – probably journalist's error; still open. In *LMS List* 1933 as L for DUNSTABLE; not seen thus elsewhere.
LEAKE & WRANGLE – see OLD LEAKE.
LEALHOLM [NE] op 2 October 1865 *(Leeds Mercury 3rd)*; still open. NE tickets for LEALHOLME, LEALHOLME BRIDGE *(JB)*.
LEAMINGTON SPA (SPA added 26 July 1913, *RCH dist 29 December*).
LEAMINGTON SPA [GW] op 1 October 1852 *(Oxford Journal 2nd)*; as L; L GENERAL 25 September 1950 *(Cl)* to 1964/76 tt; still open. In *Brad* as L WARWICK OLD ROAD from 1887/8 to 1947/8.
L S AVENUE [LNW]: On 9 July 1852 Captain Huish reported that he had authorised the erection of a temporary station at Avenue Road *(RAIL 410/482)*; opened ? – *Leamington Courier* 17 July 1852 said would be completed 'in about six weeks from the present time'; no exact opening date found; at times just L. *Leamington Year Book* of 1853 said LNW had put up station within past year. Notice in *Leamington Courier* 28 January 1854 said omnibus connections would be made at AVENUE, not MILVERTON, since all trains would be despatched from there from 1 February (fits first appearance in *Brad*). Likely that still used Milverton as terminus – still in *Brad* and description of temporary hardly fits terminus. Paper of 3 March 1860 expected permanent AVENUE to be opened in April and existing 'miserable wooden erection' would be removed. Clo 18 January 1965 *(Birmingham Daily Post 10 December 1964)*. 'AVENUE' not always included in tts.
L S MILVERTON [LNW] op 9 December 1844 *(co n T 20 November)*; re-sited just south 13 October 1883 *(Cl)*; clo 18 January 1965 *(Birmingham Daily Post 10 December 1964)*. At times just M, or WARWICK, or W plus L and/or M; both *Brad* and LNW co tts often had two or three names for this station in different tables in the same issue.
LEAMSIDE [NE]: line op 15 April 1844 *(Durham County Advertiser 19th)*, nd, August 1844*; re-sited about 7 chains south for branch to Bishop Auckland which opened 1 April 1857 (inspection reports 13 January on; also see *Cobb)* – wording of report such

that it could be interpreted to mean that this came into use before branch, especially since re-inspection of line was necessary; clo 5 October 1953 *(RM November)*. Aot L JUNCTION 1860 to 1893/4 *(Brad)* and thus (one table only) NE co tt 1861.
* = included in inspection report for 19 June 1844 opening – detail not given for April opening but nothing to suggest it did not open then.

LEASINGTHORNE [NE] first in *Brad* June 1864 (see November 1845**) but in use earlier – mentioned in legal case about a ticket in *Shields Daily Gazette 10 April 1852* – event 15 February; fortnightly Saturday market service terminus; last in *Brad* April 1867. In tt as L; map evidence suggests Westerton was different site (see *Cl*); {map 33}.

LEASON HILL [Scottish Midland Junction]: line op 4 June 1838 *(Tayside)*, nd, July 1842; probably clo 1847 (see 1837 B**); {map 8}.

LEASOWE {map 46}.

L CROSSING [Hoylake] op 4 July 1870; clo 1 August 1872 (see 23 June 1866**).

LEASOWE [Wirral] op 5 May 1894 *(RCG)*; same site as above; still open.

LEASOWE ROAD – see WALLASEY.

LEATHERHEAD

LEATHERHEAD [LSW/LBSC] op 1 February 1859**; it was replaced by two stations, each about ½ mile south >

LEATHERHEAD [LBSC] op 4 March 1867 *(LBSC)*; still open. L for MICKLEHAM in LBSC co tt 1912.

LEATHERHEAD [LSW] op 4 March 1867 *(SR)*; clo 10 July 1927 (Sunday) *(RM September, hbl 65)* – trains diverted to ex-LBSC station over new junction.

LEATHERHEAD ROAD – see DORKING DEEPDENE.

LEATON [GW] op 14 October 1848 *(Shrewsbury 13th)*; clo 12 September 1960 *(Cl)*.

LECH-A-VUIE [NB] (non-tt): op with line 1 April 1901 (in *NB appendix* of that date; inspected with line, *MT6/1034/2*); according to *Scotsman 2 April 1901* there was a private station at Inverailort for Mrs. Herd, presumably this one; still in existence 1 November 1947; daylight only; passengers wishing to use had to give prior notice to station master at Lochailort, who would make the necessary arrangements; they had to buy ticket to next station beyond (A. Simpson, *NB Study Group Journal*, Autumn 2000); according to ex-signalman Jim Archibald in the early 1970s it was a private halt for local laird and his shooting parties; the last use according to his memory was July or August 1973; some years later much of the platform was removed in track realignment *(Steam Railway, 347, 20 March 2008)*; {Glenfinnan – Lochailort}.

LECHLADE [GW] op 15 January 1873 *(Chelt Exp 18th)*; clo 18 June 1962 *(T 18 May)*.

LECKHAMPTON – see CHELTENHAM.

LEDBURY [GW]

LEDBURY op 13 September 1861 *(Hereford T 14th)*; still open.

L TOWN op 26 November 1928 *(wtt supp)*; HALT; clo 13 July 1959 *(RM August)*; {Dymock – Ledbury}. Pre-opening Newtown *(RAC)*.

LEDSHAM

LEDSHAM [Birkenhead] op 23 September 1840 *(co n Chester Chronicle 25th)* as SUTTON; renamed 1 July 1863, when Sutton given own station *(Liverpool 7th)*; moved about 95 yards north between 1877 and 1912 OS maps – with quadrupling of line completed to here 30 November 1902 (see Stewart Smith, *Chron January 2020* and Richard Maund *Chron November 2021)*; clo 20 July 1959 *(RM August)*.

Also see LITTLE SUTTON.

LEDSTON [NE] op 12 August 1878 *(Yorks Post 13th)*; LEDSTONE until altered 1 July 1915 *(Cl)*; clo 22 January 1951 *(Cl)* – see 1951**. At Allerton Bywater according to paper cited.

LEE near Lewisham [SE] op 1 September 1866 *(Gravesend Reporter 1st)*; still open. *Brad* 1870/1 to 1955, SEC co tt 1914 and *hb*: L for BURNT ASH.

LEE-ON-THE-SOLENT [LSW] op 12 May 1894 *(Hants Teleg 19th)*; clo 31 August 1914, reop 1 October 1914 *(Cl)*; clo 1 January 1931 (Thursday) *(T 4 December 1930)*.

LEEBOTWOOD [SH Jt] op 21 April 1852 *(co n Hereford Times 24th)*; clo 9 June 1958 *(BR notice Kington Times 6 June)*.

LEEDS {map 56}

Most stations at first in *Brad* as L; names mostly expanded in late 1840s, early 1850s; perhaps at first helpful description rather than part of name – e.g. July 1850 had 'Wellington Road station, opposite Exchange'.

LEEDS [LMS/LNE] op 2 May 1938 *(Mid)*; amalgamation of WELLINGTON and NEW; op as L CITY, became L 5 May 1975 tt; old Mid portion clo 13 June 1966 *(Mid)*; rest still open.

L CENTRAL [GN/LY/LNW/NE] op 18 September 1848 *(co n Leeds Intelligencer 16th)*; originally a temporary station, gradually transformed into permanent over next 9 years (D Joy, *RCHS Journal*, 1976); last train 29 April 1967; next day services diverted to City *(BLN 81)*.

Ticket platform: *London Evening Standard 5 January 1855* described derailment of GN train near ticket platform which resulted in a carriage being thrown completely off the line onto the LY goods yard below. Op and clo dates?

L HUNSLET LANE [Mid] op 1 July 1840** *(co n T 27 June)*; Mid trains transferred to WELLINGTON 2 April 1849 *(Committee of Management Minute 6474, Leeds 31 March)*; last used by LY trains, clo 1 March 1851 (Saturday) *(Mid)* *.

Ticket platform: mention civil case; fell out of open wagon (defective lock) on Manchester & Leeds train 1 March 1842; only able to tell staff when reached the ticket station *(Leeds Intelligencer 27 August)*. Exact dates?

L MARSH LANE [NE] op 22 September 1834** (trial trip 18th) *(York Courant)*; clo 1 April 1869 (Thursday) *(Cl)**.

L NEW [LNW/NE] op 1 April 1869 *(T 2nd)*; combined with Wellington to form City 2 May 1938 *(Cl)*.

Ticket platform: in consequence of opening of Leeds New tickets now collected at Batley will be collected at ticket platform outside station *(LNW Officers 4099, 17 March 1869)*. Fare from Liverpool *(Leeds Times 19 June 1875)*. Last use?

Excursion platform: *Bradford Observer 8 January 1879* – described nearly complete alterations here; included excursion platform approached by subway from present station and by flight of stairs from Victoria Road. *Leeds Mercury 15 April 1879* – new excursion platform used for first time yesterday for trip to Wetherby. *Yorkshire Gazette 12 July 1890* – great improvement being made by

linking excursion platform to main – previously 'gloomy subterranean passage'. Iron bridge now provided. *York Herald 27 April 1895* mentioned excursion platform at 'Leeds'. No later information seen.

13 January 1892 fire destroyed most of the approach to what was then Leeds Joint from the west; many temporary measures introduced: included diversions to other stations – some LNW used Wellington Street and a **temporary platform** west of the canal brought into use on 19th. Most fully restored in week beginning 25th – see especially *Leeds Mercury* and *Yorkshire Evening Post* over the period for full details.

L WELLINGTON [Mid] op 1 July 1846* *(Mid)*; original temporary station replaced by permanent by the autumn of 1849 (evidence of contracts cited in *North of Leeds*, P. E. Baughan, Roundhouse, 1966; application to transfer license from old refreshment to new, *Leeds 29 September 1849)*; combined with New as City 2 May 1938 *(Cl)*. Sometimes L W Street.

* = see note with Bradford Market Street.

Ticket platform: man from Woodlesford prosecuted for getting out here *(Leeds Mercury 11 April 1865)*. Op and clo dates?

L WELLINGTON STREET [GN] op 14 May 1850 *(GN)*; temporary terminus, really the goods station; clo 1 August 1854 (Tuesday) when service diverted to Central *(co n T 2nd)*; emergency use 1892 – see Leeds New, sentence beginning 13 January 1892; later at holiday times passenger trains ran from the goods yard to pleasure gardens at Headingley *(NE & Scottish Staff Magazine 1924)* – see ROYAL GARDENS. According to *Whittle* citing "official sources" 1850 opening was "Leeds Low Level" – any public usage or just to distinguish original from 1854 replacement?

L WHITEHALL op 26 September 1999 *(Rly Obs 849)*; temporary platform, regarded as part of station, used by trains to Manchester Airport during work on Leeds station (last train 23 February 2002) *(Rly Obs May p 205)* and for Goole trains in latter part of 2001 *(IU)*.

For through replacements for Hunslet Lane and Marsh Lane see under 'H' and 'M'.

LEEGATE [MC] op 2 February 1848 *(co n Carlisle Journal 28 January)*, replacing Low Row; clo 5 June 1950 *(RM July)*. See 1840**; {map 134}.

LEEK [NS]

LEEK op 13 July 1849 *(co n Manch 14th)*; clo 4 January 1965 *(RM March)*.

L BROOK: non-tt service for Cheddleton Hospital, alias Staffordshire County Mental Asylum/Hospital, alias St Edward's Hospital. Consisted of platforms on Stoke and Churnet Valley lines (sometimes referred to as CHEDDLETON JUNCTION) and a branch thence to hospital. service began by June 1895 for workmen, who used until May 1899; from about July 1904 to July 1920 Hospital Authorities ran service on their private line, taking visitors and staff *(Hosp)*; in *hb* 1904 on as LEEKBROOK SIDING, no facilities listed; example of later occasional use shown by BR (LM Region) Special Traffic Notice for week starting Saturday 31 July 1954 which shows specials stopping at LEEK BROOK JUNCTION; main line platforms clo 7 May 1956 *(RM June)*. Churnet Valley platform continued in use (seen to be staffed, at least in 1958). *Cl letter 6 April 1963* said not in public tt, but times advertised by painted board at Leek station. Calls were shown for all down (northbound) trains in wtt winter 1958/9. End still to be found – may be related to withdrawal of services North Rode – Leek 7 November 1960.

LEEMING BAR [NE] op 4 March 1848 (op for passengers last Saturday, *Newcastle Courant Friday 10th)* as L LANE; renamed 1 July 1902 *(hbl 10th)*; clo 26 April 1954 *(T 20th)*. Just 'Leeming station' in item cited but 'the Leeming-Bar station' in sale advert *(York Herald 25 March 1848 1e)* and L Lane *(Yorks Gazette 9 September 1848)*.

LEES [LNW] op 5 July 1856 *(LNW- line)*; clo 2 May 1955 *(T 11 March)*.

LEGACY [GW] op 1 October 1901 *(RCG* – 'drop station for passengers'); HALT on ticket *(JB)* but not in tt and not included in *hb* before 1922a; clo 1 January 1931 (Thursday) *(T 20 December 1930)*; {map 75}.

LEGBOURNE ROAD [GN]: op 4 September 1848**- *line*; ROAD added 1880 *(RCG ref April)*; clo 7 December 1953 *(RM January 1954)*.

LEICESTER

LEICESTER [Mid] op 5 May 1840 *(co n Leicester Journal 1st)*; extra platform added July 1868 for visitors to Royal Agricultural Show and then kept as part of station *(Mid)*; became L LONDON ROAD 12 June 1892, reverted 4 May 1970 *(Mid)*; still open. L CAMPBELL STREET in *Brad* June 1867 to November 1893 (inclusive *(Mid)*.

London Road ticket platform: authorised by Committee of Management Minute 18 November1845, into use 1846? *(Mid)*. Closed as ticket platform 25 May 1891 – referred to as ticket platform at south end of station *(Mid Working Notice)*.

L BELGRAVE ROAD [GN] op 2 October 1882 *(Leicester Mercury 2nd, 9th)*; clo to public 7 December 1953 *(T 7th)*, but one train each way per day for workmen until 29 April 1957 *(RM June)*; then summer Saturday and Sunday to Skegness, last Sunday 9 September 1962.

L CENTRAL [GC] op 15 March 1899 *(Leicester Chronicle 18th)*; clo 5 May 1969 *(Coventry Evening Telegraph, Saturday 3 May* – last train today).

L NORTH: see 4 July 2007**.

(L) WELFORD ROAD

[Mid] op 4 November 1874 *(Mid)*; alighting only, Wednesdays and Saturdays only – early morning trains for market; last train, local from Nuneaton, called early February 1918, probably 6th (J. Gough). W R or W R, L in tts.

Had a **ticket** platform: *Notice to wtt June* 1891 said collection of market day tickets at **WELFORD ROAD BRIDGE** platform was discontinued though Welford Road remained in use for markets *(Mid)*.

L WEST BRIDGE [Mid] op 18 July 1832 *(Mid; Leicester Journal, 21st)*; see Bagworth for earlier usage of line. W B added soon after opening; see December 1847**; replaced 13 March 1893 by station known locally as King Richard's Road; clo 24 September 1928 *(LMS PCC 62) – Leicester Chronicle of 29th* said this was last day – presumed error, both *Nottingham Evening Post 21st* and *Derby Daily Telegraph 24th* said 22nd was last day and very unlikely that a last train would have run on a Monday in mid-month.

For HUMBERSTONE ROAD see under 'H'.

1904 *hb* had 'P' for L EAST (QUEEN STREET); error – was goods only.

LEICESTER SQUARE

LEICESTER SQUARE [Nor] op 22 June 1907 *(co n T 21st)*; still open.

LEICESTER SQUARE [Picc] op 15 December 1906 *(co n T 14th)*; still open.

LEIGH near Stoke-on-Trent [NS] op 7 August 1848 *(Staffs Advertiser 4th)*; clo 7 November 1966 *(Birmingham D Post 8 October)*.

LEIGH near Manchester

LEIGH [LNW]: for op see 1 September 1864**; op as BEDFORD L; renamed L & B 1 August 1876 *(Cl; RCG ref October)*, L 1 July 1914 *(hbl 14th)*; clo 5 May 1969 *(RM June)*. *Brad* made it into B & L September 1876, L & B next month – former probably error *(JS)*.

Also see WEST LEIGH.

LEIGH COURT [GW] op 2 May 1874 *(co n Worcester Journal 2nd)*. Temporary platforms provided when floods of 14 May 1886 damaged bridge here – *Gloucester Citizen 17th* said it hoped they would be in use later that day so that service could be resumed; in use until ? Clo 7 September 1964 *(Birmingham Daily Post Saturday 5th* – last train tonight; not known if special stopped here next day – see Bromyard). Initially L in *Brad* (briefly) and local press.

LEIGH KENT [SEC] op 1 September 1911 *(SEC)*; spelling altered to LYGHE April 1917; back to LEIGH 13 June 1960; HALT until dropped 5 May 1969 *(SR/SR App)*; KENT added body of BR tt 5 May 1976; still open.

LEIGH-ON-SEA [LTS] op 1 July 1855 *(co n T 28 June)*; -on-S added 1 October 1904 co tt *(Mid)* and thus *Brad* from then but RCH only caught up 1938 *(hb)*; re-sited 46 chains west 1 January 1934 *(T 1 November 1933)*; still open.

LEIGHTON BUZZARD [LNW]: line op 9 April 1838 *(T 11th)*, this included in description *Morning Advertiser 11th / Sun*; re-sited 8 chains south 14 February 1859 *(Bucks Herald ... 19th* – called it LINSLADE); still open. While usually LEIGHTON early, e.g. *co n T 2 June 1838* called it L B; L B became normal form 1 July 1911 *(hbl 6th)*. L JUNCTION in *Brad* 1851/2 to 1869/70 and thus LNW co tt 1852 but not 1868.

LEIRE [LMS] op 2 March 1925 *(Rugby Advertiser 6th)*; HALT; clo 1 January 1962 *(Coventry Evening Telegraph 29 November 1961)*.

LEISTON [GE] op 1 June 1859 *(T 2nd)*; clo 12 September 1966 *(RM September)*.

LEITH {maps 18, 19}

Caledonian

L NORTH op 1 August 1879 *(RCG; co n Edinburgh Evening News 1st)* as L; became L N 7 April 1952* *(Cl)*; clo 30 April 1962 *(RM May)*.

* = the name North Leith should only have been applied to the separate goods depot; however, while all tts seen showed it as LEITH, *hb* 1904 and 1912 applied 'P' to the North Leith entry – amended in LMS days.

L WALK (never opened) – see 1903**.

North British

L CENTRAL op 1 July 1903 *(NB list)*; clo 7 April 1952 *(RM May)*.

L WALK op 22 May 1868 *(T 25th)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(Cl)*; see April/May 1921**; clo 31 March 1930 *(Cl)*. In 1870s *Brad*, some tables, made it EDINBURGH L W.

L WALK GOODS: troops detrained onto lines here for Royal Volunteer Review 25 August 1881 *(Scotsman 20th, 26th)*. Used again used on 18th for Royal Volunteer Review of 18 September 1905 *(Scotsman 16th, 19th)*.

NORTH LEITH op 20 May 1846 *(co n Caledonian Mercury 18th)*; see 31 August 1842** for early details; *Brad* added NORTH 1868; clo 1 January 1917 *(RM February)*; reop 1 April 1919 *(RCG)*; see April/May 1921**; clo 16 June 1947**. *Hb*: 1862 L; 1872 L N; 1912 N L.

SOUTH LEITH: for op and possible short closure about 1847 see 1831 A**; SEAFIELD STATION, L in *co notices (e.g. Caledonian Mercury 29 September 1836)*; CONSTITUTION STREET, L in *co n ibid 31 March 1842*; usually just L tts; *Murray* April 1852 and *Brad* 1853 say 'per coach from Portobello' – presumably horse-drawn railway coach. Last in *Brad* July 1856 – line closed about then for conversion to standard gauge and locomotive haulage; reop 15 September 1859 *(co n Caledonian Mercury 14th)*, now served from main line at Portobello; last two way service in *Brad* April 1904 (three trains each way); May to September three to Leith only; October and November one to Leith; still present December, but no trains shown. SOUTH added *Brad* and *hb* as for NORTH L [NB]. *Tuck* 1843: THE SHORE, LEITH.

LELANT

LELANT [GW] op 1 June 1877 *(GW* gives line; L in *Cornish Tel* description of formal opening); HALT 29 September 1958 to 5 May 1969 *(Cl)*; aot request; clo 4 April 1955, reop 14 May 1955 (J F Ling); still open.

L SALTINGS op 29 May 1978 *(W Briton 1 June)*; still open.

LEMAN STREET [GE] op 1 June 1877*; clo 22 May 1916 *(T 2nd)*, reop 1 July 1919 *(T 20th)*; clo 7 July 1941 *(T 25 June)*.

* = was built 1872 but failed inspection. It was built at apex of a triangle formed by a double junction, one fork off the main line to St. Katharine's Docks, other to Haydon Square; traffic so busy (one every four minutes, paper believed) that was unsafe so permission to open refused. Problem overcome by constructing another line outside each of the platform lines for through traffic. Op 1 June 1877 *(East London Observer 2 June)*.

LEMINGTON [NE] op 12 July 1875 *(NC)*; clo 15 September 1958 *(Shields Daily News 23 August)*.

LEMSFORD ROAD [LNE] (non-tt) op 1 August 1942 *(U)*; workmen; HALT; clo 1 October 1951 *(T 8 September)*; {Hatfield – Nast Hyde}.

LENHAM [LCD] op 1 July 1884 *(Whitstable Times 5th)*; still open.

LENNOXTOWN [NB]

LENNOXTOWN op 1 July 1867 *(Stirling Observer 4th)* as L BLANE VALLEY; renamed on closure of L OLD; clo 1 October 1951 *(RM November)*.

L OLD op 5 July 1848 *(London Evening Standard 5th)*; OLD added 1 July 1867; clo 1 October 1881 (Saturday) *(Cl)*.

LENTON [Mid] op 2 October 1848 *(Nottingham Review Friday 6th* – line op Monday last + full tt); clo 1 July 1911 (Saturday) *(RCG)*.

Temporary platform (non-tt) directly opposite Raleigh Cycle Co's works for party from London coming to witness opening of extension 5 May 1922 *(Hull Daily Mail 8th)*.

LENTRAN [High] op 11 June 1862 *(co n Inverness Courier 12th)*; clo 13 June 1960 *(RM July)*. Reopened 27 to 29 March 1982 as temporary terminus during work on swing bridge at Clachnaharry. In *hb* 1863a (only) as LENTRAM.

LENWADE [MGN] op 1 July 1882 *(Thetford ... Journal 8th)*; clo 2 March 1959 *(T 2nd)*.

LENZIE [NB] {map 16}
KIRKINTILLOCH op 21 February 1842 *(co n T 19th)*; replaced by >
KIRKINTILLOCH 26 December 1844**, a little to the east, to serve as interchange between EG and MK services; now MK had their station, different gauge alongside (see KIRKINTILLOCH, under 'K') >
KIRKINTILLOCH moved back to original site 5 July 1848 *(London Evening Standard 5th)* to serve as junction station for Campsie branch (regauging of MK meant its trains were running through to Glasgow, making 1844 interchange redundant); now K JUNCTION. Renamed CAMPSIE JUNCTION 1849 tt, LENZIE J 'in future' *GM* circular 10 August 1867, L 1890 *(Cl)*, L J 1925/6 *(Brad)*, L 1951 *(Brad)*; still open. Became L J for GARNGABER J 1 August 1917 according to *hbl 24 January 1918* and thus *hb* 1925 to September 1962a but not seen thus *Brad*.
LEOMINSTER [SH Jt] op 5 December 1853**; still open. L JUNCTION 1862 to 1895/6 in *Brad* and LNW co tt 1869 (one way).
LEONARDS BRIDGE [LSW] (non-tt): passengers picked up and set down at passing loop but no platforms; first mention December 1857; ceased ?; {Ringwood – Wimborne}; (M. Hutson, *SW Circular*, April 1998).
LESBURY [York, Newcastle & Berwick] op 1 July 1847 (see 24 March 1847**); probably clo 19 August 1850 when Alnwick branch opened from Bilton, later Alnmouth. *Brad, Topham* and some maps of the time suggest Bilton was just renaming of Lesbury, delayed until May 1851 *Brad*. However, inspection report *(MT 6/9/49)* makes it clear that Lesbury was a mile or so north of junction; its continuance in tt and late arrival there of Bilton probably inertia. Contention supported by advert in *Newcastle Journal 15 June* calling for tenders to build stations at Alnwick and Bilton. Also, if branch had initially operated from Lesbury, with reversal (as timetables imply), it would have added significantly to journey times and tts do not show any reduction in timings when Bilton did eventually appear. It is likely it was only intended as a temporary station, sited to provide link with road service to Alnwick (few people lived in immediate area), so no point in keeping it once railway open to Alnwick. One snag is that inspector said station at junction had only just been laid out, but there was two-month gap between inspection and opening; so time for something to be provided.
Local press timetables kept Lesbury for considerably longer – in some cases into 1853 (exact dates not given since papers differed from one another). First reference to Bilton found there is in item *(Newcastle Guardian 29 May 1852)* which said that company had agreed to run the Saturday market train from Alnwick at 4.15 p.m. to carry passengers to Bilton and places north; this is only reference so far seen to existence of this service. However it is possible that Lesbury survived as a Saturday market stop since note referring to market train from Lesbury to Newcastle and back (note that reverse direction of Alnwick one) survived until mid-1853, when this was extended north, from / to Morpeth. Given the obvious unreliability of these tts, there can be no certainty that this was really Lesbury. In *Brad* as L, ALNWICK.
LESLIE [NB] op 1 February 1861 *(co ½ T 8 October)*; clo 4 January 1932 *(LMS PCC 233)*.
LESMAHAGOW
First station of this name – see BROCKETSBRAE.
LESMAHAGOW [Cal] op 1 July 1905 *(RCG; Airdrie & Coatbridge Advertiser 1st)*, 1½ miles north of first Lesmahagow / Brocketsbrae; clo 4 October 1965 *(BR notice, The True Line July 2006)*.
LETCHWORTH GARDEN CITY [GN]: 'temporary platform' 6 October 1903 for party of journalists to view progress *(Herts & Cambridge 9th)* – west of station *(ibid 10 April 1905)*; workmen used (temporary?) from 1903 *(U)*; main op to public 15 April 1905 *(Reynold's Newspaper Sunday 16th* – yesterday); re-sited Sunday 18 May 1913 *(Cl)* – but *Whittle, from GN records* said 15 May, a Thursday and *Luton Times Friday 23rd* said opened 'Friday' (i.e. 16th); still open. G C intermittently added: was in GN co tt 1909 and LNE tt 1927; omitted body of *Brad* 1937; restored 17 June 1999 tt *(AB Chron)*.
LETHAM
L GRANGE [NB] op 1 May 1883**; clo 22 September 1930 *(Scotsman 15th)*.
L MILL OFFSET is shown on Macaulay's Maps (added 1851/4, still present mid-1860s); with that name should have been passenger 'halt' but no evidence for such use exists; all other sources seen refer to it as goods siding.
LETHENTY [GNS] op 1 October 1856 *(co n Aberdeen Herald 27 September)*; aot request; clo 2 November 1931 *(Aberdeen Press 20 October)*.
LETTERSTON [GW] op 11 April 1895 *(co n Western Mail 9th)*; clo 25 October 1937 (see end of 19 September 1876**).
LEUCHARS [NB]
LEUCHARS op 1 June 1878 *(Dundee Courier 3rd)* as L JUNCTION; JUNCTION dropped 6 May 1974 tt (perhaps earlier – *BLN 241* implies by December 1973); still open. EARLSHALL *(31 May 1878 Dundee Courier)*.
L OLD op 17 May 1848 *(Dundee- line)* as L/L ST ANDREWS ROAD (latter in heading *Brad* and in *Edinburgh tt December 1849)*; became L JUNCTION 1 July 1852 *(Cl)*; clo 1 June 1878, replaced by station above; reop 1 December 1878 as L OLD *(Cl)*; clo 3 October 1921 *(RCG)*.
LEVEN
[Edinburgh, Perth & Dundee]
BURNMILL, temporary op 10 August 1854 *(Fifeshire Journal 10th)* – formal 5th; replaced by >
LEVEN [NB] permanent op 11 August 1857**; clo 6 October 1969 *(BR leaflet 273)*.
LEVENSHULME
LEVENSHULME [LNW]: op 24 June 1842 (co notice *Stockport 24th);* L & BURNAGE 1887/8 *(Brad)* to 1 July 1910 *(hbl 28 April)*; L NORTH 25 August 1952 *(LMS Commercial Circular 117, 12 September)* to 18 June 1962 tt; still open.
L SOUTH [GC] op 2 May 1892 *(Manch Cour 2nd)*; SOUTH added 15 September 1952 *(JS)*; clo 7 July 1958 *(Manchester Evening News Wednesday 2nd* – service comes to end on Saturday).
LEVER BRIDGE: see 29 May 1838**.
LEVERTON [GC] first in *Brad* December 1850; permanent station 1853; clo 2 November 1959 *(RM December)*.
LEVISHAM
LEVISHAM (a) [NE] for op see 1835 B**; clo 8 March 1965 *(T 19 January)*.
LEVISHAM (b): see 6 April 2007**.

LEWES [LBSC] {map 132}
LEWES op 8 June 1846 in Friars Walk (Gen. Pasley's inspection report said this was at extreme end of line beyond where permanent would be – *Sussex Advertiser 9 June)*; permanent station 28 August 1846; re-sited 1 November 1857 *(co n ibid 3rd)* and again in 1889 – new buildings, Brighton lines platform and access to Uckfield lines 4 March followed by London lines on 17 June *(Sussex Agricultural Express 5 March and 25 June)*; still open.
Ticket platform, only mention seen in press: *Sussex Advertiser 18 January 1848* – accident.
L HAM op 8 June 1846; apparently only a ticket platform (certainly too small for use as station according to Pasley's report), absorbed on/before 1857 re-siting.
'L PINWELL' was really extension of station for when London (Keymer) line opened 1 October 1847 *(Sussex Advertiser 31 August, 28 September)*.
See also C. E. Lee's article, *RM* January 1950.
LEWES ROAD Brighton [LBSC] op 1 September 1873 *(LBSC)*; clo 1 January 1917 *(T 22 December 1916)*; reop 10 August 1919 *(Cl)*; HALT added, probably on reopening – in *Brad* 1920; clo 1 January 1933 (Sunday) – based on *Cl* (says 2nd) + SR practice.
LEWIEFIELD [LNE] op 3 July 1933 *(LNE letter 19 April 1945 Cl pap)*; op as HALT, staffed and ceased to be such 1 January 1938 *(ibid)*; clo 15 October 1956 *(T 21 September)*; {Kielder – Plashetts}.
LEWISHAM
LEWISHAM [SE] op 30 July 1849 *(co n The Era 29 July)*; became L JUNCTION 1 January 1857 *(L)*, reverted 7 July 1929 *(Cl)*; still open. Accident report in 1858 referred to L OLD, on North Kent line, and L JUNCTION new station on Mid-Kent; presumably regarded as one station by the SE; confusingly *Lloyd's Weekly Newspaper 8 November1857* said that on 1st new station on North Kent Line had been opened at Lewisham – no explanation found.
Ticket platform? *South Eastern Tuesday 3 June 1857*: train from Strood hit at ticket platform here on Sunday last. Separate platform or station being used for collecting tickets to London?
LEWISHAM [Dock] op 20 November 1999 *(RM January 2000)*; still open.
LEWISHAM ROAD [LCD] op 18 September 1871 *(co n T 16th)*; clo 1 January 1917 *(T 28 December 1916)*.
LEWISTOWN [GW] op 10 August 1942 *(co n RAIL 1014/33/20)*; HALT; clo 4 June 1951 *(WR comm circ 26 May)*; {Blackmill – Ogmore Vale on Blaegarw branch}.
LEWKNOR BRIDGE [GW] op 1 September 1906 *(Henley ... Standard 31 August)*; HALT; clo 1 July 1957 *(RM August)*; {Aston Rowant – Watlington}.
LEYBURN [NE] op 19 May 1856 *(RCG)*; clo 26 April 1954**. Later excursions – e.g. Ramblers' 25 April 1981 *(IU)*. Reop for occasional use 1984-8.
LEYCETT [NS] op 28 June 1880 *(Staffs Sentinel 3 July)*; clo 27 April 1931 *(Staffordshire Sentinel 16th)*.
LEYLAND [NU] op 31 October 1838 *(Preston Chronicle 3 November)*; still open. GOLDENHILL in early newspaper account but not confirmed from railway sources *(JS)*.
LEYSDOWN [SEC] op 1 August 1901 *(RCG; Pall Mall Gazette 1st)*; clo 4 December 1950 *(T 4th)*. Service on line suspended on 18 December 1922 following damage to Kings Ferry Bridge, resumed 21st *(Pall Mall Gazette 21st)*.
LEYSMILL [Cal] op 24 November 1838**; clo 5 December 1955 *(Brechin Advertiser 25 November)*.
LEYTON
LEYTON op [GE] 22 August 1856 *(L; co n T 22nd- line)*; LOW LEYTON until renamed 27 November 1867 *(Cl)*; transferred to [Cen] 5 May 1947 *(T 6th)*; still open.
L MIDLAND ROAD [TFG Jt] op 9 July 1894 *(RCG; Barking ... Gazette 14th)*; M R added 1 May 1949 *(Mid)*; still open.
LEYTONSTONE
LEYTONSTONE op [GE] 22 August 1856 *(L; co n T 22nd- line)*; transferred to [Cen] 5 May 1947 *(T 6th)*; still open.
L HIGH ROAD [TFG Jt] op 9 July 1894 *(RCG; Barking ... Gazette 14th)*; H R added 1 May 1949 *(Mid)*; still open.
LHANBRYDE [High] opened 18 August 1858 *(co n Inverness Courier 19th)*; closed 7 December 1964 *(BR notice Aberdeen Press 12 November)*.
LICHFIELD [LNW]
LICHFIELD op 15 September 1847 *(co n T 13th)* >
L TRENT VALLEY JUNCTION: line through op 9 April 1849 but no mention of this in description on line opening, *Staffordshire Advertiser 14th*, nor was it included in tt, marked 'from 9 April' in that paper; not in any tts there, still including same heading, in May and June; first in tt there Saturday 7 July, headed on and after 1 July (when connecting times for Rugeley, Shrewsbury, Stafford via Trent Valley line first shown), but no Sunday trains shown for this so presumably first used 2 July 1849; just T V J in tts seen >
Both replaced 3 July 1871 *(LNW Officers 6776)* by **L TRENT VALLEY HL** and **L TRENT VALLEY LL**. HL clo 18 January 1965 *(BR LM notice Walsall Observer 11 December 1964)*; reop 28 November 1988 *(RM December)*. Now treated as one station; still open.
L CITY op 9 April 1849 *(Shrewsbury 13th)*; re-sited to south-west 3 November 1884 *(Cl)*; still open. Neither LNW co tt nor *Brad* added CITY until 1870/1, even though LNW had two stations for Lichfield – in *Brad* added October 1871.
LIDDATON [GW] op 4 April 1938 *(co n Western Morning News 2nd)*; HALT; clo 31 December 1962**; {Coryton/Lydford}.
LIDFORD – see LYDFORD.
LIDLINGTON [LNW] op 18 November 1846**; see 25 July 2004**; still open
LIFF [Cal] op 10 June 1861 *(co n Dundee Courier 6th)*; clo 10 January 1955 *(T 28 December 1954)*.
LIFFORD
LIFFORD (a) [BG] op 17 December 1840 *(Mid; co n Chelt Exam 16th- line)*; clo 4 November 1844? (see November 1841**).
LIFFORD (b) [Mid] op 1 June 1876 *(Mid)* on Selly Oak line; replaced by >
LIFFORD (c) [Mid] op 28 September 1885 *(Mid)* on Camp Hill line; clo 30 September 1940 *(LNW Record)*.
LIFTON [GW] op 1 July 1865 (line report *W D Merc 4th*, in tt *Tavistock 8th)*; clo 31 December 1962**.
LIGHTCLIFFE [LY] op 7 August 1850 *(Bradford Observer 8th* – wooden box presently acts as station); clo 14 June 1965 *(RM June)*.

LIGHTMOOR [GW]
LIGHTMOOR (a) op 2 May 1859 *(co n Wellington Journal 30 April)*; clo 1 November 1864 (Tuesday) *(co n Eddowes 2nd)*.
LIGHTMOOR (b) op 12 August 1907 *(Wellington Journal 17th)* as L PLATFORM, just west of (a) *(Cobb)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*; reop 23 June 1919 *(GW circular 2672)*; became HALT 6 February 1956 *(GW H)*; clo 23 July 1962 *(RM August)*. *RCH dist ref 29 December 1913* said had become (no date given) L JUNCTION, but not seen thus in any tt.
LILBOURNE [LNW] op 1 November 1854 *(Leic)*; clo 6 June 1966 *(Birmingham Daily Post 30 May)*.
LILLIPUT ROAD Swansea [SIT]: line op 11 November 1860, nd, May 1866 (see 25 July 1860**); re-sited on deviation line 26 August 1900; last in *Brad* November 1904; present *hb* 1867, 'cancelled' 1908a; originally just L in *Brad*; {map 88}.
LIME KILN LANE – see TRANMERE.
LIMEHOUSE {map 108}.
LIMEHOUSE (a) [GE] op 6 July 1840 *(T 29 June, 10 July)*; see 31 March 1849**; clo 4 May 1926**.
LIMEHOUSE (b) [GE] op by 3 August 1840 *(L)* as STEPNEY; see 31 March 1849**; renamed STEPNEY EAST 1 July 1923 *(hbl 12th)*, L 11 May 1987; clo for track remodelling 22 July 1994 *(BLN 740)*; reop 12 September 1994; still open. Platforms on Bow line clo ?, reop 17 July 1876 *(T 19th)*; item said work had been going on for several months (*8 May* had said same); replaced bridge over Commercial Road with one carrying wider platforms – previous thought unsafe (also see J. E. Connor, *Stepney's Own Railway*, 1987). According to *Morning Advertiser 1 April* a new station opened in Commercial Road East on 31 March 1857, replacing the old one on the corner of White Horse Street; really new or essentially a rebuild?
LIMEHOUSE [Dock] op 31 August 1987 *(T 1 September)*; still open.
LIMESIDE – see 1957**.
LIMPET MILL [Aberdeen] op 1 November 1849**; temporary terminus, clo 1 April 1850 when line completed to Aberdeen *(Cl)*; {Muchalls – Stonehaven}.
LIMPLEY STOKE [GW] op 2 February 1857 *(GW; Bath & Chelt 4th- line)*; clo 3 October 1966 *(Somerset Standard Friday 7th – last train Saturday night)*.
LINACRE ROAD [LY] op 1 June 1906 *(RCG)*; clo 2 April 1951 *(RM May)*.
LINBY
LINBY [GN] op 2 October 1882 *(Mansfield Reporter 6th)*; clo 1 July 1916 (Saturday) *(RCG; Railway News 24 June)*.
LINBY [Mid] op 2 October 1848 *(Nottingham Review Friday 6th – line op Monday last + full tt)*; clo 12 October 1964 *(RM November)*.
LINCOLN
LINCOLN [GN] op 17 October 1848 *(co n T 16th)*; CENTRAL intermittently added – first added 25 September 1950 *(Rly Obs October)*, finally dropped 11 December 2005 tt *(AB)*; still open. L HIGH STREET in *Brad* 1867 to 1924 *(JS)*, but not GN co tt 1909.
Ticket platforms:
Cowpaddle alias **Great Northern Terrace**: two here (for GN and Joint use?); first evidence seen: *Lincolnshire Chronicle 23 May 1862*: accident, train from Boston. *Lincolnshire Echo 16 December 1912*: item about dumping of rubbish mentioned 'either of the ticket platforms bordering the Cowpaddle'. *Sheffield Daily Telegraph 6 October 1919*: following accident trains from Grantham dropped passengers at Great Northern Terrace ticket platform and left them to walk to station. >
Holmes between between station and Pyewipe Junction with GN/GE Joint Line: earliest reference seen: *Lincolnshire Chronicle 11 February 1876*: In course of ticket prosecution, ticket collector said he always started from engine end for the benefit of passengers who did not want to run into the station (so allowed to alight – officially?); train from Saxilby. >
Stamp End on Grimsby line: op? >
Lincolnshire Echo 16 February 1925: Cowpaddle and Stamp End abolished from today. Holmes nuisance to be abolished after certain alterations made at LNER station; nothing further found about this one.
L ST MARKS [Mid] op 4 August 1846 *(Mid)*; ST M added 25 September 1950 *(Rly Obs October)*; clo 12 May 1985 (Sunday) – had Sunday service but last train Saturday *(BLN 517/8)*.
Ticket platform: first evidence seen: *Stamford Mercury 26 June 1868*: fatal accident 21st. Clo 1 August 1904 wtt; perhaps reopened 1 April 1906 *(Mid)*.
L HOLMES GOODS YARD [GN] (non-tt): tickets exist for excursions 1899 *(@JF)* and [GC] use 28 March 1905.
LINDAL
LINDAL [Fur] op 1 June 1851 *(Lancaster Gaz 31 May)*; clo 1 October 1951 *(RM October)*.
L EAST – see ULVERSTON.
LINDEAN [NB] op 5 April 1856 *(co n Selkirk 4th)*; notice referred to 'Gala Opening' but clearly full service of fare-payers; Directors' experimental trip week previously. See 13 August 1948**. Clo 10 September 1951 *(RM October)*.
LINDORES
LINDORES (a) [Edinburgh Northern], temporary terminus, op 20 September 1847 *(Edinburgh Advertiser 21st)*; clo 9 December 1847, line extended to Glenbirnie *(Cl)*; {map 5}.
LINDORES (b) [NB] op 25 January 1909 *(Fife Free Press 23rd)*; different line; clo 12 February 1951 – see 1951**.
LINEFOOT [CW Jc] on 18 March 1887 a large party of ladies and gentlemen was taken here to see new station at invitation of the contractor *(West Cumberland Times)*; it was a large island platform, designed to handle exchange of passengers with Maryport & Carlisle which never materialised. Saturday market service probably began mid-September 1908 (see Great Broughton for details); still in local *co notices* October but *Workington Star 30 October1908* said service would be discontinued; also occasional Saturday excursion to Carlisle advertised; {in *IA*}.
LINESIDE – see LYNESIDE.
LINFORD – see GREAT LINFORD.
LINGFIELD [LBSC] op 10 March 1884 *(co n Pall Mall Gazette 8th)*; enlarged 1894 for race use (course opened 1890) with footbridge and covered way to course (removed 1976/86) *(AB)*; still open.

LINGS COLLIERY [Mid] (non-tt): op by 31 August 1874 wtt; clo 9 November 1927; {near Clay Cross} *(Mid)*. In May 1922 wtt as L CROSSING.

LINGWOOD [GE] op 1 June 1883 *(GE- line)*; still open.

LINKSFIELD LEVEL CROSSING [GNS] op 4 June 1853 *(co n Elgin Courier 8th*, where described BAREFLAT HILL BRIDGE – at the level crossing at Linksfield); last in *Brad* November 1859 but actually clo 1898– not continuous use *(GNS*, from wtts and company records, only relevant press reference so far found was for sale here 2 March 1871 where nearest stations mentioned were Banff and Macduff); present *hb* 1867, 1872 (when facilities were not shown), and 1877 (no facilities shown here); request; {map 3}.

LINKWOOD LEVEL CROSSING (non-tt): *wtt 14 June 1954* shows weekday passenger train stop here {Elgin – Longmorn} to deliver water supply – any possibility of use for travel by railway employees?

LINLEY [GW] op 1 February 1862**; clo 1 January 1917 *(GW notice dated 22 December 1916)*; reop 2 April 1917 *(GM's report)*; became HALT 10 September 1951; clo 9 September 1963 *(T 9th)*.

LINLITHGOW

LINLITHGOW [NB] op 21 February 1842 *(co n T 19th)*; see 5 August 1840**; still open.

Also see BO'NESS; CAUSEWAYEND.

LINT MILL [Camp] (ng): line op 17 August 1906**; request; clo by May 1932.

LINTON near Cambridge [GE] op 1 June 1865 *(Cambridge Independent Press 3rd)*; clo 6 March 1967 *(RM April)*.

LINTON – see EAST LINTON.

LINTZ GREEN [NE] op 2 December 1867 *(co n Newcastle Courant 2nd)*; see 1951**; clo 2 November 1953 *(RM December)*.

LIONS HOLT – see ST JAMES'S PARK Exeter.

LIPHOOK [LSW] op 1 January 1859 *(SR; co n T 1st- line)*; still open.

LIPSON VALE [GW] op 1 June 1904 *(W Morn News 1st, 2nd)*; HALT; after 7 July 1930 only used by ex-LSW trains; clo 6 October 1941 *(GW letter 1 January 1945 Cl pap)* as a fire risk, platforms removed March 1942 – area subject to bombing *(Cl)*. In LSW co tt 1914 as PLYMOUTH L V; {map 114}.

LISCARD & POULTON [Wirral] op early September 1895 *(Liverpool Wednesday, 4th*, said Mill Lane Station Liscard had just been opened, so probably op 1st – December 1895 *Brad* shows Sunday service); clo 4 January 1960 *(RM February)*.

LISKEARD

LISKEARD [GW] op 4 May 1859**; Looe line platforms added 8 May 1901; all still open.

MOORSWATER [Liskeard & Looe] op 11 September 1879 *(Cornish T 13th)*; *West Briton (11th)* said pathway connected this to Liskeard station, about ten minutes walk and aot *Brad* had note that stations about a mile apart; clo 8 May 1901 – trains diverted to GW station *(W Morning News 9th)* – 15th was later formal opening.

Also see 1844**.

LISS [LSW] op 1 January 1859 *(SR; co n T 1st- line)*; still open.

LISSEN [Cal]: listed as station without qualification in *Scotsman 3rd* on formal opening of line to Ardrossan 4 September 1888; also listed in *co n Glasgow Herald 5th* but there says will 'convey traffic', passengers not specified; all sources seen otherwise treat it as goods only; {Auchemade – Kilwinning}.

LISVANE & THORNHILL op 4 November 1985 *(Rly Obs January 1986)*; effectively replaced Cefn-Onn – latter's closure procedure so protracted that both open together for a year; still open. Pre-opening in 30 September 1985 tt as T *(AB Chron)*.

LITCHFIELD [GW] op 4 May 1885 *(Hants Chron 2nd)*; clo 4 August 1942**, reop 8 March 1943 *(Cl)*; L HANTS 7 June 1909 *(hbl 7 July)* to 13 June 1955 *(Cl)*; clo 7 March 1960 *(Hants Chron 5th)*.

LITLINGTON GATE [GE] (non-tt): stop here certainly 20 May 1852 and 22 & 23 May 1854 by specials to set down passengers going to North Herts Yeomanry Races at Royston (course ½ mile from crossing) *(co ns Cambridge Indep Press 15 May 1852 & 13 May 1854* – in former case shown as LIDL.. G); return journey? – walk to Royston? {level crossing shown SW of Royston in *Cobb Atlas*}. Also seen as L BAR.

LITTLE BYTHAM

LITTLE BYTHAM [GN] op 15 July 1852**; clo 15 June 1959 *(Grantham Journal 29 May)*.

LITTLE BYTHAM [Edenham & Little Bytham] op 8 December 1857**; finally clo 17 October 1871 *(Cl)*.

LITTLE DOWNHAM – see BLACKBANK.

LITTLE DRAYTON [GW] op 14 September 1935 *(T 12th)*; HALT; clo 6 October 1941 *(Cl)*; {Tern Hill – Market Drayton}.

LITTLE DUNHAM – see DUNHAM.

LITTLE EATON [Mid] op 1 September 1856 *(Mid; T 12th- line)*; clo 1 June 1930 (Sunday) *(Mid)*. Excursions continued until at least 13 September 1952 *(RM January 1953)*.

LITTLE HULTON [LNW] op 1 April 1875 *(LNW Officers 12593; Manchester Times 3rd)*; clo 29 March 1954 *(BR clo notice Sweeney)*.

LITTLE HUNGERFORD: [provided by contractor building Newbury to Didcot line] (non-tt) 30 November 1880; used by party in carriage improvised from ballast truck to visit 'coffee shop' provided for workmen on line and publicise concerts to be provided to entertain them *(Newbury Weekly News 2 December)*; at / near later Pinewood.

LITTLE KIMBLE [GW] op 1 June 1872 *(co n T 1st)*; still open.

LITTLE MILL near Alnwick [NE]: earliest use (non-tt) was by Greys of Howick, given right to trains here by agreement of 4 October 1847 (right rescinded on death of 4th Earl Grey in 1917); 'will be private station here' *Newcastle Guardian 3 July 1847*; first in public tt January 1861 but cited in several adverts in local press October 1850 on; clo 5 May 1941 *(Berwick Advertiser 1st*, reop 7 October 1946 *(co n ibid 3rd)*; clo 15 September 1958 *(Shields Daily News 23 August)*.

LITTLE MILL near Pontypool [GW]

LITTLE MILL op 2 January 1854 *(T 29 December 1853- line; co n Hereford Times 24 December)*; see 2 June 1856**; clo 1 October 1861 *(co n Hereford T)*.

L M JUNCTION op 1 May 1883 *(RAIL 253/228)*; JUNCTION added 1 July 1883 *(GW GM circular 505, 25 June)*; only Monmouth line trains called; clo 30 May 1955**. GW co tt 1886: L M J (MON).

LITTLE ORMESBY [MGN]: see 17 July 1933**; HALT; {Hemsby – Great Ormesby}.

LITTLE SALKELD [Mid] op 1 May 1876 *(Carlisle Express 6th)*; clo 4 May 1970 *(RM June)*.

LITTLE SOMERFORD [GW] op 1 July 1903 *(Bristol T 2nd)*; clo 3 April 1961 *(RM May)*; {map 122}.

LITTLE STEEPING [GN] op 2 October 1848 *(Stamford 3rd)*; clo 11 September 1961 *(Peterborough Standard 28 July)*.

LITTLE STRETTON [SH Jt] op 18 April 1935 *(wtt supp)*; HALT; clo 4 January 1943 *(hbl 19)*, reop 11 March 1946 *(Joint Officers 21 August)*; clo 9 June 1958 *(BR notice Kington Times 6 June)*; {Church Stretton – Marsh Brook}.

LITTLE SUTTON [Birkenhead] op 1 July 1863 *(Liverpool 1st- line, in description of formal opening, 6th, ibid 7th)*; LITTLE added 19 October 1886 *(Cl; RCG ref October)*; still open.

LITTLE WEIGHTON [HB] op 27 July 1885 *(op tt NER I)*; clo 1 August 1955 *(RM September)*.

LITTLEBOROUGH [LY] op 4 July 1839 *(T 11th)*; still open.

LITTLEBURY [EC line]: *GE Society Journal* included a number of items on this: *July 1993* – photograph of mystery buildings, looking like station; *April 1994* – identified as Littlebury Siding; *October 1994* – evidence (contradictory) about contract for station here. When plans handed over to Railtrack in 1994 it was noticed that a platform was shown here on old EC map; interpreted as most likely having existed for navvies working in area (G. Kenworthy). *The Times* included Littlebury as a station in account of formal opening of appropriate stretch but this was almost certainly an error: there was no reference to a station in any of the accounts of accident here on 4 August 1845 (within a week of line opening); all refer to Wenden and Chesterford as stations either side of accident *(T 6th, 7th)*. Perhaps a level-crossing keeper's 'lodge' – see Ickleton.

LITTLEHAM [LSW] op 1 June 1903 *(Western Times 2nd)*; clo 6 March 1967 *(RM April)*.

LITTLEHAMPTON

For first station for this area see ARUNDEL.

LITTLEHAMPTON [LBSC] op 17 August 1863 *(co n West Sussex Gazette 13th*, where L HARBOUR); still open.

LITTLEHAVEN [LBSC] op 1 June 1907 *(LBSC)* as RUSPER ROAD CROSSING; became L CROSSING July 1907 tt, L December 1907 tt *(Cl)*; clo 1 January 1917 *(T 22 December 1916)*; reop 3 May 1920 *(Cl)*; HALT until renamed 5 May 1969 *(Cl)*; still open.

LITTLEMORE [GW]

LITTLEMORE op 24 October 1864 *(T 25th)*; clo 7 January 1963 *(Birmingham Daily Post 2nd)*. Shown changed from L FOR COWLEY AND TEMPLE COWLEY to L in Railway Notices in *Brad* December 1928 (since January).

Hb 1877 gave separate 'P' listing to **L ASYLUM**; private siding at right angles to running lines, provided by instruction of 1 September 1870 for Committee of Visitors; used until ? (Committee continued to exist under various names until 1 July 1968).

LITTLEPORT [GE] op 26 October 1847 *(co n T 25th)*; still open.

LITTLESTONE-ON-SEA – see NEW ROMNEY

LITTLETON & BADSEY [GW] op 21 April 1884 *(RAC)*; clo 3 January 1966 *(RM February)*. Pre-opening Blackminster *(RAC)*.

LITTLEWORTH [GN] op 17 October 1848 *(co n T 16th)* as L & DEEPING FEN; & D F dropped 1857 *(Brad)*; clo 11 September 1961 *(Peterborough Standard 28 July)*.

LIVERPOOL {map 47}

All [LO] stations shown under own letter of the alphabet.

L BRUNSWICK [CLC] op 1 June 1864 *(co n Manch 2nd)*; replaced by >

L CENTRAL [CLC] op Monday 2 March 1874* *(notice in Mid co tt March* – J. Gough); HL (but this not used in tt); clo 17 April 1972 *(RM May)*.

* = some sources including *MS&L co ½ T 23 July* say op 1 March – case where station op with new tt, first of month was Sunday, officialdom used tt date.

L CENTRAL [Mersey] op 11 January 1892 *(Liverpool 11th)* as L C LL, terminus from West Kirby/New Brighton/Rock Ferry; clo 28 July 1975 for construction of new loop line *(BR/Merseyside Transport leaflet)*; reop 2 May 1977 as, terminus from Southport/Ormskirk/Kirkby; became through station 3 January 1978 on (re)opening of line to Garston *(Daily Telegraph 3rd)*, extended 16 May 1983 to Hunts Cross; still open. Ticket exists for L BOLD STREET *(JB)*.

L CENTRAL LOW LEVEL op 9 May 1977 *(T 9th)*; clo 21 April 2007, reop 29 May 2007, engineering work *(Merseyrail pamphlet)*; altered from DEEP LEVEL ?; still open.

L (CROWN STREET) [LM] op 17 September 1830**; replaced by Lime Street 15 August 1836. C S only used in explanatory text in co tt March 1831 – just L in table.

L GREAT HOWARD STREET / BOROUGH GAOL [LY/East Lancashire] op 20 November 1848**; just L in *Brad* until April 1850, when B G added in LY tables and G H S in E Lancs table, presumably as help for passengers in forthcoming moves; same in press notices – E Lancs used it in notice *Liverpool Mail 7 April* for opening on 2nd of Liverpool, Ormskirk & Preston section of their line. Replaced for LY use by Exchange 13 May 1850 *(Liverpool 14th)*. E Lancs notice in that paper and *Liverpool Times of same date* said that all its trains would continue to call at Great Howard Street until further notice; its trains were first shown from Exchange July 1850 *Brad*. >

L EXCHANGE [LY] op 13 May 1850 *(T 14th)*; clo 30 April 1977 (Saturday) *(RM July)* – service diverted to Central (LL). In the LY opening notice in *Liverpool (14th)* it was described as The New Station at the Exchange; in the tt in same paper was new Station Tithebarn-street. Also seen as L E & TYTHE BARN STREET, later L E & TITHE B S in tt; BOROUGH GAOL on LY Distance Diagram 1851; official records of the Railway Commissioners show that this was a Siamese twin rather than single station: an award dated 10 June 1851 divided it into TITHE BARN and GAOL LANE. Unity would have resulted from amalgamation of companies in 1859, but note persistence of old names.

JAMES STREET [Mersey]: first used by Prince of Wales and party 20 January 1886, when his train through Mersey Tunnel stopped here to declare tunnel open *(Manch Cour 23rd)*; op to public 1 February 1886 *(T 2nd)*; eastbound platform replaced 9 May 1977 by platform on new loop line; LIVERPOOL J S until 1977/1987tt; still open.

L LIME STREET [LNW] op 15 August 1836 *(LM*; stated at General Meeting 27 July that would open then – *T 29 July)*; still open. *Brad* added L S in some tables by the end of 1844, though had been called the 'New Lime Street station' at the Meeting cited; in some tables LNW co tt by 1852; probably at first descriptive rather than part of name.
L LIME STREET LOW LEVEL op 30 October 1977 *(T 31st)*; clo 21 April 2007, reop 29 May 2007, engineering work *(Merseyrail pamphlet)*; altered from DEEP LEVEL ?; still open.
L MOORFIELDS Low Level platforms op 2 May 1977 *(T 9th)*; Deep Level platforms op 8 May 1978 *(D&C 10)*; clo 21 April 2007, reop 29 May 2007, engineering work *(Merseyrail pamphlet)*;all still open.
L RIVERSIDE [Mersey Docks & Harbour Board]: According to *Liverpool Mercury* BoT Certificate received on 12 June 1895 *(13th)* and station immediately into use and used thereafter as need arose, though at first there was a certain amount of the experimental about it. Formal opening later (10 July *ibid 11th)*. Boat train passengers only; clo by accident 21 October 1949, reop 27 March 1950 *(Cl)*; last train used 25 February 1971 *(Cl)*.
L ST JAMES [CLC] op 2 March 1874 *(Gore's Liverpool ... 5th)*; clo 1 January 1917 *(RCG)*.
L SOUTH PARKWAY op 11 June 2006 *(Merseyrail leaflet)*; still open.
Also see Section 7, Non-rail.

LIVERPOOL ROAD Newcastle-under-Lyne [NS] op 1 June 1905**; HALT; clo 2 March 1964 *(RM April)*. NS co tt 1910: NEWCASTLE L R HALT.

LIVERPOOL ROAD – see KIDSGROVE.

LIVERPOOL STREET London.
For main line station see under London.
LIVERPOOL STREET [Met] op 12 July 1875* *(T 12th)* as BISHOPSGATE; renamed 1 November 1909 *(RCG)*; still open.
* = Met service had begun 1 February 1875, using platform in main; now switched to own station.
LIVERPOOL STREET [Cen] op 28 July 1912 *(T 29th)*; still open.

LIVERSEDGE
LIVERSEDGE [LY] op 18 July 1848 *(co n LY)*; became L CENTRAL 2 June 1924 *(Rly Gaz 23 May)*, reverted 12 June 1961 *(RM April)*; clo 14 June 1965 *(RM June)*.
L SPEN [LNW] op 1 October 1900 *(LNW Officers 39764; Leeds Mercury 2nd)*; SPEN added 2 June 1924 *(Rly Gaz 23 May)*; clo 5 October 1953 *(Yorkshire Post Monday 5th* – last train Saturday). *LNW dates* suggests it was briefly L LITTLETOWN before L SPEN.

LIVINGSTON
LIVINGSTON [NB] op 12 November 1849 *(Edin- line)*; see 29 November 1851**; clo 1 November 1948 *(Cl)*. LIVINGSTONE in tt 1875 to 1925 *(Cl)* and thus *hb* 1862 until altered 1904.
L NORTH op 24 March 1986 *(RM May)*; nearly a mile east of 1849 to 1948 station *(Cobb)*; still open.
L SOUTH op 6 October 1984 *(RM December)*; SOUTH added 24 March 1986; still open.

LLAFAR [GW] op 1 March 1932 *(GW Chester Div Rept 1932)*; HALT; clo 4 January 1960 *(RM March)*; {Arenig – Trawsfynydd}.

LLANABER [Cam]: op 14 August 1911; initially seasonal, only advertised locally; only 5 weeks 1911 *(RAIL 92/..., 923/... various)*; first in *Brad* July 1914; originally HALT, HALT dropped 6 May 1968 *(GW H)*; aot request; still open.

LLANARTHNEY [LNW] op 1 June 1865**; became HALT 1954 *(Brad)*; clo 9 September 1963 *(T 9th)*.

LLANBADARN [VoR] (ng) op 22 December 1902 ** (see for line history); to preservation 1989.

LLANBEDR
LLANBEDR [GW] op 9 July 1923 *(GW commercial circular)* as TALWRN BACH; originally HALT, HALT dropped 6 May 1968 *(GW H)*; renamed L 8 May 1978 *(LMR WON)*; aot request; still open.
Also see PENSARN.

LLANBEDR GOCH [LNW] op 24 May 1909 *(LNW Officers 42542)*; clo 22 September 1930 *(Liverpool Echo 13th* shows line closure but omits this one from station list).

LLANBERIS
LLANBERIS [LNW] op 1 July 1869 *(Carnarvon 3rd)*; for closure see September 1939**. LNW co tt 1900, LMS tt 1930, and *Brad* 1903/4 to closure, but not *hb*: L for SNOWDON.
LLANBERIS [Snowdon Mountain] (ng; rack) op 6 April 1896**; still open.

LLANBETHERY [TV] op 1 May 1905 *(Evening Express 1st)*; see 1904** (HALT in *IA*); clo 12 July 1920 *(RCG)*.

LLANBISTER ROAD [LNW] *LNW Officers 1709* (13 December 1866) reported that Central Wales had put up platform here and proposed to stop trains Thursdays, for Knighton Market; one official deputed to inspect and report – no decision yet. In *Brad* by April 1867; full use 1 December 1868 (given as op date by *LNW Officers 3727)*; unstaffed 28 September 1964 to 5 May 1969 but not Halt in tt; aot request; still open.

LLANBRADACH [Rhy]
LLANBRADACH op 1 March 1893 *(co n South Wales Daily News 1st)*; replaced Pwyllypant; still open.
L COLLIERY (non-tt): op by September 1928 *(U)*; miners; still in use 31 May 1948 wtt; {Llanbradach – Ystrad Mynach}.

LLANBRYNMAIR [Cam] op 5 January 1863**; clo 14 June 1965 *(RM July)*.

LLANCAIACH [GW] op 5 January 1858 *(RAIL 253/367)* as LLANCAICH (NELSON); became L & N 1865 *(Brad, GW table)* and thus GW co tt 1869; spelling of L altered 1872 *(hb)*, 1876 *(Brad)*, 1874/81 GW co tt; became L 1893/4 *(Brad)*; clo 1 July 1912 *(RAIL 253/482)* replaced by Nelson & Llancaiach, 13 chains nearer Quakers Yard. In GW/Rhy table in *Brad* always L JUNCTION.

LLANDAF [TV] op 8 October 1840** as LLANDAFF; was L for WHITCHURCH from 26 October 1896 *(hbl 29th)*; spelling altered and 'for W' dropped 12 May 1980 tt *(Cl)*; still open.

LLANDANWG [GW] op 18 November 1929 *(letter to Clinker from Traffic Manager Oswestry)*; originally HALT, HALT dropped 6 May 1968 *(GW H)*; aot request; still open.

LLANDARCY [GW]
LLANDARCY op 22 September 1924 *(hbl 53)*; PLATFORM; clo 4 October 1947 *(Cl)*; {Felin Fran – Court Sart}.

L PRIVATE PLATFORM (non-tt): op 7 July 1919 as LONLAS, as result of *GW Agreement dated 3 July 1919* to run trains to/from Swansea East Dock for National Oil Refineries Ltd workmen; LONLAS SOUTH PRIVATE PLATFORM in 23 November 1922 wtt supplement *(RAIL937/134)*; LLANDARCY P P in 15 November 1923 wtt supplement *(RAIL937/137)*; clo 4 May 1925 *(U)*; {private sidings off line between Felin Fran and public Llandarcy}.

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

LLANDDERFEL [GW] op 1 April 1868 *(Carnarvon 4th)*; LLANDERFEL until altered 27 October 1908 *(hbl 29th)*; clo 14 December 1964**.

LLANDEBIE – see LLANDYBIE.

LLANDECWYN [GW] op 18 November 1935 *(wtt supp*); originally HALT, HALT dropped 6 May 1968 *(GW H)*; aot request; see 3 November 2013**; still open.

LLANDEILO

LLANDEILO [GW] op 24 January 1857 *(Carmarthen 23rd)*; LLANDILO until changed 3 May 1971 tt; still open. Local press called it station at Gurry Fach; all contemporary press references and timetables seen have LLANDILO but Macaulay's Station Maps, c 1859 to mid-1860s have LLANDEILO FAUR; LLANDILO on Airey's 1876/7 map.

LLANDILO BRIDGE [LNW] op 1 June 1865**. 12 April 1870 minutes said it was to be closed 1 May – but 12 May said to be closed 1 June *(Llan)*; omitted May 1870 *Brad* (presumably prematurely), still absent June 1871; tts in *Cambrian*: up to and including 1 July 1870 trains shown stopping, 8 July 1870 included without any trains, back (with trains) 4 August 1871. Clo 9 September 1963 *(T 9th)*.

LLANDENNY [GW] probably op 5 October 1857**; clo 30 May 1955**.

LLANDINAM [Cam] op 11 August 1859**; clo 31 December 1962 *(T 31st)*.

LLANDOGO

See ST BRIAVELS.

L HALT [GW] op 9 March 1927 *(co n dated 'March')*; clo 5 January 1959 *(T 5th)*; {Tintern – St Briavels}.

LLANDOUGH [TV] op 13 June 1904 *(co n Evening Express 14th)*; see 1904**; clo 3 June 1918 *(RCG)*; {Cardiff – Penarth Dock}.

LLANDOVERY [Vale of Towy Joint] op 1 April 1858 *(Welshman 2nd)*; still open.

LLANDOW

LLANDOW [Barry] op 1 May 1915 (co instructions to staff – D. Steggles, *Chron)*; HALT; clo 15 June 1964 *(RM August)*.

L WICK ROAD [GW] op 19 April 1943 *(hbl 20)*; HALT; clo 15 June 1964 *(RM August)*; {Llantwit Major – Southerndown Road}. Pre-opening Glue Pot Bridge *(RAC)*.

LLANDRE [Cam] op 23 June 1864 *(Carnarvon 25th)* as LLANFIHANGEL; renamed 1 August 1916 *(hbl 26 October)*; clo 14 June 1965 *(RM July)*.

LLANDRILLO [GW] op 16 July 1866 *(Wrexham 14th)*; clo 14 December 1964**.

LLANDRINDOD [LNW] op 1 December 1865**; was L WELLS from 1867 *(Brad)* but still L in index (and thus LNW co tt 1868) to 12 May 1980 tt *(Cl)*; HALT 30 December 1968 to 5 May 1969 *(Cl)*; still open. *Hb* added WELLS 1890.

LLANDRINIO ROAD [SM] op 21 June 1871 (*Oswestry co n 21st, report 28th)*; see 13 August 1866** (Criggion branch) for full details; finally clo 3 October 1932 *(co tt)*.

LLANDUDNO [LNW]

LLANDUDNO op 1 October 1858 *(Carnarvon 2nd)*; new station 1 July 1903 *(RCG)*; still open.

Excursion platform here at one time. Details not known but 14 September 1892 used to receive the 'Welsh' Lord Mayor of London *(North Wales Chronicle 17th)*.

L JUNCTION: op 1 October 1858 (included in tt for branch *Carnarvon 2 October*, but not in main line table until 30 October, for November service); first in *Brad* November (L itself there October). Some weeks prior to October 1859 branch trains worked from Conway (evidence of accident report); in April 1860 decided to develop JUNCTION as proper interchange, due to congestion at Conway. At times branch worked by horses (financial difficulties), certainly during winter of 1862; permanently loco-hauled by October 1863 when decided to ease curve at junction (all from *Carnarvon*). Re-sited on deviation 1 November 1897 *(co ½ Rly Times 12 February 1898)*; still open.

Temporary platform alongside Conway Estuary for Queen Victoria's overnight stay and breakfast on her way to Holyhead this morning *(Pall Mall Gazette 3 April 1900)*.

LLANDULAS

LLANDULAS [LNW] op 1 July 1889 *(co ½ Rly Times 10 August)*. Clo 1 December 1952 *(RM January 1953)*.

See LLYSFAEN for earlier station of this name and events there.

LLANDYBIE [GW] op 24 January 1857 *(Carmarthen 23rd)* as LLANDEBIE; spelling altered 3 May 1971 *(Cl)*; still open

LLANDYSSUL [GW] op 3 June 1864 *(Cardiff T 10th)* as LLANDYSSIL; became LLANDYSSUL 17 December 1918 *(RCG)*; clo 15 September 1952 *(RM November)*. [LLANDYSUL later, goods only.]

LLANELLI {map 82}

LLANELLI [GW] op 11 October 1852 *(T 12th)*; LLANELLY until February 1966 *(letter DM Cardiff to Clinker 31 May 1967 cited Cl pap*); still open. In Llandovery table in *Brad* was L HIGH STREET 1877/8 to 1906/7.

LLANELLY [Llanelly; GW] first in *Brad* April 1853 (see note with L DOCK, below); beside South Wales, later GW, station; needed because Llanelly was standard gauge line, South Wales broad; service diverted over direct route through main station 1 September 1879 by which time this had been absorbed into latter.

LLANELLY DOCK [Llanelly; GW] op 1 May 1850**; clo 1 September 1879 *(S Wales 1st)* – trains diverted to main station.

Company report prepared for meeting 6 June 1853 said line between Dock and South Wales station had been brought into use 'so recently' that benefits (presumably financial) had not yet had time to show *(RAIL 1110/253)*.

The first passenger 'station' here was to south-west of that shown in existing works, roughly where the GW Atlas shows a goods station; OS maps later show the company's locomotive & carriage department there. Whether there was a passenger 'station' in the

goods depot or passengers were dropped nearby is not known – the original station seems to have been hemmed in to the north by the New Dafen River, running between station and Dafen Road and a point to the west of it would seem to have been more convenient since the 1880 OS map shows no way of crossing the river east of here. When the service was extended to the GW line, trains at first went along a line closer to the docks, west of the one shown on Map 82 (article by Nigel Wassell, *Bulletin* of the South West Wales Archaeology Society, October 2007). On 14 May 1861 they ordered a passenger platform to be made adjoining the road *(Llan)*. The likeliest site for this would have been at the end of Dafen Road; this might represent a re-siting for the greater convenience of passengers or because there was no longer room in the locomotive area or it might represent a proper provision for passengers previously just deposited at the roadside. The only other possible site would have been near St David's Crossing but there was no obvious road which it could have adjoined, and a station there would not have made much sense, being so close to the GW station (Paul Reynolds from 25 inch OS, surveyed 1877/8, published 1880).

The date of the move to the station shown on map 82 is not known and the evidence presently available is somewhat contradictory. The minutes would suggest that the new station came into use late 1869/early 1870: on 16 June 1869 they directed that a station be constructed on the Morfa branch at Llanelly Dock; 15 July 1869 – plan of above approved; 11 November 1869 – passenger trains to pass over the Morfa Branch as soon as gates were erected at St David's Crossing *(Llan)*. However, it was already shown on the Morfa Branch in the 1867 Airey/Clearing House Junction Diagrams – though placed, incorrectly, at Copper Works Junction, where it would still be shown in 1870 and 1877. The diagrams also show the goods station apparently well west of the site given in the GW Atlas and in the sketch-maps accompanying the article cited and mysteriously the distance from Morfa Junction to the goods shed shrank from 20 chains in 1867 to 16 in 1870 but expanded again to 20 in 1877, when other minor changes were made. Was the 1867 inclusion anticipation of a move known to be under consideration? Was the diagram the product of some long-distance guesswork? Overall, this Diagram would seem best to be ignored as completely untrustworthy.

Initially in *Brad* as LLANELLY DOCK; became DOCK on extension of line to GW station and indexed under 'D' when index expanded to include all stations; after July 1867, before/with July 1869 became L DOCKS; gradually shed 'S'. By November 1871 omitted from table, probably initially through lack of space; still lacked it in table even when changed layout would have allowed it; by September 1877 gone from index as well. At one time tables in *Cambrian* called it DOCK one way, L DOCKS the other.

LLANERCH AYRON [GW] op 2 October 1911 *(GW H)*; HALT; clo 12 February 1951 *(Cl)* – see 1951**.

LLANERCHYMEDD [LNW] op 1 February 1866 *(co n and item North Wales Chronicle 3rd)*; clo 7 December 1964 *(N Wales Weekly News 19 November)*. Spelling as co tt, BR tt, *Brad*, tickets; LLANERCH-Y-MEDD was RCH version.

LLANFABON ROAD [TV] op 10 October 1904 *(Weekly Mail 15th)*; see 1904**; clo 12 September 1932 *(Merthyr Express 10th - line)*.

LLANFAIR CAEREINION [Cam] (ng) op 6 April 1903**; clo 9 February 1931 *(LMS PCC 188)*.

LLANFAIRFECHAN [LNW] op 1 May 1860* (L. Hughes, *Llanfairfechan, a Pictorial History*, Cyhhoeddiad Mei (Pen-y-Groes), p 50); aot request; still open.

* = date given by local historian supported by station first appearing in tts *Brad* and *N Wales Chronicle* in May. However, local paper *(24 January 1860)* had item about a recent employee of the railway company being prosecuted for having on the 7th travelled with another man's pass from Bangor to here on an ordinary train; presumed that extra stop was being made for those building station (tenders for building this advertised 11 June 1859).

LLANFAIRPWLL

LLANFAIR [LNW] op 1 August 1848 *(co n T 18 July)*; clo 14 February 1966 *(BR LM notice North Wales Weekly News 13 January)*. Reop 29 May 1970 as **LLANFAIR P G** to serve as temporary terminus following fire damage to Britannia Bridge *(Cl)*; clo 31 January 1972 *(Cl)*.

Reop 7 May 1973 as **LLANFAIRPWLL** *(Cl)*; aot request; still open.

LLANFALTEG [GW] op 12 July 1875 *(Whitland)*; clo 10 September 1962 *(Cl)*.

LLANFAREDD [GW] op 7 May 1934 *(GW source Cl pap)*; HALT; clo 31 December 1962 *(T 31st)*.

LLANFECHAIN [Cam] op 1 July 1865 *(co n Merioneth 1st)*; clo 18 January 1965 *(RM March)*. Became HALT 1941a *hb*, so shown 1956 *hb* and GW ticket *(JB)*, but not in *Brad*, nor GW co tt 1942, 1947.

LLANFIHANGEL – see LLANDRE; LLANVIHANGEL.

LLANFYLLIN [Cam] op 1 July 1863**; clo 18 January 1965 *(RM March)*.

LLANFYNYDD [Wrexham & Minera Joint] op 2 May 1898 *(Wrexham 7th)*; clo 27 March 1950 *(RM May)*.

LLANFYRNACH [GW] op 12 July 1875 *(Whitland)*; clo 10 September 1962 *(Cl)*.

LLANGADOG [Vale of Towy Joint] op 1 April 1858 *(Welshman 2nd)*; until 1959 LLANGADOCK *(Brad)*, but RCH made change *hb* September 1958a; HALT 6 September 1965 to 5 May 1969 *(Cl)*; still open.

LLANGAMMARCH [LNW] first in *Brad* September 1867; support for opening after line (had opened 11 March) given by letters in *Hereford Times*: paper of 13 April (letter dated 9th) complained that railway's engineer had told him no station needed here and no preparations had been made for building one here; *31 August (28th)* complaint that no return tickets provided for those visiting Builth market. Did latter protest follow recent opening or local advert for future one? L WELLS 1883 tt *(JS; RCG ref July)* to 12 May 1980 tt *(Cl)*; still open.

LLANGEDWYN [Cam] op 6 January 1904 *(RCG)*; became HALT September 1949 *hba* but not in *Brad*; clo 15 January 1951 *(Cl)* – see 1951**.

LLANGEFNI [LNW] op 8 March 1865 *(co n and item North Wales Chronicle 11th* both refer to Wednesday); permanent station, north of first, op 1 February 1866; clo 7 December 1964 *(N Wales Weekly News 19 November)*.

LLANGEINOR

LLANGEINOR [GW] op 25 October 1886 *(Brad Sh 1887- line)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*; reop 1 January 1919 *(GW Circular 2647)*; clo 9 February 1953 *(T 23 January)*.

Also see BETTWS, for [PT] station.

LLANGELYNIN [GW] op 7 July 1930 *(GW H)*; originally HALT, HALT dropped 6 May 1968 *(Cl)*; following decision that not worth providing lighting ordered by Health & Safety Executive for the platform, engineer insisted on closure 'as from Saturday 26 October 1991' (last train 25th) *(BLN 680, 682)*; {Tonfanau – Llwyngwril}.

LLANGENNECH [GW] op 1 May 1850**; aot request; HALT from 1959 *(Brad)* to 5 May 1969 *(Cl)*; still open. Originally single platform, west of level crossing; when line doubled about July 1909, replaced by platforms on each line, east of crossing; owing to freak of chance, first was 3 m 1 ch from original Llandeilo junction, second same distance from revised junction (line remiled 7 July 1913) *(RAC)*.

LLANGLYDWEN [GW] op 12 July 1875 *(Whitland)*; clo 10 September 1962 *(Cl)*.

LLANGOLLEN [GW] op 2 June 1862 *(Rtn; Wrexham Advertiser 7th)*; although the line to Corwen op 8 May 1865 the replacement station on the extension was not opened until 16 October 1865 *(Eddowes 11th)*; clo 18 January 1965**.

LLANGOLLEN ROAD [GW] op 14 October 1848 *(Shrewsbury 13th)*, to provide rail connection with road service to Llangollen; clo 1 July 1862 *(co n Shrewsbury 4th)*, though logically should have clo when Llangollen branch op 2 June; {Chirk – Cefn}. Whitehurst on nearby site later.

LLANGONOYD – see LLANGYNWYD.

LLANGORSE LAKE [GW] op 9 July 1923 *(GW commercial circular)*; HALT; clo 31 December 1962 *(T 31st)*; {Trefeinon – Talyllyn}. In 1990 some Sunday trips were run nearly to here so that passengers could enjoy scenery, but not allowed to alight *(Gwynedd County Council leaflet)*.

LLANGOWER [GW] op 10 June 1929 *(Chester Div Rpt 1929)*; HALT; clo 18 January 1965**; {Llandderfel – Llanuwchllyn}.

LLANGWYLLOG [LNW]: line op 1 February 1866 but not in *Brad*, nor *co tts North Wales Chronicle* until April 1866; clo 7 December 1964 *(N Wales Weekly News 19 November)*. Prior to 1890 was LLANGWILLOG in *hb*.

LLANGYBI near Lampeter [GW] first in *Brad* August 1869 for markets and fairs; aot request; e.g. January 1874 trains stopped on Lampeter and Tregaron market days and on Mondays; in 1875 all days service began (one way January, both June, according to *Brad*); clo 22 February 1965 *(BR public notice)*.

LLANGYBI near Pwllheli [LNW] first in *Brad* October 1870, Tuesdays only; all days January 1872*; clo 7 December 1964 *(N Wales Weekly News 19 November)*. See 2 September 1867** for earlier trains through here. In *hb* 1872 as L CROSSING.

* = *LNW Officers 7255*, 15 November 1871: considered suggestion that market stop here should be transferred to Rhosgill but decided to recommend keeping Llangybi and stopping all days.

LLANGYFELACH [GW] op 9 July 1923 *(hb amendment leaflet dated 25 October 1923)*; clo 22 September 1924 *(GW letter 27 March 1945 Cl pap)*; {*IA* goods}.

LLANGYNLLO [LNW] first in *Brad* March 1866; as LLANGUNLLO; HALT 6 September 1965 to 5 May 1969 *(Cl)*; spelling altered 12 May 1980 tt *(Cl)*; aot request; still open. Many sources say this opened as Llyncoch but not thus in *Brad*; perhaps local name.

LLANGYNOG [Cam] op 6 January 1904 *(RCG)*; clo 15 January 1951 *(Cl)* – see 1951**.

LLANGYNWYD [GW] first in *Brad* September 1865 as LLANGONOYD; new station 1897; clo 1 January 1917 *(GW notice dated 22 December 1916)*; reop 1 January 1919 *(GW Circular 2647)*; name altered 1935 *(GW General Instruction Circular 8 April cited Cl pap – no exact date of change given)*; reduced to schools only use 22 June 1970; aot request; last school train 14 July 1970 *(RM September)*.

LLANHARAN

LLANHARAN (a) [GW] op 1 September 1899 *(RCG; Western Mail 1st)*; clo 2 November 1964 *(Cl)*.

LLANHARAN (b) op 10 December 2007 *(BLN 26 January 2008, corr)*; still open.

LLANHARRY [TV] first in *Brad* July 1871, where was L POINT until 1875; re-sited 2 March 1891 *(RCG)*; clo 26 November 1951 *(RM January 1952)*.

LLANHILLETH

LLANHILLETH (a) [Monmouthshire] first in *Brad* August 1853 but perhaps opened earlier – 10 March 1853 resolved to open station here as soon as necessary arrangements could be made *(Mon min)*. Closed 1 November 1861 *(co n Merlin 26 October)*.

LLANHILLETH (b) [GW] op 1 October 1901 *(RCG)*; clo 30 April 1962 *(T 6th)*.

LLANHILLETH (c) op Sunday 27 April 2008 *(Arriva Trains Wales*, via internet and M Preskett); still open.

LLANIDLOES [Cam] op 11 August 1859**; re-sited by January 1862 – line extended to Joint Llanidloes & Newtown and Mid Wales (later Cam) station; clo 31 December 1962 *(T 31st)*.

LLANILAR [GW] op 12 August 1867 *(Merioneth 17th)*; clo 14 December 1964**.

LLANION [GW] op 1 May 1905 *(GW H)*; HALT; clo 1 October 1908 (Thursday) *(Cl)*; {Pembroke – Pembroke Dock}.

LLANISHEN [Rhy] op 1 April 1871 *(Rhy; T 5th- line)*; still open.

LLANMORLAIS [LNW] op 1 March 1884 *(LNW Officers 25714)*; clo 5 January 1931 *(LMS alterations notice January)*.

LLANNERCH [LNW] (non-tt): private; op 5 October 1858; clo December 1871; {St Asaph – Trefnant} *(U)*.

LLANPUMPSAINT [GW] op 28 March 1864 *(GW- line)*; clo 22 February 1965 *(BR public notice)*.

LLANRHAIADR near Ruthin [LNW] op 1 March 1862 *(North Wales Chronicle 8th)*; clo 2 February 1953 *(RM March)*.

LLANRHAIADR MOCHNANT [Cam] op 6 January 1904 *(RCG)*; clo 15 January 1951 *(Cl)* – see 1951**.

LLANRHYSTYD ROAD [GW] op 12 August 1867 *(Merioneth 17th)*; clo 14 December 1964**.

LLANRWST

For first station here see NORTH LLANRWST.

LLANRWST op 29 July 1989 *(BLN 616)*; originally built for Eisteddfodd; at 11 m 57 ch; see 2015/16**; still open.

LLANSAINTFFRAID – see GLAN CONWY.

LLANSAMLET

LLANSAMLET [Mid] op 21 February 1860 *(Mid; Mining Journal 25th- line)*; clo March 1875**; {map 44}.

LLANSAMLET op 27 June 1994 *(BLN 738)*; between two earlier GW sites, below, at 212 m 36 ch; still open.

L NORTH [GW] op 1 April 1852 *(Cambrian 26 March)* at 211 m 40 ch; re-sited to west, at 212 m 47 ch, 1 June 1882* *(Cambrian 2nd)*; NORTH added 1950 *(Cl)*; clo 2 November 1964 *(Cl)*.

* = date of 1 January 1885 is given by *hbl 12 February 1885*; copying error during catching-up exercise? *Cambrian* refers to new Llansamlet station and end of old near Lonlas.

LLANSANTFFRAID near Oswestry [Cam] op in July 1863**; LLANSAINTFFRAID_ until 1921 *(RCG ref October)*; clo 18 January 1965 *(RM March)*.

LLANSILIN ROAD [Cam] op 6 January 1904 *(RCG)*; clo 15 January 1951 *(Cl)* – see 1951**.

LLANSTEPHAN [GW] op 6 March 1933 *(GW source Cl pap*; has just been erected – *Western Mail Thursday 9th* – would fit Monday 6th opening); HALT; clo 31 December 1962 *(T 31st)*; {Erwood – Boughrood}.

LLANSTEPHAN CROSSING near Carmarthen – see ROYAL WELSH AGRICULTURAL SHOWGROUND,

LLANTARNAM

LLANTARNAM (a) [Monmouthshire], on line to Newport Mill Street, op 2 May 1853 *(co n Merlin 29 April)*; clo, 1 August 1880, when line diverted *(co n Merlin 30 July)*.

LLANTARNAM (b) [GW], on line to Newport High Street, trains first shown August 1878 *Brad* – line inspected and found satisfactory, station mentioned, 20 April 1878 *(Merlin 26th)* but not included in mention of opening of Pontir 1 June *(S Wales 29 May)*; clo 30 April 1962 *(T 6th)*.

Note: both stations briefly open together, not differentiated by name in *Brad*.

LLANTRISANT (at first LLANTRISSANT)

LLANTRISANT [GW] op 19 June 1850**; LLANTRISSANT until mid-1890s; clo 2 November 1964 *(Cl)*. Op notice, *Brad* for some years, GW co tt 1865: L for COWBRIDGE. PONTYCLUN here later.

According to *Evening Express 15 September 1903* existing service would be replaced on 15th by motor-car one stopping at all stations and level crossings; does not give their names.

LLANTRISANT [TV] service began 18 September 1865 *(T 20th)*; according to GW General Manager's Report *(RAIL 250/406)* at first used platform at our station which had been partly erected by them and was staffed by them; since then have used our station; *South Wales Daily News 24 July 1891*, dealing with awarding of new contract at Ammanford said that company had 'just erected' the ironwork at GW's 'new station' at Llantrisant. Presumably when island platform replaced by separate ones *(see Cooke Atlas 44/11)*.

L COMMON ROAD [TV] (non-tt); by 1899 was terminus of some miners' trains to Glyn Colliery *(Cd 187)*; 29ch south-east of Treferig Junction where L C R branch branches under Common Road (see 6 inch OS Glamorgan XXXV.SW revised 1897-8, published 1900); shown as C R BRIDGE in 1904 wtt *(@JF)*. Clo by September 1928.

LLANTWIT FARDRE [TV] op by January 1867, when in co tt *(Nelson)* – not in *Brad* until June 1867. FARDRE added 8 October 1936 *(Cl)*; clo 31 March 1952 *(Rly Exec WR notice Western Mail 17th)*.

LLANTWIT MAJOR

LLANTWIT MAJOR (a) [Barry] op 1 December 1897 *(co n S Wales Echo 1st)*; clo 15 June 1964 *(RM August)*.

LLANTWIT MAJOR (b) op 12 June 2005 *(Rly Obs August)*; same site; still open.

LLANUWCHLLYN [GW] op 4 August 1868 *(Carnarvon 11th)*; clo 18 January 1965** *(RM March)*.

LLANVAIR [Newport, Abergavenny & Hereford] op 2 January 1854 *(T 29 December 1853- line; co n Hereford Times 24 December)*; clo 1 October 1854 (Sunday) *(Cl)*; {Nantyderry – Penpergwm}.

LLANVIHANGEL MON [GW] op 2 January 1854 *(T 29 December – line; co n Hereford Times 24 December)*; originally LLANFIHANGEL; spelling changed 1 January 1900 *(hbl 26 October 1899)*; MON added 'forthwith' *(GW London Division notice* 23 November 1910*)*; clo 9 June 1958 *(BR notice Western Mail 9 May)*.

LLANWERN [GW] op 1 October 1855 *(co n Merlin 29 September)*; clo 12 September 1960 *(Cl)*.

LLANWNDA

For earliest service see PWLLHELI ROAD, then name for station here.

LLANWNDA [LNW] op 2 September 1867** *(co ½ T 10 October- line)*; clo 7 December 1964 *(N Wales Weekly News 19 Nov)*. Shown as LLANWYNDA in tt with *LNW Officers*, 13 July 1870.

LLANWRDA [Vale of Towy Joint] op 1 April 1858 *(Welshman 2nd)* as LAMPETER ROAD; HALT 6 September 1965 to 5 May 1969 *(Cl)*; still open. Became L for PUMPSAINT 1 February 1868 *(RCH dist 19th)* and thus *Brad* until 1891/3.

LLANWRTYD [LNW] op 6 May 1867 *(LNW Officers)*; L WELLS until altered 12 May 1980 tt *(Cl)* – thus body of *Brad* from start and LNW co tt 1868, though both just L in index at start; still open.

LLANYBLODWELL {map 80}

Both erratically spelled ...wel / ...well pre-GW.

LLANYBLODWELL (a) [Potteries, Shrewsbury & North Wales] op 18 April 1870; see 13 August 1866**; finally clo 22 June 1880. Blodwell Junction here later.

LLANYBLODWELL (b) [Cam] op 6 January 1904 *(RCG)*; clo 15 January 1951 *(Cl)* – see 1951**.

LLANYBYTHER [GW] op 1 January 1866 *(GW- line;* in tt for 12 January, *Milford)*; clo 22 February 1965 *(BR public notice)*.

LLANYCEFN [GW] op 19 September 1876**, which see for full history; finally clo 25 October 1937; {map 81}.

LLANYMYNECH

LLANYMYNECH [Cam] op 1 May 1860 *(Cam; co ½ T 9 August- line)*; clo 18 January 1965 *(RM March)*.

LLANYMYNECH JUNCTION [SM] op 13 August 1866**; J added 14 Apr 1911 tt; finally clo 6 November 1933 *(Cl)*.

LLECHRYD – see BUILTH ROAD.

LLETTY BRONGU [PT] op 14 February 1898 *(Evening Express 10th)*; clo 12 September 1932 *(RM October)*.

LLIWDY [Corris] (ng) (non-tt): occasional stop; see 1874**; line clo 1 January 1931 (Thursday) *(T 13 December 1930)*.

LLONG [LNW] op 14 August 1849 *(D&C 11; co ½ T 16 August-line)*; clo 1 January 1917 *(T 22 December 1916)*; reop 5 May 1919 *(RCG)*; clo 30 April 1962 *(Cheshire Observer Saturday 5 May – line*, last previous Saturday).

LLWYDCOED [GW] op 2 November 1853 *(GW; Cardiff & M J 5th- line)*; clo 31 December 1962 *(T 31st)*. In *hb* as LLYDCOED (1862), LLURYDCOED (1867), correct 1872.

LLWYNGWERN [Corris] (ng)

For first service through here, see 1874**.

LLWYNGWERN op 6 March 1884 with verbal permission from Major Marindin, who had just inspected line *(Aberystwyth Observer 15th)*; clo 1 January 1931 (Thursday) *(T 13 December 1930)*.

LLWYNGWRIL [Cam] op 24 October 1863 *(T 28th)*; aot request; still open.

LLWYNYPIA [TV] first seen tt *Cardiff T* 1 April 1871 (not present 25 March) as LLWYNPIA; spelling amended 1883 *(hb)*, 1908 *(Brad)*; still open. L & TONYPANDY until altered 9 March 1908 *(RCG)* but had been L for T in *Brad*.

LLYNCLYS [Cam] op 1 May 1860 *(Cam; co ½ T 9 August- line)*; clo 18 January 1965 *(RM March)*.

LLYS [GW] op 4 June 1934 *(GW Chester Division Report 1934)*; HALT; clo 18 January 1965**.

LLYSFAEN [LNW] op 1 August 1862 *(Llandulas)* as LLANDULAS; renamed 1 July 1889 *(RCG)*; clo 5 January 1931 *(LMS alterations notice, January)*. Viaduct across river Dulas destroyed by flood 17 August 1879, temporary platform for passengers to alight and wooden bridge to cross on foot, reported completed by *Wrexham Guardian* 23rd; new permanent bridge inspected 23 September, into use 25th *(ibid 27th)*. See e.g. *South Wales Daily News 19th* and *Cambrian News 22nd* for full details of flood damage.

LOANHEAD [NB] op 23 July 1874**; clo 1 May 1933 *(Scotsman 5 April, citing LNE announcement)*. Later excursions – e.g. Sunday School outing 4 June 1960 *(Glencorse)*.

LOBLEY HILL op 18 June 1842; see TANFIELD [Newcastle & Darlington Junction] for details of service; {map 27}.

LOCH AWE

LOCH AWE (a) [Cal] op 1 July 1880 *(Dundee Advertiser 1st)*; clo 1 November 1965 (its stretch not affected by landslide which closed some nearby prematurely).

(Non-tt) temporary platform for Duchess of Albany to visit Mr Campbell of Innischonain was provided 4 September 1888; house on island in the loch so platform provided opposite the house about half-way between station and Falls of Cruachan; presumably also for return 10th *(Glasgow Evening Citizen 4th)*.

LOCH AWE (b) op 10 May 1985 *(notice BackTrack April 2009, p 251)*; still open.

LOCH DOCHART [Cal] (non-tt) *True Line July 2021* has item on private platform; evidence 1898 6" OS, where at Benmore Farm; almost certainly used for curling matches – *Historical Curling Places* says matches here. Dates unknown. Earliest press reference seen is in *Stirling Observer 7 January 1875*, which gave result of match here but not date for it; last seen *Perthshire Advertiser Saturday 25 December 1909*, match on Wednesday; especially used for annual bonspiel of Breadalbane group of clubs; used annually ice permitting? None explained how players got here but no adverts for hotels (mainly anglers) or local lettings mentioned this as station to use – Luib only one seen – so curling likeliest use; {Luib – Killin Junction}.

LOCH EIL OUTWARD BOUND op 6 May 1985 *(BLN 516 corr)*; aot request; still open.

LOCH LEVEN [NB] op soon after 20 September 1860, goods opening *(Tayside)* as KINROSS. *GM circular 13 October 1871* said was to become L L on 16th but *NB List* said 1 October to 'KINROSS (LOCH-LEVEN) – L L in *Brad* November 1871 (see note on Kinross); clo 1 September 1921 (Thursday) *(NB list)*.

LOCH OF ABOYNE – see ABOYNE.

LOCH TAY [Cal] op 1 April 1886 *(Dundee Evening Telegraph 29 March)* as L T KILLIN PIER; K P dropped 1 October 1895 *(RCG)*; see April/May 1921**; trains last shown June 1921 *Brad* (but likely that already closed); August 1921 (without trains) says see p. 855 for Loch Tay steamers; p. 855 shows road service to/from Killin; trains again 22 February 1922 *(Dundee Evening Telegraph 21st)*; summer only at clo 9 September 1939 (Saturday, last day) *(Cl)*.

LOCHAILORT [NB] op 1 April 1901 *(Scotsman 2nd*)*; aot request; still open.

* = according to paper was private station for Mrs. Head but *RCG, Brad* treated it as generally available.

Also see MILEPOST items.

LOCHANHEAD [GSW] op 7 November 1859 *(Dumfries 5th)*; clo 25 September 1939 *(Cl)*. 3 May 1943 wtt (*RAIL 957/201*) shows calls by unadvertised workmen's trains between Dumfries and Southwick (three each way weekdays, at shift change times – but only one week in three). These were for munitions workers at Southwick, which see. Calls not in 1939 emergency wtt.

LOCHARBRIGGS [Cal] op 1 September 1863 *(Glasgow Morning Journal 2nd)*; clo 19 May 1952 *(RM June)*.

LOCHBURN [NB] op 1 May 1890 *(co n Glasgow Evening Post 30 April)*; clo 1 January 1917 *(RCG)*. *LNE letter 13 April 1945, Cl pap*, says clo December 1928 – later non-tt use?

LOCHEARNHEAD [Cal]

For first station of this name see BALQUHIDDER.

LOCHEARNHEAD (second of name) op 1 July 1904 *(RCG)* as terminus; became through station when line extended to enlarged Balquhidder 1 May 1905 *(Scotsman 2nd* – the day before the official inspection); clo 1 January 1917 *(RCG)*; reop 6 January 1919 *(RCG)*; see April/May 1921**; clo 1 October 1951 *(Strathearn Herald 15 September)*.

LOCHEE [Cal]

LOCHEE op 10 June 1861 *(co n Dundee Courier 6th)*; clo 10 January 1955 *(T 28 December 1954)*.

L WEST op 10 June 1861 *(Dundee)* as VICTORIA; renamed CAMPERDOWN 1 May 1862 *(Cl)*, Lochee West 1 February 1896 *(hbl 23 January)*; clo 1 January 1917 *(RCG)*.

LOCHEILSIDE [NB]

LOCHEILSEIDE op 1 April 1901 *(Scotsman 2nd)*; still open. Above is only spelling seen *Brad* but *hbl* of 29 January 1914 suggests it had once been LOCHIELSIDE.

Also see MILEPOST items.

LOCHGELLY [NB]: op 4 September 1848 *(co n Perthshire Courier 31 August)*; still open.

LOCHLUICHART [High] op private for Lochluichart Lodge 19 August 1870, as L LODGE; re-sited and made public station 1 July 1871 *(High)*; again re-sited, on deviation for HEP scheme, 3 May 1954 *(ScR WON, Cl pap)*; aot request; still open.

LOCHMABEN [Cal] op 1 September 1863 *(Glasgow Morning Journal 2nd)*; clo 19 May 1952 *(RM June)*.

LOCHSIDE – see LOCHWINNOCH.

LOCHSKERROW [PPW Jt] (non-tt): originally provided for steam engines to take on water; staff needed and platform provided for their and families' use – no road access until 1950s; for nearly 100 years prior to 1955 anglers and curlers allowed to use after

signing form absolving company from responsibility; since railway families also provided board and lodging for visitors, latter also presumably used (Jack Hunter, *The Central Stewartry*, Stenlake, 2002). By 1871 Saturday call in wtt; used for curling match in December 1875. October 1883 [Cal] wtt shows stops here (as LOCH SKERROW): Saturday stops (two eastbound, one west) shown unqualified; other stops, all weekdays, when required to drop mechanics and linesmen. 'P' in *hb* 1904 ('P' added since 1900); Saturday call shown *LMS wtt notice* 5 April 1947; added to public tt 13 June 1955 *(Cl 29)*; in tt was accompanied by note 'no public access'; removed from public tt 9 September 1963 *(Cl)*; last wtt for line, 7 September 1964, shows unadvertised stops both ways that might have had passenger use – line clo 14 June 1965. Much used by anglers; passengers had to sign indemnity form *(Little SW Scot*; Jack Hunter, *Galloway Byways*, Dumfries and Galloway Library, 2006 pp 41-43). HALT on LMS ticket *(JB)* and in *hb* 1938 on; just L in *Brad* and BR tt 1962; aot LOCH SKERROW in *hb*; {New Galloway – Gatehouse of Fleet}.

LOCHTY (non-tt) [E of F C]: on goods branch (see Largobeath for details of workers' service on this); *E of F C* describes 'excursion' by seven gentleman to here from Kennoway and back on 29 July 1898 on seats added to goods waggons, arranged by railway official, who accompanied them.

LOCHWINNOCH [GSW]

LOCHWINNOCH (a) op 12 August 1840 *(co n Glasgow Herald 10th)*; renamed LOCHSIDE 1 June 1905 *(hbl 27 April)*; clo 4 July 1955. Reop 27 June 1966 *(AZ)*, still LOCHSIDE, renamed LOCHWINNOCH 13 May 1985; still open.

LOCHWINNOCH (b) op 1 June 1905 *(RCG: Paisley ... Gazette 3rd)*; clo 27 June 1966 *(Irvine Herald 1 July)*; always Lochwinnoch.

LOCKERBIE [Cal] op 10 September 1847 *(co n True Line)*; still open.

LOCKINGTON [NE]: op 7 October 1846**; clo 13 June 1960 *(RM July)*.

LOCKWOOD [LY]: line op 1 July 1850 *(T 8th)*, in earliest tt seen *Huddersfield Chronicle 10 August 1850*; still open.

LODDISWELL [GW] op 19 December 1893 *(co n Kingsbridge)*; became HALT 6 February 1961; clo 16 September 1963 *(Cl)*.

LODGE – see THE LODGE.

LODGE FARM – see RAGLAN FOOTPATH.

LODGE HILL [GW] op 5 April 1870 *(Shepton 8th)*; clo 9 September 1963 *(Weston 13th)*.

LOFTHOUSE & OUTWOOD

LOFTHOUSE & OUTWOOD [GN] op 6 September 1858 as L & WRENTHORPE *(Leeds Times 4th)*; renamed ?; & O added 1865/6; clo 13 June 1960 *(RM July*

LOFTHOUSE & OUTWOOD [Methley Joint] op 1 May 1876 *(D&C 8; GN co tt)* as L JOINT; JOINT dropped February 1881 tt; & O added July 1888 tt (J. R. Whittle from *GN co tt)*; single weekday train until 15 September 1958 tt (R. Maund, *Chron July 2018)*. *Brad*, LY tables, first shown as L, became L & WRENTHORPE 1859/60, back to L 1874/5, to L & O 1905/6. OS maps suggest best seen as platform of GN station.

LOFTHOUSE-IN-NIDDERDALE [Nidd] used by reservoir workmen from 14 July 1904 *(U)*; op to public 12 September 1907 *(Rtn- line; in line description Leeds Mercury 11th)*; clo 1 January 1930 (Wednesday) *(LNER letter 13 April 1945 Cl pap)*.

LOFTUS [NE] op 1 April 1875 *(York Herald 2nd)*; clo 2 May 1960 *(RM June)*. Note: was LOFTHOUSE before op to passengers.

LOGIERIEVE [GNS] op 18 July 1861 *(co notice Peterhead Sentinel 19th)* as NEWBURGH ROAD; renamed 1862 tt *(Cl)*; closed 4 October 1965 *(Aberdeen Press 10 September* – last train will be Saturday 2nd).

LOGIN [GW] op 12 July 1875 *(GW- line)*; clo 10 September 1962 *(Cl)*.

LONDESBOROUGH [NE] op 4 October 1847 *(co n York Herald 2nd)*; originally SHIPTON & L; became S April 1864 co tt *(JS)*, L January 1867 co tt *(JS; RCG ref January)*; clo 29 November 1965 *(RM December)*.

LONDESBOROUGH PARK [NE] (non-tt): op ?; private for George Hudson; clo January 1867; {Nunburnholme – Londesborough} *(U)*.

LONDESBOROUGH ROAD – see Scarborough.

LONDON

Stations listed below are termini and major central area stations served by surface lines. Suburban and all Underground and Docklands stations are listed under their initial letters.

Early timetables tended just to have 'LONDON' or e.g. 'EUSTON' on its own. Hb 1862 had 12 entries, all 'LONDON'; they were also provided with separate entries, such as 'EUSTON' 'same as London', under 'E'.

BISHOPS ROAD – see PADDINGTON.

BISHOPSGATE [GE] op 1 July 1840 *(co n T 29 June)* when line extended from Devonshire Street; op as SHOREDITCH, renamed by Act of 27 July 1846 *(JS)*; trains diverted to Liverpool Street 1 November 1875 *(co n T 28 October)*; some use for relief trains until about 1879; {map 107}. Brad, e.g. 1846-7, had B WITHOUT in Colchester table and B NORTH in 1873 (probably incorrect additions, *JS)*; in 1840 just LONDON and 1841 on just S or B.

Ticket platform, only mentions seen, both calling it Shoreditch: *Morning Chronicle 22 September 1846*; day before prosecution for leaving train here. *London Evening Standard 10 February 1847* – failure to catch eloping pair.

BLACKFRIARS [SE] op 11 January 1864 *(L; co n T 9th- line)*; replaced by Waterloo East, 1 January 1869 *(co n T 23 December 1868)*; {map 106}.

BLACKFRIARS [LCD] op 10 May 1886 *(Kent Messenger 15th)* as ST PAULS; renamed 1 February 1937 *(RCH dist 5 January)*; clo 20 November 2010 to 16 January 2011 (inclusive) *(official leaflet)*; extended station across Thames into use 20 May 2012 *(RM July)*; still open.

BLACKFRIARS BRIDGE [LCD] op 1 June 1864 *(co n T 30 May)*; clo 1 October 1885 (Thursday) *(Cl)*; {map 106}.

BRICKLAYERS ARMS [SE] op 1 May 1844 *(T 2nd)*. See article by Canon Fellows, *RM 1944, pp 209 – 212, 272 – 274*: aim was to provide station nearer West End, to which omnibus connections would be provided; would also save SE and Croydon companies need to pay tolls they considered too high, for using the Greenwich's line to London Bridge. Diversion of traffic caused the Greenwich to reduce tolls. Thus the Croydon stopped using after 31 March 1845. SE continued to use; services from London Bridge and here were joined at 'New Cross' *(letter T 1 August 1845)* – was this writer's version of North Kent Junction, or point further out?

At end of October 1846 ordinary SE passenger service withdrawn. They continued to attach passenger coach to 11 p.m. goods from B A for people catching morning steamers from Folkestone and Dover; this last in tt January 1851.
Meanwhile, SE had tried to tap local traffic: from 1 September 1849 a shuttle service was run to North Kent Junction to connect with Greenwich and Kent trains (use detailed in SE *co ½ T 20 September*, which refers, not entirely accurately, to B A branch being 'opened' now to 'the junction station with the North Kent line').
21 August 1850 shunting engine hit a wagon into a pillar, bringing down roof *(T 22nd)*. SE notice, T 22nd said from 'this day' they would cease to use B A, report in next day's paper confirmed had done. Probably end of North Kent Junction. Reappeared in 12 November 1850 tt in *South Eastern Gazette* – not present 5 November tt. Last in *Brad* 1852; present in April tts *South Eastern Gazette* – no tts seen later that year. Special train carrying hearse containing the Duke of Wellington's body from Walmer to Lying-in-State at Chelsea Hospital and a select group of mourners arrived here in the early hours of 11 November 1852 *(London Evening Standard 11th)*. Various press items show that clearly goods only by then.
Special train for Prince Consort left here 3 June 1855 (see EARLSWOOD).
1856: special first-class trains from here so people from West End could go to Sandhurst 3 May (to see Queen lay foundation stone of Wellington College) and 2 June for fete there *(co notices T 1, 28 May)*.
Early excursions: Christmas Day 1856 to/from principal SE stations *(co n T 15 December)*; 1857 Easter 'Holydays' afternoon trips to Blackheath *(SE n T April)* and regular weekly Monday morning trips, third-class only, to Ramsgate and Margate for 3s 6d (including admission to Tivoli Gardens) from 4 May to end October, by when Folkestone and Dover also possible destinations. Seems to have been end of series – SE's Christmas 1857 excursions from London Bridge.
7 March 1863: special took Prince of Wales to Gravesend to collect Princess Alexandra, his future wife, and brought pair back *(T 9th)*.
Reop for excursions, Sundays only, 12 June 1932 *(T 10th)*; last Sunday 10 September 1939 (based on introduction of emergency tt on 11th); {map 105}.

BROAD STREET [NL] op 1 November 1865 *(T 2nd)*; station demolished and replaced by temporary platform 1985; clo 30 June 1986 *(RM September* – last train Friday 27 June). Often B S (CITY) in Brad and thus LNW co tt 1874.

CANNON STREET [SE] op 1 September 1866 (co n T 28 August); clo at 3 p.m. on 5 June 1926 (Saturday) for electrification *(T 5th)*, reop 28 June 1926 *(SR sig instruction 17)*; clo 5 August 1974 for track remodelling, reop 9 September 1974 *(BR pamphlets)*; still open.

CHARING CROSS [SE] op 11 January 1864 *(co n T 9th)* from temporary platform in Villiers Street for Greenwich and Mid-Kent services only; main line services 1 May 1864 *(co n 22 April)*; clo 5 December 1905 after roof collapse, reop 19 March 1906 (RM April); clo 24 July 1993 for track remodelling, reop 16 August 1993 *(RM July* – planned dates); still open.
Ticket platform probably from opening: *Illustrated Times (3 December 1863)*, describing work in progress here, referred to 'unsightly' covering of ticket platform. Only other mention seen: *London Evening Standard 19 April 1865*: train carrying King of the Belgians stopped at ticket platform in Charing Cross Road to let bigwigs get in.

CITY THAMESLINK op 29 May 1990 as ST PAULS T; renamed 30 September 1991 *(AB Chron)*; still open.

DEVONSHIRE STREET MILE END [EC] op 20 June 1839 *(T 14th, 19th)*; services extended to Shoreditch (later Bishopsgate) on 1 July 1840 but this station kept open; 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'. *Bell's Life in London (13 June)* said it had been closed and replaced by new station in Cambridge Road MILE END. Closed at the end of May?; later Globe Road just to west (maps in P. Kay, *GE in Town & Country*, part 3, Irwell 1996); {map 107}.

EUSTON [LNW] op 20 July 1837 *(co n T 19th)*; still open. Early indiscriminately L, E and E SQUARE in LNW co tts; E-GROVE in *Times* 10 April 1838 description of opening of an extension to line. Brad had just L in tables until 1844, though quoted hackney fares from Euston in 1840.

FENCHURCH STREET [GE]: op advertised for 2 August 1841, but actual use began 29 July *(T 2 August/Observer)*, when service extended from Minories; see 31 March 1849**; clo 22 July 1994, for remodelling and resignalling *(LTS Rail pamphlet)*; reop 5 September 1994, earlier than planned *(BLN 742.19)*; still open.

HOLBORN VIADUCT [LCD] op 2 March 1874 *(co n T 2nd)*; clo 29 January 1990 (last train Friday 26th) *(T 27th)*.

HOLBORN VIADUCT LL [LCD] op 1 August 1874 *(T 4th)* as SNOW HILL; renamed 1 May 1912 *(hbl 25 April)*; clo 1 June 1916 (Thursday) *(RCG);* {map 106}. Just HOLBORN LOW LEVEL in SEC wtt, e.g. 1916.

KINGS CROSS: [GN] services opened 7 August 1850 *(T 8th)* to a temporary station usually shown as MAIDEN LANE, though GN called it K C; line was extended to permanent K C 14 October 1852 *(T 15th)*; also used as Mid terminus from 1 February 1858 to 1 October 1868*; still open.
Main line local station added 18 December 1874, later absorbed into main (KC).
* = article by P. J. Wilde in *Midland Record no. 24* claims that Midland had a separate station, north of the Regents Canal, between the GN goods depot and potato station. A Midland station is certainly shown on the maps included in the article but this is much more likely to have been for goods of some description. All contemporary evidence supports the accepted view that the Midland used the GN station. In addition, the site shown would have been so inconvenient that one would have expected hostile comment in both the railway and public press, but none has been seen. A notice issued by the Midland in the Bedfordshire Times 7 July 1868 said that main line trains would continue to run from the GN station at King's Cross until further notice (F. G. Cockman, *The Railway Age in Bedfordshire*, Bedfordshire Historical Record Society vol 53, p 61, 1974). Also see article in *Midland Record* no. 28 by S. Duckworth, which supports goods only use of station concerned.
Ticket platform: see HOLLOWAY.

K C YORK ROAD: op early 1866 (perhaps 1 January) (see R. Maund, *Chron October 2015, April 2016*); new station 4 March 1878 *(T 6th);* clo 8 November 1976 *(Cl);* briefly reop 3rd to 5th March 1977 *(Cl)*.

K C SUBURBAN op 1 February 1878 *(L);* incorporated into main station 5 March 1977.

K C FUNERAL STATION (non-tt, but advertised): train for consecration of Cemetery ran 10 July 1861 *(Friends of National Railway Museum Newsletter, Summer 2000)*; op to funeral parties 11 July 1861. Initially operated daily; from 1 August 1861, Mondays, Wednesdays and Fridays; from 14 February 1862, Fridays only; from 31 August 1862 Sundays (now allowed for working men's funerals) and Wednesdays, with occasional variations; from 1 January 1863 only occasional trains; last known ran 3 April 1863.

Station was north of main and trains with coffins and mourners were run to Cemetery at Colney Hatch. See M. Dawes, *LRR, October 1999.*

Other non-tt use: excursions to the Great International Exhibition of 1862 were run to the GN goods depot and Midland coal depot (A. A. Jackson, *London's Termini, p 60).*

KINGS CROSS THAMESLINK op 11 July 1983 (15th formal) *(RM September p 378)* as K C MIDLAND (in tt as K C M City Line); on site of widened lines station; renamed 16 May 1988 *(BR leaflet);* clo 9 December 2007 (last train 8th), replaced by platforms under St Pancras International *(RM February 2008)*.

LIVERPOOL STREET

LIVERPOOL STREET [GE] op 2 February 1874 *(T 2nd)* for some suburban trains and 1 November 1875 *(co n T 28 October)* for full use, including those previously terminating at Bishopsgate LL; [Met] used platform in main station from 1 February 1875 until 12 July 1875, when it opened own station, but connection used for excursions until 1904, removed 1907 *(London's Termini)*; clo on 24 April 1993 by bomb which destroyed most of glass roof, reop 26th *(RM October)*; still open.

LIVERPOOL STREET [Elz] added 24 May 2022 *(BBC News)*; still open.

LONDON BRIDGE

London & Greenwich: see June 1835** for pre-opening trials nearby; from 10 October 1836 passengers bought tickets here and walked along line to Bermondsey Street (no station) to board trains *(co n T 3rd)*; station came into use 1 December 1836 though formal opening did not occur until 14 December *(co n T 13th)*.

London & Croydon: op own part 5 June 1839.

Later: July 1844 – station made Joint; L & Greenwich and SE used original L & Croydon part on north, L & Croydon and L & Brighton used original L & Greenwich plus a new part.

2 August 1850 – Joint station divided *(SE co ½ T 17 September)*. According to *T 2 August 1850* LBSC and SE had temporary stations to cover period of demolition of old joint station and building of new separate ones. LBSC described as being at end of area being cleared and having all necessary booking offices and waiting rooms, SE as abutting onto Tooley Street.

3 January 1851 – separate SE (low level section; arrival platform in use from 9 December 1850) and LBSC stations.

Through platforms added 11 January 1864, with opening of line to Charing Cross.

Amalgamated into one station 1928 by SR. Still open.

Sometimes TOOLEY STREET early (*Brad* until 1844, *Tuck* 1843, co notices in *The Times* issued by London & Croydon; but not seen thus in SE tables, where it was just L at first). Later 'City Terminus' often added to name. London & Brighton/LBSC tables just LONDON until 1844.

Ticket platforms:

from Croydon: *South Eastern Gazette Tuesday 18 May 1847*: on Thursday 2 o'clock up train was unable to get further than ticket platform; passengers had to walk to station. According to diagram with Railway Commissioners' Accident Reports of 1850 in December of that year platform was a long one on the extreme SW of the lines, just before divergence of the two sets of lines.

North Kent line *Morning Chronicle 25 June 1850*: accident yesterday. According to 1850 diagram was about half the length of the above, on the North Kent up line, also just before the divergence.

South Eastern: nothing shown on 1850 diagram; on arches at Bermondsey; *John Bull 30 September* and *2 October 1854* described smells here.

LUDGATE HILL [LCD] op 21 December 1864 *(co n T 21st)*; temporary station replaced by permanent 1 June 1865 *(L; co n T 2nd* – is now open); clo early Saturday afternoon 2 March 1929 *(T 4th)*.

MAIDEN LANE – see under KINGS CROSS.

MARYLEBONE [GC] op 15 March 1899 *(T 16th)*; briefly closed by bombing in 1940 – see NEASDEN (under 'N'); clo 22 September 1990, reop 8 October 1990 for resignalling *(NSE leaflets)*; still open.

MINORIES [Blackwall] op 6 July 1840 (co n T 29 June); service extended to Fenchurch Street 29 July 1841 but this kept - see notice *Morning Advertiser, 4 August*; clo 15 February 1849 (Thursday), reop 9 September 1849 (Cl, and see 31 March 1849**); clo 24 October 1853 (Cl); {map 108}.

MOORGATE op 8 November 1976; still open. (See under 'M' for earlier history).

NINE ELMS [LSW] op 21 May 1838 *(Salisbury 28th)*; clo 11 July 1848 *(co n T 10th)* when line extended to Waterloo. Often VAUXHALL in tts and co notices. Replaced by Vauxhall (under 'V'). Frequently used later by Royal trains: e.g. 6 and 20 March 1852 departure to and return from Gosport (for Osborne House) *(Morning Post 8th, 22nd)*. An unusual later use was by Mr. Braidwood, head of the London fire brigade, with two fire engines and men to deal with a fire at Windsor Castle, reported in *Globe, Monday 21 March 1853,* under heading 'Windsor Sunday evening' saying events occurred 'last evening'. Ceased to be available (exact date?) after company made a contract with government for conveyance of emigrants for embarkation at Southampton and provided accommodation for them at both places *(co ½ Morning Advertiser 17 February 1853)*. So >

Royal Station (non-tt) was built here in 1853; *Sun (London), 30 April,* referred to a short branch from the main line built for royal use being used by a royal party that day, a marquee having to be used for them since the station was not complete; certainly 'Nine Elms Station' used 6 August that year *(ibid 8th)*. Last used? – last certain reference so far found for Queen's station is *Globe 9 June 1874* – Emperor of Russia will leave here for Aldershot. Demolished 1876 *(L)*.

Airey's maps of London, 1877 and 1894, belatedly show 'private station' as terminus of short branch to south of through line (original to north of it); not present on 1910 map.

Many press reports of 'Nine Elms station' being used for troops, especially in wartime. These include Guards' arrival from Crimea *(Saint James's Chronicle 9 October1858)*, Middlesex Volunteers' trains to Wimbledon Review 27 July 1867 *(Volunteer Services Gazette 27th)*, troops to Boer War *(ibid 30 March 1899)*. Last seen in contemporary press for use to training camp 23 July 1914 *(Harrow Observer 17th)*; 'territorial', using 'dog-eared diary' referred to leaving for training camp 9 August 1914 *(Lincolnshire Echo 4 August 1941)*. Presumably continued in use but press would not have reported in war-time. All these would have used goods yard.

What special arrangements, if any, were made when Prince and Princess of Wales left here for Sunningdale 9 June 1879? *(Globe of that date* – will leave this afternoon).

Temporary platform in sidings to enable Garibaldi to go directly into goods shed, where reception was held for him, 11 April 1864 *(Express, London, 12th)*.

See R. Maund *(Chron January 2005)*, source of some of the above plus map evidence and more detail on Boer War use.

Ticket platform, only mention seen: *London Evening Standard 15 January 1848* – in connection with accident at Frimley on 14th.

PADDINGTON [GW] op 4 June 1838 *(T 4th)*; re-sited, departure platforms op 16 January 1854 *(co n T 11th)*, arrival platforms 29 May 1854 *(co n T 26th)*; still open.

Ticket platform: see WESTBOURNE PARK.

This now includes **BISHOPS ROAD** [GW/HC], opened 10 January 1863 *(Morning Post 12th)*; amalgamated into main station 10 September 1933; see 24 July 2010**; still open. Hb 1936a called it P SUBURBAN.

PIMLICO [LBSC] op 29 March 1858 *(co n T 27th, 30th)*; clo 1 October 1860 on extension of line to Victoria; {map 109}. Earliest company notices in *The Times* called it BATTERSEA SLOANE STREET TERMINUS, later BATTERSEA; PIMLICO first seen 6 April.

ST PANCRAS [Mid] op 1 October 1868 *(co n T 23 September)* for express service; last train from original station ran Friday 9 April 2004; clo for rebuilding for Eurostar (10th, 11th trains terminated at Luton); replaced by temporary 300 yards north, first used Monday 12 April *(Daily Telegraph 10th)*. Mid suburban service had begun 13 July 1868, using Kings Cross Met *(T 14th)*.

ST PANCRAS INTERNATIONAL Eurostar station opened 14 November 2007 *(Daily Telegraph 15th)* alongside above. Platforms below station opened 9 December 2007, replacing Kings Cross Thameslink *(RM February 2008)*; all still open.

ST PAULS – see BLACKFRIARS.

SHOREDITCH – see BISHOPSGATE.

SNOW HILL – see HOLBORN VIADUCT LL.

VICTORIA: Following Grouping in 1923 it was decided to merge the two; this was a gradual process since much demolition needed and trains had to be kept running. *Daily Mirror 4 January 1924* referred to plan to do this; *Westminster & Pimlico News 21 November 1924*, citing *Times*, said separating walls already demolished in one or two places so passengers could go straight from one to the other; *ibid 18 September 1925* said, amongst improvements already effected two stations had been made one and platforms would be renumbered in a single sequence from 21 September. Often 'West End Terminus' added in Bra

Special facilities, on Platform 17, for passengers going to Southampton to catch Empire Flying Boat services, entered from Airways House without using station entrance, were opened 6 June 1939 *(T 7th);* ended by War?

WATERLOO [LSW]: main op 11 July 1848 *(T 12th)*; Windsor, alias North, station op 3 August 1860; South, or Main Line Suburban, op 16 December 1878 *(co n T 16th)*; all combined 1 October 1912; still open. Usually W BRIDGE early.

There was a through line from here to SE line from London Bridge to Charing Cross. Platform was over Waterloo Road, owned by SE. Passed by BoT for passenger traffic at same time as Charing Cross extension but trains did not use until 6 July 1865, start of sevice from Euston to London Bridge via Willesden, Kensington, Waterloo (this platform) and Blackfriars (1864 station) *(co n T 6th, T item 7th)*; in LNW tables in Brad was NEW W; aim was to provide link north to south without need to cross London by road; 1 February 1867 replaced by Willesden – Waterloo – Cannon Street service *(co n T 30 January);* 1 December 1867 LNW service cut back, now Willesden to main Waterloo (LNW Officers) but LSW Kensington to Cannon Street continued; this ceased 1 January 1868 owing to refusal of SE to work trains through link to their line *(co n T 26 December 1867, item 30th)*, last train ran 31 December 1867; line kept for occasional special use – e.g. Royal specials detailed under Woolwich Dockyard ran over it; (also see D. W. Winkworth, *Back Track, August 2000)*; {map 106}.

Ticket platform, only mentions seen: *Morning Advertiser 2 October 1850*: rope haulage accident, ticket platform over Westminster Bridge Road. Same site mentioned in item about collision *(London City Press 26 September 1857)* – accident 21st.

W INTERNATIONAL op 14 November 1994 *(RM February 1995)* – unadvertised trial services from 17 August 1994; sometimes regarded as a separate station, sometimes part of main; closed 14 November 2007 – last train Tuesday 13th, service diverted to St Pancras *(Daily Telegraph 15th)*.

W NECROPOLIS (non-tt): op 13 November 1854; for funeral trains to Brookwood, which see; re-sited 16 February 1902; clo 15 May 1941 *(U)*. LONDON NECROPOLIS CO in hb 1904 to 1938 (inclusive).

(Non-tt) temporary platform outside mortuary pavilion for reception of coffin of Duke of Albany 4 April 1884 *(Morning Post 5th)*.

WATERLOO EAST [SE] op 1 January 1869 *(co n T 23 December 1868)* as W JUNCTION; renamed W 7 July 1935 *(RM September)*, W E 2 May 1977 *(L)*; clo 24 July 1993 for track remodelling, reop 16 August 1993 *(RM July* – gave planned dates, which were followed – *BLN 713)*; still open.

LONDON & THAMES HAVEN OIL WHARVES [LTS] (non-tt): op 1 January 1923; workmen; prob clo 9 June 1958; alias HALT NO. 3 or LATHOL (*Thames Haven)*;{Thameshaven branch}

LONDON BRIDGE

For main line station, see under LONDON.

LONDON BRIDGE [Nor] op 26 February 1900**; see 1922**; still open.

LONDON BRIDGE [Jub] op 7 October 1999 *(RM March 2000)*; still open.

LONDON CITY AIRPORT [Dock] op 2 December 2005 *(LRR January 2006)*; still open.

LONDON DOCKS

The following were shown 'P' in *hb*, inclusive dates given, presumably available for boat trains:

EAST INDIA DOCKS [GE] 1877-90.

WEST INDIA DOCKS [London & India Docks] 1904-56.

Also see ROYAL GROUP OF DOCKS (under 'R').

LONDON FIELDS [GE] op 27 May 1872 *(co n T 25th)*; clo 22 May 1916**; reop 1 July 1919 *(T 20th)*; clo 13 November 1981 by fire *(RM January 1982)*; reop 29 September 1986 *(RM December)*; still open.

LONDON ROAD BRIGHTON [LBSC] op 1 October 1877 *(Brighton Guardian 3rd)*; BRIGHTON added 9 July 1923 *(SR)*; still open.

Temporary platform near here for reception of troops for Easter Volunteer Review *(London Evening Standard 27 March 1880)*.

LONDON ROAD GUILDFORD [LSW] op 2 February 1885 *(co n T 31 January)*; GUILDFORD added 9 July 1923 *(Cl)*; still open. LSW ticket *(JB)* has G L R.

LONG ASHTON [GW] op 12 July 1926 *(Bristol notice S1243 – May wtt supp* had wrongly said would open 17 May); at or near earlier Ashton; PLATFORM until altered 23 September 1929 *(Cl)*; clo 6 October 1941 *(Cl)*; in *hb* 1938 as HALT; {Bedminster – Flax Bourton}.

LONG BUCKBY [LNW] op 1 December 1881 *(LNW Officers 22843, 22911)*; still open.

LONG CLAWSON & HOSE [GN/LNW] op 1 September 1879 *(LNW Officers 20028: Nottingham Evening Post 2nd)*; & H added November 1884 co tt *(Whittle)*; clo 7 December 1953 *(T 7th)*.

LONG EATON [Mid] {map 60}

LONG EATON (a) op 6 September 1847** *(co n Nottingham Review 7th)*; became TOTON for L E 1 October 1851 co tt, L E 1862 *(Mid)*; re-sited about ¼ mile south July 1863 *(Cl)*; clo 2 January 1967 *(Stapleford & Sandiacre News 9 December 1966* – last train New Year's Eve).

LONG EATON (b) op 3 December 1888 *(Long Eaton Advertiser 8th)* as SAWLEY JUNCTION; became S J for L E 1 January 1933 *(hbl February)*, L E 6 May 1968 *(RM)*; still open.

L E JUNCTION op 4 June 1839 *(co n Nottingham Review 7th)*; JUNCTION added about 1847; clo 1 May 1862 (Thursday) *(Leicestershire Mercury 3 May* – changes for month).

LONG LANE – see COALVILLE.

LONG MARSTON [GW] op 12 July 1859 (see STRATFORD-UPON-AVON, line from Honeybourne); clo 3 January 1966 *(RM February)*.

Non-tt; Platform at north end of site (originally temporary, since made permanent) for Rail Live trade show; certainly in use 23 June 2017 and two days in mid-June most years since and clearly intended to be a regular usage; shuttle from Honeybourne; *(Rail 958* provides basis of information).

LONG MARTON [Mid] op 1 May 1876 *(Bradford Observer 4th)*; clo 4 May 1970 *(RM June)*.

LONG MELFORD [GE] op 9 August 1865 *(Essex Stanard 11th)*; LONG added 1 February 1884 *(RCG)*; clo 6 March 1967 *(RM April)*.

LONG PRESTON [Mid] op 30 July 1849 *(T 28 July, 1 September)*; still open.

LONG STANTON [GE] op 17 August 1847 *(Cambridge Indep Press 21st)*; aot request; clo 5 October 1970 *(RM October)*.

LONG SUTTON near Wisbech [MGN] op 1 July 1862 *(Linc R & S Merc 4th)*; clo 2 March 1959 *(T 2nd)*.

LONG SUTTON & PITNEY near Langport [GW] op 1 October 1907 *(Bath Chron 3rd)*; clo 10 September 1962 *(Som Gaz 15th)*. HALT in *Brad* about 1908 to 1915 and thus in GW co tt 1911, but not 1932; in *hb* 1912 on as L S & P, suggesting RCH did not regard as a halt. & P not always added *Brad*.

LONGANNET POWER STATION (non tt): used 12 and 13 September 1992 for open days; shuttle from Culross; presumably temporary platform provided (W. Roberton via D. Cattanach).

LONGBECK op 13 May 1985 *(BLN 520)*; still open.

LONGBENTON

For station in *Cl* as LONG BENTON, see BENTON.

LONGBENTON [LNE] op 14 July 1947 *(Cl 29)*; Planning documents at Kew and 1956 *hb* say HALT (A. Young) but not tt; clo 23 January 1978 *(RM March)* for conversion >

LONGBENTON [TWM] on 11 August 1980 *(Newcastle Evening Chronicle 11th)*; still open.

LONGBRIDGE

LONGBRIDGE (a) [Mid] op November 1841** *(Mid)*; on main line; clo 1 May 1849 (Tuesday) co tt *(Mid)*.

LONGBRIDGE (b) [Mid] op, non-tt, 5 July 1915 *(Mid/GW Officers 13th)*; added to *Brad* 20 September 1954; first shown 'P' in *hb* 1956, as L RUBERY; clo 4 January 1960 *(Cl)*. On Halesowen branch 33 chains from junction *(Midland System Maps 1915 amendment); 1918 amendments* 'now' at 35 chains.

LONGBRIDGE (c): see HALESOWEN JUNCTION HALT.

LONGBRIDGE (d) op 8 May 1978 *(Birmingham Daily Post 8th)*; same site as 1840s station; still open.

Also (non-tt) factory sidings at Austin aeroplane factory here for visit of King George VI 10 March 1938 *(Coventry Evening Telegraph 10th)*.

LONGCLIFFE – see May 1833**.

LONGCROSS [SR]: army camp use from about 1940; op to public 21 September 1942 *(Cl 29)*; HALT until renamed 5 May 1969 *(SR App)*; still open.

LONGDON near Shrewsbury [GW] op 20 October 1934 *(GW Chester Div Report 1934)*; HALT; clo 9 September 1963 *(T 9th)*; {Wellington – Crudgington}.

LONGDON ROAD near Moreton-in-Marsh

For first service through here see 1833 B**.

LONGDON ROAD [GW] op 1 July 1889 *(Leamington Spa Courier 6th)*; clo 8 July 1929 *(RM September)*. GW co tt 1902: L R for ILMINGTON and always thus *hb*.

LONGDOWN [GW] op 1 July 1903 *(RCG; Trewman 4th- line)*; clo 9 June 1958 *(T 5th)*.

LONGFIELD

LONGFIELD [LCD] op 1 June 1872 as FAWKHAM ROAD *(Maidstone Journal 10th)*; ROAD dropped by 1875 *(Brad)*; became F for HARTLEY and L 1895/6 *(Brad)*, thus *hb* and SEC co tt 1914; renamed L for F and HARTLEY 12 June 1961 *(SR)*, L 1968/72 tt (index sometimes later); still open.

L HALT [SEC] op 1 July 1913 *(LCD)* but in *Brad* June 1913, and *Gravesend & Northfleet Standard 20 May* said it would be provided with new local service to/from Swanley starting in June so verification needed; clo 3 August 1953 *(Portsmouth Evening News 15 May)*. Always L HALT for PINDEN and WESTWOOD in *Brad* and thus SEC co tt 1914 but just L HALT *(hb)*.

LONGFORD & EXHALL [LNW]: op 2 September 1850**; clo 23 May 1949 *(RM September)*.

LONGFORGAN [Cal]: line op 24 May 1847 *(Rtn PP)*, passing of station here in description of non-stop run on formal opening 22nd *(Perthshire Advertiser 27th)* but not in list of fares at opening *(Scot Cent)*, nor included in tt with line op notice *(Perthshire Courier 27th)*, first tt evidence May 1848 *(Topham* – where it was LONG FORGAN), so perhaps opened after line; clo 11 June 1956 *(Aberdeen Evening Express 2 March)*.

LONGHAVEN [GNS] op 2 August 1897 *(co n Buchan Observer 3rd, item ibid 4th)*; clo 31 October 1932 *(LNE notice Aberdeen Press 12th* – said clo for winter months but in fact never reopened).

LONGHIRST [NE] op 1 July 1847 (see 24 March 1847**); clo 29 October 1951 *(Cl)*.

LONGHOPE [GW] op 1 June 1855**; clo 2 November 1964 *(Cl)*.

LONGHOUGHTON [NE] op 1 July 1847 (see 24 March 1847**); clo 5 May 1941 *(Berwick Advertiser 1st*, reop 7 October 1946 *(co n ibid 3rd)*; clo 18 June 1962 *(Newcastle Evening Chronicle 21 May)*. Sometimes two words.

LONGMORN [GNS] op 1 March 1862 *(GNS)*; aot request; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

LONGNIDDRY [NB]: op 22 June 1846 *(co n T 23 June; Newcastle Guardian 27th, description of formal opening 18th)*; still open. L JUNCTION until 1890 *(Brad)*; LONG NIDDRY in *hb* 1862; L for GULLANE in *Murray* 1948 but not *Brad*.

LONGPARISH [LSW] op 1 June 1885 *(Hants Chron 13th)*; LONG PARISH until altered 1 July 1890 *(SR)*; clo 6 July 1931 *(LMS PCC 207)*.

LONGPORT [NS] op 9 October 1848 *(co n Staffordshire Advertiser 7th)* as BURSLEM; became B (L) 1853 tt, B (L & TUNSTALL) 1857 tt, B (L) 1864 tt *(JS)*, L 1 October 1873 *(JS; RCG ref January 1874)*; see 18 May 2003**; still open. By 1875 was L for WOLSTANTON in *Brad* and thus NS co tt 1910; for W dropped 1923 *(Brad)*.

LONGRIDGE [Preston & Longridge] op 2 May 1840**; clo 2 June 1930 *(LMS notice Lancashire Evening Post 26 May)*.

LONGRIDGE near Wishaw [WMC] op 2 June 1845**; for clo/reop see 1848**; last in tt December 1852; {map 16}. 'Eastern Station or Longridge' in first inspection report (dated 9 June).

LONGRIGGEND [NB] first in *Brad* November 1862 (prematurely? see ARBUCKLE); clo 1 May 1930 (Thursday) *(co n Scotsman 7 April)*.

LONGSIDE [GNS] op 3 July 1862 *(co n Banffshire Journal 1st)*; clo 3 May 1965 *(RM May)*.

LONGSIGHT

LONGSIGHT (a) [LNW] op 10 April 1843 *(co n Manch Cour 8th)*, replacing Rushford; clo 15 September 1958 but kept for excursions to Belle Vue *(RM November)*; one from Macclesfield Easter Monday 23 April 1962 *(AB)*. New station at Kirkmanshulme Lane near Longsight in *op notice*. LNW co tt 1852, 1908, LMS tt 1930, *Brad* and *hb* to closure: L for BELLE VUE.

Excursion platform here: *Manchester Evening News 27 March 1893* – mentioned in course of inquest. *Ibid 30 December 1914* – troop departure from here. No other information.

LONGSIGHT (b) (non-tt) op March 1980; railwaymen *(U)*; during resignalling work used by public at weekends from 23 July 1988; finally used Saturday and Sunday 1,2 October and Friday, Saturday and Sunday 7, 8, 9 October *(BR leaflet)*; reverted to staff only use on 17 October 1988; absent from wtt by 2007.

LONGSTONE – see GREAT LONGSTONE.

LONGSTOW [Mid]: shown 'P' in *hb* 1890 (as LONG STOW), and 1895 (one word); 1904 goods only; assumed error (goods only in *Mid*); {Kimbolton – Grafham}.

LONGTON near Stoke-on-Trent [NS] op 7 August 1848 *(Staffordshire Advertiser 4th)*; see 18 May 2003**; still open. LANE END in inspection report.

LONGTON BRIDGE near Southport [LY] op 18 May 1882 *(Ormskirk 25th)*; BRIDGE added 1 January 1892 *(hbl 28th)*; clo 7 September 1964 *(RM October)*.

LONGTOWN [NB] op 29 October 1861**; clo 6 January 1969 *(BR clo notice)*.

LONGVILLE [GW] op 16 December 1867 *(GW- line)*; clo 31 December 1951 *(T 31st)*; passengers still unofficially carried on parcels trains until end of summer 1954 tt (Martin Smith, *British Railways Illustrated*, August 1996).

LONGWITTON [NB] op 19 October 1870** as ROTHLEY; until 1873 private station for Trevelyan estate, but in *Brad* (GWM Sewell, *The North British Railway in Northumberland*, Merlin, 1991); renamed April 1875 tt *(Cl; RCG ref July)*; clo 15 September 1952**. *Hb* 1876a (only) LONG WITTON.

LONGWOOD [LNW] op 1 August 1849**; became L & MILNSBRIDGE 1 July 1887 *(Cl)*, reverted 12 June 1961 *(RM June)*; clo 7 October 1968 *(RM November)*.

LONLAS – see LLANDARCY.

LONMAY [GNS] op 24 April 1865 *(co n Peterhead Sentinel 28th*; clo 4 October 1965 *(Aberdeen Press 10 September* – last train will be Saturday 2nd).

LONSDALE [non-tt] – see 13 August 1866**.

LOOE [GW] op 11 September 1879 *(Cornish T 13th)*; clo 3 November 1990 for flood prevention work, reop 19 November 1990 *(RM January 1991)*; still open.

LORDS [Met] op 13 April 1868 *(T 10 April, 3 August)* as ST JOHNS WOOD ROAD; ROAD dropped 1 April 1925 *(hbl April)*; renamed LORDS 11 June 1939 *(Cl)*; clo 20 November 1939 *(co n Hendon ... Times 17th)*, replaced by new St Johns Wood [Bak]; later use for cricket spectators – *(hb* 1940a for cricket only); still shown open as required for cricket 1956 *hb* –inertia?

LORDS BRIDGE [LNW] op 7 July 1862 *(Beds Mercury 12th)*; clo 1 January 1968 *(Coventry Evening Telegraph 11 November 1967)*.

LORDSHIP LANE [LCD] op 1 September 1865 *(London Daily News 2nd)*; clo 1 January 1917 *(RM February)*; reop 1 March 1919 *(RCG)*; clo 22 May 1944 *(T 22 April)*; reop 4 March 1946 *(RM June)*; clo 20 September 1954 *(T 20th)*. *Brad* 1868/9 to clo, SEC co tt 1914 and *hb* 1904 on: L L for FOREST HILL.

LOSEBY – see LOWESBY.

LOSSIEMOUTH [GNS] op 10 August 1852** *(GNS)*; clo 6 April 1964 *(RM May)*.

LOSTOCK

L LANE [LY] and **L JUNCTION** [LY] (opening): L LANE first in *Brad* November 1846; LY Distance Diagram 1851 shows it well west of junction, on way to Horwich; in September 1852 *Brad* it was replaced by L JUNCTION, but Diagram evidence makes it clear that was different site. In February 1856 L LANE returned, to *Brad* but had been included in *co n of alterations* 1 December 1855 *(Manchester Courier 1st)* L JUNCTION still present >
L LANE clo 1 June 1879 (Sunday) *(Cl)*.
L JUNCTION clo 7 November 1966 *(RM January 1967)*.
LOSTOCK op 16 May 1988 *(BLN 587)*; near earlier L Junction; platforms on Chorley line only; still open. L PARKWAY in first tt and on platform indicator at Manchester *(AB Chron)*.

LOSTOCK GRALAM [CLC]

LOSTOCK GRALAM op 1 January 1863 *(Northwich 3rd)*; GRALAM added later 1863 *(Cl)*; still open.
L TEMPORARY PLATFORM (non-tt): provided First War for workmen; up side only; op 1916; clo soon after end of war. (A. Wilkinson, *Scenes from the Past: 41 (Part One): Railways across mid-Cheshire*, Foxline, pages 10, 32); {near L G}.

LOSTOCK HALL

LOSTOCK HALL (a) [LY] op 2 April 1849 *(Preston Chronicle 7th, Manch Cour 7th)*; clo 6 October 1969 *(Cl)*. L H JUNCTION until 1851/2 in *Brad*.
LOSTOCK HALL (b) op 14 May 1984 *(RM August)*; still open.
LOSTWITHIEL [GW] op 4 May 1859**; still open. *Hb* 1877 and 1883 made separate GW (Cornwall) and Cornwall Minerals stations of this.
LOTH [High] op 1 November 1870 *(High)*; clo 13 June 1960 *(RM July)*.
LOTHIAN ROAD – see EDINBURGH.
LOUDOUN ROAD [LNW] op 3 June 1879**; clo 1 January 1917 *(RCG; T 22 December 1916)*; later. LNW co tt 1882, *Brad* and *hb* always: L R for SWISS COTTAGE. Later reop as SOUTH HAMPSTEAD, which see.
LOUDOUNHILL [GSW] op 1 May 1905 *(RCG; Hamilton Herald 3rd)*; clo 1 July 1909 (Thursday), reop 1 November 1909 *(Cl)*; clo 1 January 1917 *(RCG; Railway News 13th)*; reop 4 December 1922 *(Cl)*; clo 11 September 1939 *(LMS n Motherwell Times 8th* – already scheduled for closure, *ibid 1st* carried notice of closure for 25 September). In 1938 *hb* as HALT; not seen thus *Brad.*
LOUDWATER [GW] op 1 August 1854 *(co n T 31 July)*; clo 4 May 1970 *(Cl)*.

LOUGHBOROUGH

LOUGHBOROUGH [Mid] op 5 May 1840 *(co n Leicester Journal 1st)*; replaced north of road bridge 13 May 1872 *(Mid)*; briefly L TOWN 1923, then L MIDLAND 9 July 1923; L again 4 May 1970 *(Mid)*; still open.
L CENTRAL [GC] op 15 March 1899 *(Nottingham Post 15th)*; clo 5 May 1969 *(Coventry Evening Telegraph, Saturday 3 May* – last train today). See 4 July 2007**.
L DERBY ROAD [LNW] op 16 April 1883 *(LNW Officers 24577)*; clo 13 April 1931 *(LNW dates PCC 192)*.

LOUGHBOROUGH JUNCTION [LCD]

Platforms on Brixton line spur first in *Brad* October 1864 as L ROAD; renamed when rest opened; clo 3 April 1916 *(L)*.
Platforms on main line op 1 December 1872 *(T 2nd* – called it 'new station'); still open.
Platforms on Cambria Road spur op 1 December 1872 *(T 2nd)*; clo 12 July 1925 *(L)*.
LOUGHBOROUGH PARK – see EAST BRIXTON.
LOUGHOR [GW] op 11 October 1852 *(T 12th)*; clo 4 April 1960 *(Cl)*.
LOUGHOR COMMON – see GORSEINON.
LOUGHTON op [GE] 22 August 1856 *(co n T 22nd)*; re-sited on extension to Ongar 24 April 1865, probably *(L)*; again re-sited 28 April 1940, about 150 yards north of second site *(Brown / Smith)*; transferred to [Cen] 21 November 1948 *(T 20th)*; still open.
Excursion Platform here: *Essex Herald 12 September 1871* mentioned in case about pickpocket. *Ibid 25 October 1881*- excursion platform partially wrecked by great gust of wind in gale of Friday week. Dates?
LOUGHTON SIDING(S) [LMS] (non-tt): in use at least 1946 to 1957 (when L Goods Sidings in WTT) railwaymen; {Bletchley – Wolverton} *(U; @JF)*.
LOUTH [GN] op 1 March 1848 *(co n, item Hull Packet 3rd)*; clo 5 October 1970 *(T 16 July)*; later excur *(U)*.
Ticket platform, only reference seen: fatal accident to woman taking short cut to station *(Lincolnshire Chronicle 25 January 1878)*.
LOVERS LANE [BWA] op 1 May 1908 *(Trewman 2nd- line)*; clo 28 March 1917**.
LOVESGROVE [VoR] (ng) (non-tt): HALT; Cardiganshire Territorial Army Camp *(VoR)*; intermittent use 1910 to about 1939 *(U)*: {Glanrafon – Capel Bangor}.
LOW BENTHAM – see BENTHAM.
LOW FELL [NE] op 1 December 1868 *(Newcastle Journal 1st)*; clo 7 April 1952 *(Cl)*.

LOW GILL [LNW]

LOW GILL (a) op 17 December 1846**; clo 1 November 1861.
LOW GILL (b) about ½ mile north, for Ingleton branch op 16 September 1861 *(co n Lancaster Gaz 14th)* as L G JUNCTION; JUNCTION dropped after LNW co tt 1883 and from *Brad* 1897/8; clo 7 March 1960 *(RM April)*.
Note that both were briefly open together. *Co n Lancaster Obs 26 October 1861* said all Third Class trains would cease to call at 'Lowgill' on and after 1 November.
LOW LEYTON – see LEYTON.
LOW MARISHES [NE] – see 8 July 1845**; no tt evidence seen.

LOW MOOR

LOW MOOR (a) [LY] op 18 July 1848 *(co ½ T 7 September)*; clo 14 June 1965 *(RM June)*.
LOW MOOR (b) op 2 April 2017 *(Wikipedia)*; still open.
Temporary platform 8 September 1859 at **LOW MOOR IRONWORKS** for visit by members of the Institution of Mechanical Engineers during their Annual Meeting at Leeds *(Leeds Intelligencer 10th)*.

LOW ROW [MC] op 30 November 1844 *(Carlisle Journal 7 December)*; clo 2 February 1848 *(co n ibid 28 January)*, replaced by Leegate; see 1840**; {map 134}.

LOW ROW [NE]: line through op 20 July 1836 (see 10 March 1835**), in *Scott 1837*; closed 5 January 1959 *(Newcastle Journal 6 December 1958)*.

LOW STREET [LTS]: line op 13 April 1854, and some sort of arrangement at level crossing existed here from then or soon after although it was not in *Brad* until July 1861 and first seen in tt *Essex Standard 2 August 1861* – not in May tt there, none seen there for June and July. Wikipedia item 'Low Street Station – Disused Stations' says included as station one mile from East Tilbury in Kelly's Directory 1855 [*Post Office Directory of Essex ... p 151* under 'East Tilbury' – J. Gough], diary mentions 24 June 1859 and 22 February 1861, accident 22 January 1861, co minutes of Board Meetings April 1861 including proposal to build [proper?] station here. Furthermore, a letter complaining about way Poor Rate Charges were levied in *Essex Herald 3 February 1857* refers to passengers going to London from 'Low Street', amounting to some thousands in the course of a year ... and need of these to get fresh tickets at Tilbury. Clo 5 June 1967 *(Cl)*.

LOW WALKER – see WALKER.

LOW WHITE HEAPS – see PARK HEAD.

LOWCA

LOWCA [CW Jc] op 15 April 1912** to workers; public 2 June 1913 *(RCG)*; clo 31 May 1926 *(Cl)*; workmen's use to 1 April 1929 *(U)*; {map 21}.

LOWCA PIT – see PARTON HALT [WCE Jt].

LOWCA WORKS PLATFORM - see PARTON - LOWCA WORKS PLATFORM [LNW]

LOWDHAM [Mid] op 4 August 1846 *(line Leicestershire Mercury 1st, station in description of formal opening on 3rd, Lincolnshire Chronicle 7th)*; still open.

LOWER DARWEN [LY op 3 August 1847 *(co n Blackburn Standard 4th)*; clo 3 November 1958 *(LNW Record)*.

LOWER EDMONTON

LOWER EDMONTON (LL) [GE] op 1 March 1849 *(T 2nd)* as E; renamed L E 1 July 1883 *(Cl)*; aot request; clo 11 September 1939 *(Cl)*.

Also see EDMONTON GREEN.

LOWER GREENHILL – see GREENHILL.

LOWER INCE [GC] op 1 April 1884 *(Wigan Obs 2nd, item and tt)*; clo 2 November 1964 *(Liverpool Echo 22 October)*.

LOWER LYDBROOK [SW Jt] op 23 September 1875**; clo 1 April 1903 *(RAIL 241/17)*.

LOWER MERTON – see MERTON PARK.

LOWER NORWOOD – see WEST NORWOOD.

LOWER PENARTH [TV] op 1 February 1897 *(co n S Wales Echo 1st)*; HALT from 1935 *(C/W; Brad)* but unstaffed according to undated RCH leaflet L 91 issued May 1934; clo 14 June 1954 *(BR notice Western Mail 15 Mail)*.

LOWER PONTNEWYDD [GW] op 21 December 1874 *(C Obs Usk- line)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*; reop 5 May 1919 *(RCG)*; LOWER added 1 April 1925 *(hbl October)*; clo 9 June 1958 *(BR notice Western Mail 9 May)*. In list of wartime closed stations in January 1917 GW tt as P L.

LOWER SYDENHAM [SE] op 1 January 1857 *(Morning Post 1st)*; re-sited to south 1906 *(Cl)*; still open.

LOWESBY [GN] op 1 January 1883 *(co n Leicester Mercury 6th)*; LOSEBY until 1916 *(refs RM December, hbl 25 January 1917)*; clo 7 December 1953 *(T 7th)*; workmen continued to use to 29 April 1957 (but service interrupted 8-31 December 1956 – *Henshaw)*; later excur *(U)*.

LOWESTOFT

LOWESTOFT [GE] op 1 July 1847 *(Norfolk News 3rd)*; L CENTRAL 13 July 1903 *(RCG)*, reverted March 1971**; still open.

Ticket platform, only reference seen: *Norwich Mercury 25 July 1857*: no ticket, leaving train at ticket platform.

L NORTH [Norfolk & S] op 13 July 1903 *(Yarmouth Independent 18th)*; clo 4 May 1970 *(RM May)*.

LOWSONFORD: according to letter *RM November 1968, p 675*, there was a 'halt' here, on the GW's Henley-in-Arden branch; it was asserted in *RM June 2001, p 29* that it had been closed when the second station opened at Henley in 1908. However: 17 September 1898 – Rowington Parish Council asked again for station here or at the junction; 3 January 1905 – again asked for one here; 10 July 1909 – GW have no intention of opening a station here; 30 March 1912 – another request, no outcome seen (all *Warwick ... Advertiser)*.

LOWTHORPE [NE]: line op 7 October 1846**, nd, May 1848 *(Topham)*; clo 5 January 1970 *(Cl)*.

LOWTON

LOWTON [LNW] op 1 January 1847 *(D&C 10; co n Manch 2nd- line)*; early NORTH UNION JUNCTION/PRESTON JUNCTION; renamed L & P J 1 February 1877 *(RCG)*, L 1880 (*LNW Officers recommended 17 February* – but they did not seem to be entirely sure whether it had been L & P J or P J & L); clo 1 January 1917 *(T 22 December 1916)*; reop 1 February 1919 *(Cl)*; clo 26 September 1949 *(RM September)*.

L ST MARYS [GC] op 1 April 1884 *(Wigan Obs 2nd, item and tt)*; clo 2 November 1964 *(Liverpool Echo 22 October)*.

LUBENHAM [LNW] op 1 September 1869 *(LNW Officers 4523)*; clo 6 June 1966 *(Birmingham Daily Post 30 May)*.

LUCAS TERRACE [LSW] first in *Brad* October 1905; HALT; clo 15 January 1951 *(T 12th)*, reop 2 July 1951 *(D&C 1)* – see 1951**; clo 10 September 1951 *(RM October)*; LSWR punch ticket shows as Lucas's Terrace Halt; {map 114}.

Supplementary pamphlet 823, 6 Oct 1918 (RAIL 947/57) appears to show this halt as clo, presumably temporarily – full details still to be found.

LUCKER [NE]: line op 29 March 1847 (see 1847**), nd, August; clo 5 May 1941* *(Berwick Advertiser 1st*, reop 7 October 1946 *(co n ibid 3rd)*; clo 2 February 1953 *(Berwick Advertiser 15 January)*.

* = 5 May 1941 wtt only shows call to set down news parcels but at least 6 October 1941 wtt to 6 May 1946 wtt one call daily northbound, and one Saturdays only to set down southbound.

LUCKETT [PDSW] op 2 March 1908 *(W Morn News 3rd)* as STOKE CLIMSLAND; renamed 1 October 1909 *(RCG)*; clo 7 November 1966 *(Cornish & D P 12th)*.

LUDBOROUGH [GN] op 1 March 1848 *(co n, item Hull Packet 3rd)*; clo 11 September 1961 *(Peterborough Standard 28 July)*.

LUDDENDENFOOT [LY]: line op 5 October 1840; not in op tt *Leeds*; first in *Brad* about April 1841; clo 10 September 1962 *(Cl)*. LUDDENDEN FOOT in *Brad* until l865/6. LUDDENDEN in *Robinson* 1841. *Hb* consistently to one word 1890.

LUDDINGTON [Ax Jt] op 10 August 1903 *(RCG; Leeds Mercury 11th)*; clo 17 July 1933 *(ibid 28 June)*.

LUDGATE HILL – see LONDON.

LUDGERSHALL [MSWJ] op 1 May 1882 *(W Gaz 5th)*; separate troop platform added about 1899/1902; clo 11 September 1961 *(T 9th)*; troop trains continue to use *(U*; still shown Baker's atlas, 2015), also see Section 7, 2.

LUDLOW [SH Jt] op 21 April 1852 *(co n Hereford Times 24th)*; still open.

LUFFENHAM [Mid] op 1 May 1848 *(co ½ T 21 August- line; expected to open then, Lincolnshire Chronicle 28 April, in tt Leicestershire Mercury 5 May)*; clo 6 June 1966 *(Birmingham Daily Post 30 May)*.

LUFFNESS [NB] (non-tt): op 1 September 1903, clo 1 June 1931 *(N Berwick)*; golfers; in 1 April 1914 co alterations as PRIVATE GOLF CLUB PLATFORM; L PLATFORM on OS 25"; use perhaps intermittent – in wtt appendix March 1914, not October 1922 (war interruption?), present wtt 1 May 1924; clo 12 September 1932 *(@JF);* {Aberlady –Gullane}. Previously double-entered as Gullane.

LUGAR [GSW] first in *Brad* January 1860; clo 3 July 1950 *(Kilmarnock Herald 23 June)*. *Hb*: L JUNCTION 1872 only.

LUGTON

LUGTON [GBK Jt] op 27 March 1871 *(GSW- line; in line description Glasgow Herald 21st)*; clo 7 November 1966 *(Cl)*.

L HIGH [Cal] op 1 May 1903 *(RCG; Barrhead News 8th)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RCG)*; HIGH added 2 June 1924**; clo 4 July 1932 *(Cl)*.

LUIB [Cal] op 1 August 1873 *(Scotsman 2nd)*; clo 28 September 1965**.

LUIB HOUSES [Hgh] (non-tt): perhaps initially L SUMMIT; op/reop 3 December 1951 *(wtt supplement RAIL917/24)*; railwaymen's wives; clo 1972 or later; {Achnasheen – Glencarron} *(U)*.

LULLINGSTONE: station built 1939 by [SR] but intended opening 2 April 1939 *(U)* deferred when approach of war stopped building of aerodrome it was intended to serve. In *Brad* certainly July 1939 to June 1941, with trains shown but plus '*' (= opening date would be advertised); before/with January 1942 trains and '*' removed but station still shown; omitted May 1953/March 1954; {Swanley – Eynsford}.

LUMPHANAN [GNS] op 2 December 1859 *(co n, item Aberdeen Press 30 November)*; clo 28 February 1966 *(BR notice ibid 1st)*.

LUMPHINNANS [NB]

Non-tt: NB wtt 1 May 1914 shows workmen's train stopping at L NORTH PIT SIDING and L WEST and Factory Workers' train stopping at L WEST, both from Kelty to Dunfermline. Services also shown other way, one being described as 'Passenger 3rd. A **temporary platform** used only by colliery workmen in existence February 1926 (mentioned in inquest, *Dundee Courier 15th)*,

LUNAN BAY [NB] op 1 May 1883**; clo 22 September 1930 *(Scotsman 15th)*.

LUNCARTY [Cal] op 2 August 1848 *(Dundee ... Advertiser 4th)*; clo 18 June 1951 *(RM July)*.

LUNDIN LINKS [NB] op 11 August 1857**; clo 6 September 1965 *(Aberdeen Press 20 August)*.

LUSTLEIGH [GW] op 4 July 1866 *(co n Western Times 6th)*; clo 2 March 1959 *(Express & E 2nd)*.

LUTHRIE [NB] op 25 January 1909 *(Fife Free Press 23rd)*; clo 12 February 1951– see 1951**.

LUTON

LUTON [Mid] op 13 July 1868 *(T 14th)*; became L MIDLAND ROAD 25 September 1950 *(LMR Operating Circ 14th)*, reverted 18 April 1966 *(Mid)*; still open.

L AIRPORT PARKWAY op 21 November 1999 *(Rail, 1 to 14 December 1999)*; still open.

L BUTE STREET [GN] op 3 May 1858 *(Hertford Mercury 8th)*; B S added 25 September 1950 *(as above)*; clo 26 April 1965 *(RM May)*.

LUTON Platform non-tt, site of GN station, used 30 May 1988 by BR for all-day shuttle from Dunstable so that people could visit carnivals being held in both places (Phil Deaves, personal knowledge).

LUTON HOO [GN] op 1 September 1860 *(GN; co n 1st- line)* as NEW MILL END; renamed L H for N M E 1 December 1891 *(hbl 28 January 1892)* and thus *Brad* to 1955, LNE co tt 1927; aot request; clo 26 April 1965 *(RM May)*.

Between 4 a.m. and 5 p.m. on Sunday new girders were placed across the river at New Mill End; passengers from Luton were taken as far as bridge across the road near the station, where a **temporary platform** had been erected and walked to station where another train was waiting; reverse in other direction *(Luton Times Friday 10 June 1898)*.

LUTTERWORTH

LUTTERWORTH[GC] op 15 March 1899 *(Nottingham Post 15th)*; clo 5 May 1969 *(Coventry Evening Telegraph, Saturday 3 May* – last train today).

Also see – ULLESTHORPE; WELFORD.

LUXBOROUGH ROAD – see 4 September 1865**.

LUXULYAN [GW] op 20 June 1876 *(R Cornwall Gaz 24th)* as BRIDGES; renamed 1 May 1905*; aot request; still open.

* = date given by *hbl 27 April, RCG, GW circular 2012;* but *RAIL 253/482* says 13 April – latter date when change authorised?

LYBSTER [High] op 1 July 1903 *(Dundee Evening Post 1st)*; clo 3 April 1944**.

LYDBROOK

L JUNCTION [GW] op 4 August 1873**; JUNCTION added 1 January 1899 *(hbl 26th)*, but thus in 1877 *hb*; clo 5 January 1959 *(T 5th)*.

Siding here available for picnic carriage 1889-94 (inclusive); see Coleford Junction (c) for details

Also see LOWER LYDBROOK; UPPER LYDBROOK.

LYDD {map 130}
L TOWN [SE] op 7 December 1881 *(London Daily News 7th)*; TOWN added 4 July 1937 *(Sussex Agricultural Express 25 June)*; clo 6 March 1967 *(RM April)*.
L-ON-SEA [SR] op 4 July 1937 *(Sussex Agricultural Express 25 June)*; HALT from 20 September 1954 *(Cl)*; clo 6 March 1967 *(RM April)*. SR tt 1939 (and *hb* always): L-on-S for DUNGENESS; thus *Brad* to 1955.
LYDDEN – see STONEHALL & LYDDEN.
LYDFORD (LIDFORD until altered 3 June 1897, *hbl July*).
LYDFORD [GW] op 1 July 1865 *(Ex & Plym 1st)*; clo 31 December 1962**.
LYDFORD [LSW] op 12 October 1874 *(Trewman 14th)*; clo 6 May 1968 *(Cornish & D P 11th)*. LSW ticket exists for LIDFORD JUNCTION *(JB)* and *Brad* used this form until 1879/80 in LSW tables.
LYDHAM HEATH [BC] op 1 February 1866**; finally clo 20 April 1935.
LYDIATE [CLC] op 1 September 1884 *(Manch Cour 6th)*; clo 1 January 1917 *(T 23 December 1916)*; reop non-tt for races at Aintree in March 1919 *(CLC Portrait)*, to public 1 April 1919 *(RCG)*; clo 7 January 1952 *(RM February)*.
LYDNEY
LYDNEY [GW] op 19 September 1851 *(T 20th)*; became L JUNCTION 1875, L between *Brad* 1887 and 1910, back to L Jn from 1955 (*probably with merger 21 May 1955 – Cl pap cite circular of that date)*, to L 6 May 1968 *(offic)* >
L JUNCTION [SW Jt] op 23 September 1875**; re-sited alongside GW station 20 October 1879 *(Gloucester J 18th)* >
The two above merged 21 May 1955; SW Jt part clo 26 October 1960**; GW part still open as L.
L TOWN [SW Jt] op 23 September 1875**; clo 26 October 1960**; still excursion use at 10 August 1961 *(BR pamphlet)*.
LYDSTEP [GW] existed by 1873 for excursions and picnics; HALT; perhaps wider use informally but no firm evidence *(Pembroke)*; officially op to public 1 May 1905 *(GW H)*; from autumn of 1908 (last in tt September) was closed in winter, though use by workmen at Pembroke Dock might have continued; fully clo 21 September 1914 *(GM's report 17 January 1917),* intended only for season but war prevented reop next year; reop 9 July 1923 *(RCG)*; all year use again then? – certainly by November 1926 *Brad*; clo 2 January 1956 *(Cl)*.
LYE [GW] op 2 March 1863 ? (date given for Cradley Heath by *RAIL 1089/7* – both first in *Brad* April); still open.
LYGHE – see LEIGH KENT.
LYME REGIS [LSW] op 24 August 1903 *(Chard 29th)*; clo 29 November 1965 *(Chard 3rd)*. In *Brad* as L R for CHARMOUTH 1908/9 to 1929/30 but not thus LSW co tt 1914, nor *hb*.
LYMINGE [SE] op 4 July 1887 *(East Kent Gazette 9th)*; clo 3 May 1943 *(Dover Express 7th)*, reop 7 October 1946 *(SR n ibid 4th)*; clo 16 June 1947** – but *SR sig inst 22/1947* makes it look as if permanent closure intended then, *Thanet Advertiser 23 May* said it was to close due to lack of support; also *SR notice Dover Express 13th*.
LYMINGTON [LSW]
L PIER op 1 May 1884 *(Hants Adv 3rd)*; clo 5 October 1992 *(RM September)*; reop 22 November 1992 *(RM December)*; clo 8 January 1996, reop 18 February 1996 *(BLN 774)*, still open.
L JETTY (non-tt) shown 'P' in *hb* 1877 and 1883 ('extension from L); according to *LSW 2, p. 151*, this was opened 1 June 1861 and passengers suffered 'a long rambling walk' to and from town. Thus, used by railway passengers, but not railway served.
L TOWN op 12 July 1858* *(Salisbury 17th)*; extended about 200 yards to permanent station 19 September 1860 *(Cl)*; TOWN added when Pier station opened?; still open. *Brad* ? to 1955: L T for MILFORD-ON-SEA.
* = several free trips on formal opening day, 8 May 1858; although line passed BoT inspection on 11 May, LSW insisted on extra sleepers before they would work line for Lymington company (*LSW* vol 1 p. 98, vol 2 p. 148).
LYMINSTER
For first station see ARUNDEL.
LYMINSTER [LBSC] op 1 August 1907 *(Worthing Gazette 7th)*; east of Littlehampton (N. Langridge, *Chron October 2017)*; HALT; last in *Brad* November 1914.
LYMM [LNW] op 1 November 1853**; clo 10 September 1962 *(RM September)*.
LYMPSTONE
L VILLAGE [LSW] op 1 May 1861 *(Trewman 1st, second edition)*; HALT 28 February 1965 to 5 May 1969 *(Cl)*; VILLAGE added 3 May 1991 tt *(AB, Chron)*; still open.
L COMMANDO op 3 May 1976 *(Express & E 3rd)*; in tt but available only for Royal Marines and closed when nearby Camp is closed; request; still open.
LYNDHURST ROAD – see ASHURST NEW FOREST.
LYNE [Cal] op 1 February 1864 *(co ½ T 3 March- line)*. 1922/3 *Brad* note added that station closed after 5 p.m. and would then be used as halt; 1932 *Brad* became L HALT; 1939/1940 HALT dropped from *Brad* but still in *Murray* 1948. Clo 5 June 1950 *(Carluke & Lanark Gazette 26 May)*.
LYNEDOCH – see GREENOCK.
LYNESIDE [NB] op 29 October 1861** as WEST LINTON; renamed LINESIDE 10 June 1870 *(Cl)*; spelling altered 1871 tt *(Cl)*; clo 1 November 1929 (Friday) *(Cl)*.
LYNG [GW] op 24 September 1928 *(Langport 22nd)*; HALT; clo 15 June 1964 *(W Gaz 12th, 19th)*; {Durston – Athelney}.
LYNN – see KINGS LYNN; SOUTH LYNN; WEST LYNN.
LYNTON & LYNMOUTH [Lynton] (ng) op 16 May 1898 *(N Devon J 18th)*; op as LYNTON; became L for L 1905 *(Brad)*, L & L 1921 *(Brad)* but already L & L LSW co tt 1914, *hb* 1918a; clo 30 September 1935**.
LYON CROSS/LYONCROSS [Cal]: road maps approx 1940s and 1950s show station here; one planned about 1905 but growth of tram competition meant service that would have used it was not provided; {*IA* p 44, Patterton – Netherton goods} (D. Pedley; *AB*).
LYONS CROSSING – see IFIELD.

LYONSHALL [GW] op 3 August 1874 *(co ½ T 1, 9 September- line)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*; reop 11 December 1922 *(GW Mag January 1923)*; clo 1 July 1940 *(Cl)*. LYONS HALL in *Brad* until 1880/1; always thus *hb* but *hbl July 1938* said change (undated) had been made.

LYTHAM [PW]

LYTHAM, terminus from Preston, op 16 February 1846; advertised thus *co n Preston Chronicle 14th; item ibid (21st)* explained that many passengers carried 16th, but the real opening was considered to be the formal, next day; >

LYTHAM, terminus from Blackpool op 6 April 1863 *(Liverpool 7th)* >

On 1 July 1874, the 1863 station was converted into a through one and the 1846 station clo, its services diverted to through one *(co n Preston Chronicle 27 June)*; through station still open.

Brad and LNW co tt (e.g. January 1874) added STATION ROAD to 1863 one, until the other was closed. LNW co tt referred to other as station 'on the coast line'.

L JUNCTION first in *Brad* June 1853*; last there November 1853.

* = unlikely that it op earlier, e.g. as unadvertised exchange station, since the previous month showed 'Kirkham Junction' and June 'Kirkham', suggesting that changes had previously had to be made there. It allowed passengers from Lytham to change to trains going from Preston to Blackpool and Fleetwood.

L DOCK – see WARTON DOCK.

LYTHAM ROAD – see under BLACKPOOL.

MABLETHORPE [GN] op 17 October 1877 *(Lincoln Gazette 20th)*; clo 5 October 1970 *(T 16 July)*.
Stamford Mercury 15 July 1888, dealing with the opening of the Mablethorpe to Sutton link the next day, said no intermediate station but was intended (now or later?) to use a ticket platform at Trusthorpe. [Dual purpose, for travel both ways? Ever provided?]. Apparently passengers did have to suffer stop before station: Item *Hull Daily Mail 27 July 1897* said one of the pleasures with train services was watching ticket collectors climbing all over trains here because company could not afford ticket platform.
MACBIE HILL [NB] op 4 July 1864 *(Selkirk 7th)* as COALYBURN; became C (MACBIE HILL) October 1872 tt; M H 25 May 1874 *(Cl; RCG ref July)*; unstaffed 1 December 1930 *(weekly notice 22 November)*; clo 1 April 1933 (Saturday) *(co n Scotsman 23 March)*. MACBIEHILL in *hb* 1904 on; M H in *Brad* and LNE tt.
MACCLESFIELD
MACCLESFIELD terminus in Beech Lane [Manchester & Birmingham] op 24 November 1845**; clo 13 July 1849 (B. Jeuda, *Railways of the Macclesfield District*, Wyvern, Skipton, 1984, pp. 3 and 61).
M HIBEL ROAD [LNW/NS] op 18 June 1849 *(Macclesfield 16th)* – paper had notice for public op and described formal on 14th, when there was widespread public use, principally to let people visit 'the splendid viaduct at North Rode'; first used by NS; joined by LNW 13 July 1849; clo 7 November 1960 *(RM December)*. *Brad* added H B in one table 1875; long after it remained M in table from Manchester.
MACCLESFIELD temporary terminus from Marple [MS&L/NS] op 2 August 1869 *(Macclesfield – co n 31 July, item 7 August)*; *Brad* called this 'the New station'; replaced by >
MACCLESFIELD [GC/NS] op 1 July 1873 *(Macclesfield 5th)*; M CENTRAL until renamed 7 November 1960, closure of Hibel Road *(BR WR circ R 1534/1056)*; still open.
Ticket platform, only references seen: advert for letting *(Manchester Courier 18 October 1879)*: opposite ticket platform, Central station. At junction with MS&L line; accident *(Manchester Evening News 21 May 1880)*.
M JOINT GOODS YARD [GC/NS] (non-tt): used during engineering works on Sundays 31 August 1919 to 12 October 1919 (or later) *(handbill, RAIL 931/20)*.
MACDUFF [GNS]
MACDUFF op 1 July 1872 *(Elgin Courant 2nd)*; clo 1 October 1951 *(BR notice Aberdeen Evening Express 17 September)*.
M BANFF op 4 June 1860 *(co n Aberdeen Press 6th)*; alias GELLYMILL; terminus replaced 1 July 1872 *(Banffshire Reporter 5th)* by Banff Bridge, through station, on extension of the line to Macduff. *Brad*: 1861 B (but index M), 1863 B & M (and thus *hb* 1862); 1867 M.
McCLAREN COLLIERY [BM] (non-tt): miners' PLATFORM; shown in use wtt supplement 2 December 1926 *(RAIL937/146)*, served by Powell Duffryn and Tredegar Iron Companies' workers' trains; also in use 1930 *(U)*; {New Tredegar – Abertwsswg}.
McGRATH'S FARM [LM]: see 17 September 1830**; briefly stop instead of Barton Moss in 1830s.
MACHEN [BM] op 14 June 1865 *(co n Newport 17th)*; clo 31 December 1962 *(T 31st)*.
MACHRIHANISH [Camp] (ng)
MACHRIHANISH op 17 August 1906**; clo by May 1932 *(Camp)*.
M FARM : see 17 August 1917**; first listed in *Brad* September 1907; request; clo by May 1932 *(Camp)*.
MACHYNLLETH
MACHYNLLETH [Cam] op 5 January 1863**; still open.
MACHYNLLETH [Corris]: For first service see 1874**.
Station for steam service op 4 July 1883 *(Corris)* but see query in 1874**; clo 1 January 1931 (Thursday) *(T 13 December 1930)*.
MACMERRY [NB] op 1 May 1872 *(co n Scotsman 1st)*; clo 1 July 1925 (Wednesday) *(closure notice Haddington)*. M GLADSMUIR *(hb)*.
MADDAFORD MOOR
MADDAFORD MOOR [SR] op 26 July 1926 *(Western Times 30th)* HALT; clo 3 October 1966 *(Cornish & D P 8th)*. *Brad* ? to 1955: M M Halt for THORNDON.
M M SIGNAL BOX [LSW] (non-tt): signalmen's wives; op by 1902; in 1909 wtt; use probably ceased with opening of public halt *(@JF)*.
MADDERTY [Cal] op 21 May 1866**; clo 1 October 1951 *(BR notice Strathearn Herald 22 September)*.
MADDIESONS CAMP [RHD] first in *Brad* June 1932; alias LITTLESTONE HOLIDAY CAMP/ROMNEY SANDS; see 16 July 1927** for later history.
MADELEY near Telford.
MADELEY [GW] op 2 May 1859 *(co n Wellington Journal 30 April)*; M COURT until renamed 4 June 1897 *(RCG)*; clo 22 March 1915 *(RCG)*; reop 13 July 1925 *(RM September)*; clo 21 September 1925 *(GW)*.
M MARKET [LNW] op 10 June 1861**; clo 2 June 1952 *(RM August)*.
MADELEY near Stoke-on-Trent.
MADELEY [LNW] op 4 July 1837 *(T 6th)*; clo 4 February 1952 *(RM March)*.
M ROAD [NS] op 1 October 1870 as M *(co n Staffs Advertiser1st)*; became M MANOR May 1871 tt *(NS)*, M R August 1871 tt *(NS)*; clo 20 July 1931 *(LNW Record)*.
MAENCLOCHOG [GW] op 19 September 1876**, which see for full history; finally clo 25 October 1937.
MAENTWROG ROAD
M R (a) [GW] op 1 November 1882 *(N Wales Express 3rd)*; clo 4 January 1960 *(RM March)*.
M R (b) (non-tt) HALT: unadvertised service Sundays only 23 July to 10 September 1989 for visitors to Trawsfynydd Lake *(BLN 614) – Rly World October 1989 p 615* has photograph of inaugural train on Monday 17th – some sort of publicity event?; temporary platform over siding north of A 470 road overbridge about 125 yards from site of (a) (Tony Jervis from own photograph and *Google Streetview)*; given this name in Gwynedd County Council leaflet.
MAERDY [TV] op 18 June 1889 *(S Wales 19th)*; clo 15 June 1964 *(RM August)*. MARDY in local press at start.
MAESBROOK [SM] op 13 August 1866** *(D&C 11)*; finally clo 6 November 1933 *(Cl)*.

MAESMAWR [TV] op 30 October 1840; clo 20 April 1841; reop, Saturdays only, April to July (inc) 1845; {near present Trefforest Estate} *(RAC)*.

MAESMELYN COLLIERY/MINERS [PT] (non-tt): HALT; in use WWI, clo after 1920; about ½ mile east of later Cwmavon Halt (see 1920**) - see OS 25 inch and 6 inch maps *(U, @JF)*.

MAESTEG

MAESTEG [GW] op 25 February 1864 *(Cardiff T 26th)*; became M CASTLE STREET 1 July 1924 *(GW circular 18 June)*, reverted 6 May 1968 *(offic)*; clo to public 22 June 1970; school use continued, last train 14 July 1970 *(RM September)*. *Hb* 1877 made Maes-teg of it.

MAESTEG op 28 September 1992 *(RM December)*; old Castle Street, above, reopened; still open.

M EWENNY ROAD op 26 October 1992 *(BLN 695)*; still open.

M NEATH ROAD [PT] op 14 February 1898 *(Evening Express 10th)*; N R added 1 July 1924 *(GW circular 18 June)*; clo 11 September 1933 *(Port Talbot Guardian 8th)*.

Also see 1828 A**.

MAESYCRUGIAU [GW] op 1 January 1866 *(GW- line; in tt for 12 January, Milford)*; clo 22 February 1965 *(BR public notice)*. Maes-y-crugiau/Crugiau 1895 on *(hb)*.

MAESYCWMMER

MAESYCWMMER [BM] op 14 June 1865 *(co n Newport 17th)*; M & HENGOED 12 March 1906 *(hbl 26 April)* to 1 July 1924 *(GW circular 18 June)*; clo 31 December 1962 *(T 31st)*. Maes-y-cwmmer 1877 to 1890s *(hb)*.

Also see HENGOED.

MAGDALEN GATE [GE]: line op 1 February 1848 *(GE)*, nd, July 1848 (probably did op after others on line – added late to *Topham* also); request; clo 1 August 1866 (Wednesday) *(co n Norfolk News 21 July – will close after 31st)*; {Magdalen Road – Middle Drove}.

MAGDALEN GREEN [Cal] op 1 June 1878 *(Dundee Courier 3rd)*; clo 11 June 1956 *(Aberdeen Evening Express 2 March)*; used for a few days in 1957 for Highland Agricultural Show *(Tayside)*; show held 18 – 21 June (inclusive) – advertised in *Motherwell Times 8th*, which also carried BR advert for excursion on 20th – other places also? Until 1904 MAGDALENE G *(hb)*.

MAGDALEN ROAD – see WATLINGTON.

MAGHULL

MAGHULL [LY] op 2 April 1849 *(Southport Vis 7th)*; still open.

MAGHULL NORTH op 18 June 2018 (Joe Brown); still open.

MAGOR [GW] op 19 September 1851 *(Cardiff & Merthyr Guardian Saturday 27th* said op Friday last, but clearly plus a week since it said that Chepstow [east] to Gloucester op same day); clo 2 November 1964 *(Cl)*.

MAIDA VALE [Bak] op 6 June 1915 *(Sunday Mirror 6th)*; see 1922**; still open.

MAIDEN LANE

Main line terminus – see LONDON KINGS CROSS.

MAIDEN LANE [NL] op 1 July 1887 *(Pall Mall Gazette 2nd* – yesterday); clo 1 January 1917 *(RCG)*; {map 101}.

MAIDEN NEWTON [GW] op 20 January 1857 *(W Fly P 27th)*; still open.

MAIDENHEAD [GW]

For first station of this name see TAPLOW.

M BOYNE HILL op 1 August 1854 *(co n T 31 July)*; M WYCOMBE BRANCH in *Brad* until 1862 (and thus GW co tt 1859); {Maidenhead – Cookham}; replaced by >

MAIDENHEAD op 1 November 1871 *(co n T 25 October)*; still open.

MAIDENS [GSW] op 17 May 1906 *(Kilmarnock Herald 18th)*; clo 1 December 1930 *(undated LMS Northern Division list, Cl pap)*. Used 20 May 1938, northbound only (return by bus – engines wrongly believed to be too heavy for line) for excursion to Ibrox for Glasgow British Empire Exhibition at nearby Bellahouston Park *(Maidens)*. See 1939**.

MAIDSTONE

M BARRACKS [SE] op 1 July 1874 *(SE)*; at first mainly military use; still open.

M EAST [LCD] op 1 June 1874 *(T 2nd)*; EAST added 1 June 1899 *(hbl 13 July)*; still open.

Ticket platform, only reference seen: fatality on new line *(East Kent Gazette 10 October 1874)*.

M WEST 25 September [SE] 1844 (*notice for connecting coaches West Kent Guardian 28th)* – free trips 24th *(SE)*; through station (slightly west) replaced terminus 1856 *(Cobb)* – under construction according to *Kentish Gazette 29 July*; WEST added 1 June 1899 *(hbl 13 July)*; still open.

Ticket platform, references seen: yesterday snow so heavy that 3.30 p.m. train unable to get further than ticket platform here *(Globe 9 February 1847)*. According to *Kent & Sussex Courier (21 December 1877)* ticket platform then near engine shed. SE proposing to replace with one near Tovil Bridge and run North Kent trains to that point; footbridge and ticket platform at Tovil to be provided *(Kent & Sussex Courier 5 April 1882)*. 3 August 1901 – ganger crushed between train and ticket platform just outside Maidstone West; walking towards Barracks *(Thanet Advertiser 10th)*.

MAIDSTONE ROAD – see PADDOCK WOOD.

MAIN STREET – see under GLASGOW.

MAINDY [TV] op 1 December 1906 *(co n Evening Express [Western Express stable] 28 November)*, where just M (N R) but M NORTH ROAD PLATFORM when first in *Brad*; see 1904**; N R dropped 1952 *(Cl)*; clo 15 September 1958 *(BR WR notice Western Mail 22 August)*; {Cardiff – Llandaff}..

MAINS CROSSING [PPW Jt] op in June 1875 (orders for station given 22 May; receipts shown in company records June, but not in *Brad* until May 1878); aot request; last in tt November 1885; {map 17}. M CROSS in body of *Brad* (space?). M PLATFORM in *hb*. In company records as MAINS (OF PENNINGHAME) – perhaps to help identification on map rather than as intended name.

MALDEN

M (& COOMBE) – see NEW MALDEN.

M MANOR [SR] op 29 May 1938 *(Croydon Times 28th)*; still open.

MALDON [GE]

M EAST & HEYBRIDGE op 2 October 1848** as M; EAST added 1 October 1889 according to *hbl 24th* but in use in tt July 1889 *(Cl)*; & H added 1 October 1907 *(RCG)*; clo 7 September 1964 *(RM October)*.

M WEST op 1 October 1889 *(co n Essex Newsman 23 September)*; clo 22 May 1916**; reop 1 August 1919 *(RCG)*; clo 11 September 1939 *(G&S)*.

MALINS LEE [LNW] op 7 July 1862 *(SU; co n Shrewsbury 11th* 'now open', not in tt paper of 4th); clo 1 April 1917 *(RCH)* though trains last shown March 1918 *Brad*; reop 1 February 1919 *(Cl)*; clo 2 June 1952 *(RM August)*. Notice *SU* shows as one word.

MALLAIG [NB] op 1 April 1901 *(Scotsman 2nd)*; still open.

MALLING – see EAST MALLING; WEST MALLING.

MALLWYD [Cam] first in *Brad* August 1896 (company minutes show that only on 5 March 1896 was Secretary instructed to find cost of providing 'halt' here – Glyn Williams); clo 17 April 1901 (Wednesday) *(co n dated 17 April in Cambrian News 26th)*; reop 31 July 1911 *(RCG)*; facilities first shown *hb* 1912; clo 1 January 1931** (Thursday) *(T 13 December 1930)*.

MALMESBURY [GW] op 18 December 1877 *(Bath Chron 20th)*; clo 12 February 1951, reop 2 April 1951 *(Cl)*; clo 10 September 1951 *(T 10th)* – see 1951**; {map 122}.

MALPAS [LNW] op 1 October 1872 *(Chester Chronicle 5th)*; clo 16 September 1957 *(LNW Record)*.

MALSWICK [GW] op 1 February 1938 *(W D Press 29 January)*; HALT; clo 13 July 1959 *(RM August)*.

MALTBY [South Yorkshire Joint] op 1 December 1910** *(RCG)*; clo April 1926 *(Cl)*; reop 25 July 1927 *(T 21st)*; clo 2 December 1929 *(Mid)*. There was later use: *The Times*, 6 February 1935 and *RM May* said had been reopened at week ends; Saturdays services to Doncaster and Sheffield, ended 1937 *(S Yorks Joint)*.

MALTON [NE] op 8 July 1845**; still open.

Ticket platform, only reference seen: *Shields Daily News 30 July 1868*; accident at down ticket platform (implies also an up one?).

MALTON ROAD [NE]: the only clear reference to this 'station' is in a footnote to *co n Yorks Gazette 29 April 1865* for opening of line from Market Weighton to Beverley on 1 May. This says market trains (Saturdays, alternate Thursdays) would no longer call here 'as heretofore' so last use would have been Saturday 29 April 1865. Likeliest site would have been where York to Malton road crossed line west of Stockton (later Warthill).

Possible earlier reference to this (or nearby site) concerned use of farm hereabouts (Mr. Wilberforce's) for trials of steam ploughs and reaping machines on 4 August 1857 as part of Yorkshire Agricultural Society's Show (main part at Bootham): according to *Yorks Gaz (1, 6 August)* special trains were run to and from the 'Implement Trial Field'. However, *ibid (26 July, 6 August 1862)* said trains for similar event, at / near same place, would run to and from Stockton, about ¾ mile from trial ground; this might have been the actual arrangement in 1857 since an established station would have been better able to cope with large numbers who attended – or had a wayside 'halt' been tried and found wanting?

MALVERN

M HANLEY ROAD [Mid] op 1 July 1862 *(Worcester Journal 28 June)*; M WELLS until renamed 2 March 1951 *(Sc Reg comm. Circ FK53/21)**; clo 1 December 1952 *(T 1st)*.

* = *Brad* added H R 1882/3 and LMS co tt 6 October 1947 showed this – but it was printed by Bradshaw.

M LINK [GW] op 25 July 1859**; still open.

M WELLS [GW] op 25 May 1860 *(Aris 26th)*; clo 19 January 1861 by fire, reop 1 February 1864 *(Cl)*; clo 5 April 1965 *(Cl)*. Aot separate Hospital Platform. Was M W THE COMMON in *Brad* 1883 to 1947/8. LMS tt 22 September 1930 indexed this as M WALES.

Also see GREAT MALVERN.

MANCHESTER {map 52}.

At first timetables often just had 'M'; fuller names appeared gradually, apparently initially only being added where confusion might occur. *Brad* 1840 had M in railway tables but specified Liverpool Road, Oldham Road and Fairfield Road (= Travis Street) in table of hackney fares. As a result it is impossible for later writers safely to be able to distinguish between what was intended to be a station's name and helpful information about where it was situated.

M AIRPORT op late evening 16 May 1993 *(BLN 707)*; still open.

M ART TREASURES [MSJA] op 5 May 1857 (assumed from date of Exhibition opening, *T 6th)*; Exhibition last day was 15 October 1857. Main service was shuttle from London Road in connection with trains from London, Oxford, Birmingham, Shrewsbury, Crewe, Macclesfield and Sheffield; also a through service from Chester, connecting there with GW services – see Walton Junction. See *Manchester Courier (2nd)* for full details of railway services, which included one from LY and East Lancs via the Ardwick branch once the shilling days were available. Later use as M EXHIBITION (below); many newspaper items mentioned nearness of Botanic Gardens.

M CENTRAL [CLC]: temporary station op 9 July 1877 *(Mid)*; replaced by permanent 1 July 1880 *(LNW Officers 21087)*; clo 5 May 1969 *(BR press release 7/135/1683 that day)*. Both had entrances in Windmill Street; permanent slightly south-east of temporary (line NE-SW here) *(GN II p 78;* later map evidence E Bredee).

M CRICKET & FOOTBALL (non-tt) – see M EXHIBITION.

M DOCKS [LY] (non-tt): op 11 April 1898 as M RACECOURSE; certainly used 21 to 23 November 1901, last flat race meeting; perhaps used for National Hunt racing 1 & 2 January 1902 *(race)*; 'P' in *hb* 1904 and 1912 as M D, for general excursions until 1939 *(AB)*; {shown *IA*}.

M DUCIE BRIDGE (a) [LY] op late 1855 *(LY)*; merged with M Victoria 1877 *(LY)*. *Manchester Courier 1855* seemed to regard it as an extension to Victoria station: *10 March* and *19 May 1855* it described progress of work and *8 December* said that a new way to Victoria station, footpath only, available only from 8 a.m. to 8 p.m., had been made from the end of the platform to Ducie Bridge for benefit of people from Cheetham Hill, etc.

M DUCIE BRIDGE (b) [LY] first used 30 August 1879 for special trains, as often as required, to Heaton Park for Grand Review and Sham Fight *(co n Manchester Times 23rd)*, op fully 1 September 1879 *(ibid 6th)*; clo 30 March 1884 (Sunday) *(co n Manch Cour 25th – 'after Saturday' 29th* trains to Victoria). Built to provide temporary extra capacity whilst M Victoria was being rebuilt.

M EXCHANGE [LNW] op 30 June 1884 *(LNW Officers 26313* – 'part' opened) – probably 'part' applied to some of station facilities since all LNW trains booked to leave from here *(co weekly notice)*; completely op 4 May 1885 *(Brad Sh Eng 1886)*; connected to M Victoria in 1929 and management unified; old Exchange portion closed 5 May 1969 *(BR press release 7/135/1683 that day)*.

M EXHIBITION [MSJA] used (non-tt) as E for Royal Agricultural Society July 1869 and 1897 *(MSJA)*. For Queen Victoria's Golden Jubilee first in *Brad* May 1887; last October 1887; Prince and Princess of Wales arrived here by special train to open Exhibition on 3 May *(Manch Cour 4th)*; also later use 8 November by party of foreign ambassadors *(ibid 9th)*. Site was nearest point on railway to south-west corner of Botanic Gardens, about 0.2 miles north of later Warwick Road (see map in *Manchester Courier 2 May 1887)*.

M HOPE STREET: shown 'P' in 1883 *hb* –presumably parcels or error.

M LIVERPOOL ROAD [LM] op 17 September 1830**; clo 4 May 1844 when service diverted to Victoria *(Cl)*. Co tt for March 1831 had M in timetable but referred elsewhere to company's station in Liverpool Road (explanatory?).

M LONDON ROAD [MSJA] op 1 August 1849 *(GC)*, renumbered 20 September 1954 as part of PICCADILLY, platforms demolished 15 September 1958 and trains diverted to rest of that station.

Special 'station' for the Art Treasures Exhibition (see above), to provide shuttle service, thus enabling ordinary traffic to run without interruption *(Manchester Courier 2 May 1857)*; connected to further end of MS&L arrival platform.

A Grand Opening Excursion to Great Grimsby was due to leave here 28 July 1849 under sanction of MS&L *(advert Manchester Courier 21st)*.

M MAYFIELD [LNW] op 8 August 1910 *(LNW Officers 42936)*; clo on and from 6 p.m. Saturday 27 August 1960 *(BR pamphlet EA34)*.

(M) NEW BARNS: Article on Jubilee of the Bowdon Line in *Manchester Weekly News 5 May 1899* said passengers interested in racing were sometimes carried to this area; nothing else known about rail use; racecourse (in area of Docks) closed 1902.

(M) OLD TRAFFORD CRICKET GROUND/ O T C & FOOTBALL GROUND (and variations); in *Brad* summers 1862-6; advert for services to and from the CRICKET GROUND STATION 'on each day of the Matches at Old Trafford' on back of Lancashire County Cricket Club's scorecards 1926 (E Bredee); in 1931 permanently opened as WARWICK ROAD (see under 'W').

Other uses: Amateur ten miles foot-race championship at Manchester Athletic Club 23 May 1889 *(Manchester Courier 22nd)*; cycling championship 5 September 1891 *(ibid 3rd)*; Royal Lancashire Show 30, 31 July, 3 August 1903 *(Manchester Evening News 28 July)* – C G Station Old Trafford is within 5 minutes walk of Royal Showground via Warwick Road. Article on Jubilee of the Bowdon Line in *Manchester Weekly News 5 May 1899* called it 'one of the Gold Mines' of the line, it was so heavily used.

M OLDHAM ROAD [Manchester & Leeds] op 4 July 1839 *(T 11th)*; clo 1 January 1844 when service diverted to Victoria *(see below)*. *Co op n Manch, 29 June* called this St. Georges Street, Oldham Road; *co clo notice Manch, dated 14 December 1843* said it was at Lees Street Oldham Road.

M OXFORD ROAD [MSJA] op 20 July 1849**; still open. Special 'station' for the Art Treasures Exhibition (see above), to provide shuttle service, thus enabling ordinary traffic to run without interruption *(Manchester Courier 2 May 1857)*; being erected from further corner of existing buildings to foot of incline, 262 feet in length, with own booking office in Gloucester Road. *Co n Manch 18th* specifies O R but *Brad* erratic – often just M.

M PICCADILLY [GC/LNW] op 10 May 1842 *(T 16th/Liverpool Mail)*; at first M STORE STREET or BANK TOP; *Brad* added LONDON ROAD 1844 though just M LNW co tt 1852; renamed M P 12 September 1960 *(Cl)*; still open.

Ticket platform, only reference seen: reception for Kossuth (Hungarian leader in failed revolution) at ticket station 11 November 1851; train from Birmingham *(Sun, London 12th)*.

M PICCADILLY [Manch] see section 6.

M (Travis Street) [Manchester & Birmingham] op 4 June 1840 *(Manch 6th);* clo 10 May 1842 when service extended to M London Road (later Piccadilly). Described as temporary in notice for opening of line to Godley Toll Bar, 17 November 1841.

(M) UNITED FOOTBALL GROUND [CLC] (non-tt) 4 September 1935 *(Manch 4th)*; services suspended (on security grounds) following the Stade de France incident – from 25 November 2015, until resumed 23 January 2016 *(N Rail notice)*; last calls Sunday 10 December 2017 *(Network Rail Weekly Amended Timetable Notice, week 37)*. Tickets vary – include: M. U. F. C. HALT; M. C. F.; OLD TRAFFORD FOOTBALL GROUND *(DM)*.

M VICTORIA [LY] op 1 January 1844 from Yorkshire *(co n Manchester Courier 30 December 1843)*, 4 May 1844 from Liverpool *(T 10th)*; briefly clo for rebuilding, reop 16 August 1993 *(RM October)*; still open. At first *Brad* called it HUNTS BANK in table, V in note about refreshment rooms; in July 1845 it was V in Preston & Wyre table, H B in Leeds table; report of inspection on 3 May (for opening from Liverpool) described this as new station at Hunts Bank recently named Victoria; however *co op n cited clearly calls it* VICTORIA station at Hunt's Bank near the Exchange.

Ticket platforms:

Cheetham Hill: only reference seen: fatal accident to L&Y man mending telegraph wires *(Manchester Evening News 23 September 1887)*.

Newton Heath: on part of Manchester Loop Line between Victoria and Thorp's Bridge. *Co ½ Manchester Courier 15 August 1878* described line as recently opened for passengers, *New Openings Brad* gave 1 August 1878. During correspondence about getting station for Collyhurst area a ticket platform at Newtown Junction was mentioned – same? *(Manchester Courier 8 December 1884)*. Clo?

M VICTORIA [Manch] see Section 6.

Also see SALFORD.

MANCHESTER ROAD [GN] Bradford: op 14 October 1878 *(Leeds Times 19th)*; clo 1 January 1916 (Saturday) *(RCG)*.

MANEA [GE] op 14 January 1847 *(Bell's Weekly Messenger 16th)*; aot request; still open.

MANGOTSFIELD [Mid] op 21 April 1845 *(co n Bristol Merc 19th)*; re-sited 40 chains south 4 August 1869 when Bath branch op *(Mid; W D Press 2nd)**; clo 7 March 1966 *(Shepton 11th)*.

* = *Cl* has 12 August – reason? BoT had required some work to be done but had been content with co's assurance that had been, so no delay needed.

MANLEY [CLC] op 22 June 1870 *(CLC)*; clo 1 May 1875 (Saurday) *(Cl)*; {goods *IA*}.

MANNINGFORD [GW] op 20 June 1932 *(GW Mag August)*; HALT; clo 18 April 1966 *(Reading Evening Post 14th)*; {Pewsey – Woodborough}.

MANNINGHAM [Mid] op 17 February 1868 *(co n Leeds Times 15th)*; aot request; clo 22 March 1965 *(RM April)*.

MANNINGTREE [GE] op 15 June 1846 *(co n Ipswich Journal 6th)*; still open. M JUNCTION during mid-1850s *(Brad)*.

MANOD [GW] op 10 September 1883 *(GW- line)* as replacement for Tyddyn Gwyn; clo 1 January 1917, reop 5 May 1919 *(RCG)*; became HALT 16 May 1955 and so shown on ticket *(JB)*; clo 4 January 1960 *(RM March)*.

MANOR HOUSE [Picc] op 19 September 1932 *(T 16th, 20th)*; still open.

MANOR HOUSE STREET – see HULL.

MANOR PARK [GE] op 6 January 1873 *(co n Essex Times 4th)*; still open. *Brad* 1895/6 to 1940, GE co tt 1914, LNE tt 1933: M P for LITTLE ILFORD. *Hb* 1895 M P & L I but 1904 M P.

MANOR POWIS COLLIERY [NB] (non-tt): agreement made 7 and 16 March 1916 for train from Stirling to here, calling at Causewayhead, six days per week; BoT inspection report 23 May 1916 *(MT6/29/78 folio 79)* approved it in response to request of 10 March 1916 – perhaps already in use (seems likely); use ceased?; {Cambus – Causewayhead}.

MANOR ROAD Wirral [LMS] op 26 May 1941 *(LNW Record)*; still open.

MANOR WAY [PLA] first in *Brad* July 1881 as M ROAD; renamed June 1882 *Brad*; original temporary station replaced by new east of bridge, partly on diverted line, after 4 December 1886, when BoT received drawings of changes (R. Green), inspected 21 March 1887, op ? Clo 9 September 1940**. GE co tt 1914: ROYAL ALBERT DOCK M W.

MANORBIER [GW] op 1 August 1863**; aot request; still open. GW co tt 1865: M for ST FLORENCE and thus *Brad* until 1890/1. [Pembroke & Tenby] ticket for MANORBEER *(JS)*.

MANORBIER NEWTON (non-tt): site of temporary platform (or station, local press) for Pembrokeshire Hunt Steeplechases 29 March 1864 *(Carmarthen Weekly Register 2 April)*; used again 14 March 1865 *(Pembrokeshire Herald 17th)*. Probably not used again – 1865 item says in doubt and only held thanks to exertions of those determined to hold meeting. Presumably same site as M N CROSSING (non-tt): railway staff; 1970 – 1979; {Beavers Hill – Lamphey} *(@JF)*.

MANORS

M EAST [NE] op 30 August 1850 *(Cl)*, replacing Newcastle Carliol Square; EAST added 1 January 1909 *(RCG)* >

M NORTH [NE] op 1 January 1909 *(Newcastle Daily Chronicle 1st, complete with sketch map)*, replacing Newcastle New Bridge Street >

Merged 20 February 1969 >

Old North part clo 23 January 1978; effectively replaced by >

MANORS [TWM] op 14 November 1982 *(Newcastle Journal 12th)*; still open.

Platforms on line to Chathill (ex-M EAST) still open.

Aot RCH tended to lump Manors with Trafalgar and/or Granary as one station with double or treble name; eventually confined other names to goods. NE co tt 1880, LNE tt 1933: NEWCASTLE M E/N.

MANSFIELD

For earliest service see 1832 A**.

MANSFIELD op 20 November 1995 *(RM January 1996)* – 'fun day' 19th; on site of old Midland station; still open.

M CENTRAL [GC] op non-tt as M NEW STATION for service to Welbeck Colliery before / with 1 January 1917 wtt *(Mansfield Reporter 6 April 1917* said line opened to here 2 June 1914, but no guarantee passengers then); opened to public op 2 April 1917 *(RCG;Mansfield Reporter 6th)*; CENTRAL added *Brad* 1953; clo 2 January 1956 *(Birmingham Daily Post 2nd)* but advertised summer Saturday services to e.g. Skegness continued until 8 September 1956 (last train); later summer Saturday shown from wtt 15 June 1959 to last use 8 September 1962; Whit Monday excursion 3 June 1963.

M TOWN [Mid] op 9 October 1849 *(Nottingham Review 12th)*; original terminus replaced by through station 1 March 1872 *(Nottingham Journal 4th)*; TOWN added 11 August 1952 *(Cl)*; clo 12 October 1964 *(RM November)*.

Ticket platform: only reference seen: could tickets from Nottingham be collected at Sutton instead of ticket platform here? *(Mansfield Reporter 18 February 1881)*. Request refused *(Nottinghamshire Guardian 19 August 1881)*.

MANSFIELD WOODHOUSE

MANSFIELD WOODHOUSE (a) [Mid] op 1 June 1875 *(Nottingham Journal 1st)*; clo 12 October 1964 *(RM November)*.

MANSFIELD WOODHOUSE (b) op 20 November 1995 (fun day 19th) as terminus from Nottingham; became through station 25 May 1998 (P Anderson & J Cupit, *An Illustrated History of Mansfield's Railways*, Irwell, 2000); on, or slightly north of, site of (a); still open.

MANSION HOUSE [Dist] op 3 July 1871 *(co ½ T 31 July)*; clo 30 October 1989 for building of office block *(BLN 622)*; reop 11 February 1991 *(BLN 653)*; still open. Cannon Street pre-opening *(L)*.

MANSTON [NE]: line through here op 22 September 1834**; station probably first provided after 1850 reopening; first included in *Brad* January 1851; clo 1 April 1869 (Thursday) *(Cl)*.

MANSTON CAMP (RAF, line from Birchington); line inspected by BoT 22 August 1918. Operation taken over by SEC January 1919 *(SE notice RAIL 975/20)*. Early 1920s was Saturday passenger service to Herne Bay, with through carriages for London (presumably return service at end of weekend); line closed 'a few years after 1925' *(Marx)*. Alias M AERODROME PLATFORM.

MANTON [Mid] op 1 May 1848 *(co ½ T 21 August- line; expected to open then, Lincolnshire Chronicle 28 April, in tt Leicestershire Mercury 5 May)*; clo 6 June 1966 *(RM July)*. M for UPPINGHAM until renamed 1 October 1934 co tt *(Mid)*. *Hb*: 1890 M & U, 1904 M for U, 1956 M.

MANUEL [NB]

MANUEL op 1 January 1866*; clo 6 March 1967 *(Cl)*.

M LL op 1 January 1866*; clo 1 May 1933 *(Cl)*.

* = *(NB notice 26 December 1865)*; no previous use as Bo'ness Junction – physical junction only now renamed that (previously Slamannan Junction).

Hb names: M Edinburgh & Glasgow; M Monkland.

MARAZION [GW] op 11 March 1852 *(co n R Cornwall Gaz 12th)*; M ROAD until renamed 1 October 1896 *(RCG)*; clo 5 October 1964 *(Cl)*.

MARBLE ARCH [Cen] op 30 July 1900 *(London Evening Post 31st)*; see 1922**; still open.

MARCH [GE] op 14 January 1847 *(Herapath 16th)*; re-sited 'a little west' 1886 (T. Bevis, *The Railway at March*, locally, 1988); still open. M JUNCTION in some tables *Brad* 1851 to 1879/80 and in EC co tt 1851.

MARCHINGTON [NS]: line op 11 September 1848; first trains shown in *Brad* February 1854 – mentioned in advert for sale of estate here *Aris 3 January 1853* but not in tts *Derby Mercury* even by end 1859 except for mentions in notices for special trains (e.g. at Christmas); clo 15 September 1958 *(LNW Record)*.

MARCHMONT [NB] op 16 November 1863 *(Kelso Chronicle 20th)*; clo 13 August 1948**.

MARCHWIEL

MARCHWIEL [Cam] op 2 November 1895 *(Wrexham 2nd, 9th)*; clo 10 June 1940** *(Cl)*, reop 6 May 1946 *(T 16 March)*; clo 10 September 1962 *(RM October)*.

M FACTORY LINE JUNCTION [GW] – see 10 June 1940**; in LNE wtt 4 May 1942 as M ROF PLATFORM, 5 minutes beyond Marchwiel *(BLN 1089 item 427)*.

MARCHWOOD

MARCHWOOD [SR] op 20 July 1925 *(T 20th)*; clo 14 February 1966 *(RM March* – 'last train on Friday', 11th); {map 128}.

Z Reservists were carried by through trains from Waterloo to **MARCHWOOD MILITARY SIDING**; certainly in July 1952 and on 17 May 1954 *(Fawley)*; other times?

MARDEN [SE] op 31 August 1842 *(co n T 27th)*; still open.

MARDEN PARK – see WOLDINGHAM.

MARDOCK [GE] op 3 July 1863 *(Hertford Mercury 4th)*; aot request; clo 16 November 1964 *(T 14 October)*. At times MARDOCKS in RCH sources; M for WAKESIDE in GE co tt 1882 and *Brad* 1880s.

MARFLEET [NE] op 27 June 1854 *(co ½ T 4 September- line; in description of formal op on 26th, Hull Packet 30th)*; clo 19 October 1964 *(Cl)*. *RM January 1960* said it would be a HALT from 4 January; not seen thus *Brad* but note was added that no staff were in attendance.

MARGAM (not in *Brad* but locally advertised) op 4 February 1948 for steel workers; served by Cardiff to Swansea stopping trains and specials for shift workers, including one from Treherbert via RSB line; unadvertised workers' services started 7 March 1960 with new Margam marshalling yard; HALT (ticket *JB*); clo 2 November 1964 (M Hale). Various locations in use for railway staff in 1961: ABBEY WORKS EAST; HUMP YARD; SORTING SIDINGS; HEOLYDELAID CROSSING *(@JF)*.

MARGARETTING [GE] (non-tt): HALT; for munitions workers going to Chelmsford; in wtt beginning 1 May 1918, perhaps in advance of opening since works stated to be 'complete' 5 June (though perhaps already in use in incomplete state); closed with effect from 1 November 1921; {Ingatestone – Chelmsford}; *(GE Journal* – B. Walsh January 2000 and H. Paar October 2000).

MARGATE {map 131}

MARGATE [LCD] op 5 October 1863 *(T 5th)*; became M & CLIFTONVILLE 1880 tt (*Brad* only? – not in RCH sources), M WEST 1 June 1899 *(hbl 13 July)*; M 11 July 1926 *(hbl 13th)*; still open.

Evidence from *co tt*, *Brad* and *tts Thanet Advertiser* is that name M BUENOS AYRES was in use from 1 August 1864 to end of October 1864, for local service. According to Dr E Course's *The Railways of Southern England: The Main Lines* (1973) it was another name for this when it was M West.

M EAST [LCD]: engineer's report dated 15 August 1864, in Kent Coast co ½, said new station had been opened at the East End of Margate to accommodate local traffic between there and Ramsgate; evidence from *Thanet Advertiser* and *co tt* is that was in use from 1 August 1864 to end of October 1864 as RAMSGATE ROAD; trains stopped two minutes before/after Buenos Ayres; EAST MARGATE in co tt June to October (inclusive) 1866 (D Banks) – possibility of summer use 1865?; station first in *Brad* July 1870; was EAST M until renamed 1 June 1899 *(hbl 13 July)*; clo 4 May 1953 *(RM June)*.

M SANDS [SE] op 1 December 1846 *(SE)* but described as private opening by *Kentish Gazette 8th* – public 2nd? SANDS added 1 June 1899 *(hbl 13 July)*; clo 2 July 1926 (Friday) *(sig inst 21/1926)*.

M BUENOS AYRES – see first Margate entry.

Ticket platform, only reference seen: *Morning Post 9 September 1857*: accident.

MARINE COLLIERY [GW] (non-tt): alias CWM COLLIERS / M COLLIERS'; PLATFORM; service began without facilities; minutes of 18 December 1889 show agreement to continue service and to allow company to put up platform at Craig [= Graig] Fawr; served by Ebbw Vale Company's workers' trains; clo 2 October 1961 *(Div Mgr Cardiff letter KU4.4102, 23 January 1962)*.

MARISHES

M ROAD [NE] op 10 May 1847 *(Yorks Gazette 8th)*; alias HIGH M early; clo 8 March 1965 *(T 19 January)*.

Also see 8 July 1845** for information on possible earlier use and other MARISHES..

MARK LANE – see TOWER HILL.

MARKET BOSWORTH [AN Jt] op 1 September 1873 *(LNW Officers 10205, 10207; Burton Chronicle 28 August)*; clo 13 April 1931 *(Leicester Evening Mail 8th)*. Programme of five excursions in each of summers 1960 and 1961. Excursion to Blackpool 13 August 1962 *(AB)*.

MARKET DRAYTON [GW] op 20 October 1863 *(co n Staffordshire Sentinel 24th)*; clo 9 September 1963 *(T 9th)*.

MARKET HARBOROUGH op [LNW] 29 April 1850 *(co n T 1 May)*; [Mid] used from 8 May 1857**; rebuilt 1884 to 1886 (completed 15 February 1886) – now separate Mid and LNW platforms; ex-LNW platforms clo 6 June 1966 *(Cl)*; ex-Mid still open.

MARKET RASEN [GC] op 1 November 1848 *(Leeds 4th)*; still open.

MARKET STREET – see KIDSGROVE.

MARKET WEIGHTON [NE] op 4 October 1847 *(co ½ T 22 February 1848)*; clo 29 November 1965 *(RM December)*.

MARKHAM COLLIERY

M C [Mid] (non-tt): op 1 September 1886 wtt *(Mid)*; miners; clo 14 September 1931 wtt *(Mid)*; {Staveley Town – Bolsover}.

M C [GC] (non-tt): opened before 1 October 1910, when an alteration of its service shown in *co n RAIL 931/12*; still in GCR wtt 1 October 1913; absent 13 July 1914 (R. Maund *Chron 84, 94)*; {Branch from Arkwright Town}.

MARKHAM VILLAGE [LNW]

Information from *RAC* unless indicated.

ABERNANT COLLIERS (non-tt): down platform adjacent to colliery (at about 6 m 72 ch) and up platform adjacent to northern wagon inlet (about 6 m 44 ch) authorised 13 October 1896; op 1897?; >

M COLLIERS PLATFORM: name now used by *LNW dates* for original up platform plus new temporary down platform opposite it, op 19 April 1915; public allowed to use from this date as temporary measure, footpath to booking-office and waiting-shed provided. Replaced for public and miners* by >

M VILLAGE op 1 February 1917 *(LNW Officers 44980)*, at 6 m 40 ch; became HALT 5 May 1941 according to *hbl September* but thus *Brad* from 1928/9; clo 13 June 1960 *(RM July)*; {Holly Bush/Argoed}.

* = not known when original down platform closed.

MARKINCH [NB] op 20 September 1847 *(Edinburgh Advertiser 21st)*; still open. M JUNCTION 1862 to 1904 or later in *Brad* and thus NB co tt 1900. Became M for GLENROTHES 5 May 1975 tt, back to M 17 May 1982.

MARKS TEY [GE] first in *Brad* December 1844; ('recently opened' according to a letter of complaint about fares, *Essex Standard 20 December)*;still open. M T JUNCTION 1849 to 1878/9 *(Brad)*.

MARLBOROUGH {map 124}

M HL [GW] op 14 April 1864 *(Marlborough 16th)*; HL added 1 July 1924 *(GW circular 18 June)*; clo 27 February 1933, service diverted to LL *(Western Daily Press 25th, from GW announcement)*.

M LL [MSWJ]: special for Marlborough School 26 July; op to public 27 July 1881**; LL added 1 July 1924 *(GW circular 18 June)*; clo 11 September 1961 *(T 9th)*; later school use, beginning and end of School term – last 1 May 1964 (K. Robertson & D. Abbott, *The Marlborough Branch*, Irwell, 1990, p 59).

MARLBOROUGH ROAD [Met] op 13 April 1868 *(T 10 April, 3 August)*; clo 20 November 1939 *(co n Hendon ... Times 17th)*.

MARLESFORD [GE] line op 1 June 1859 *(T 2nd)*, in *Brad* June and *tt from 1 June Ipswich Journal 4th*; clo 3 November 1952 *(Diss Express Friday 7th – last train Saturday – line)*.

MARLOW [GW]: formal op 27 June 1873; also public use that day – 'hundreds of passengers took a trial-trip [free?] to Marlow Road and back' *(Reading 5 July)*; clearly fare-paying public use 28th for regatta; *Rtn* confused matters further by saying op 26th – actually inspection date. GREAT M until renamed 14 February 1899 *(hbl 27 April)*; re-sited nearby 10 July 1967 *(Cl)*; still open.

MARLOW ROAD – see BOURNE END.

MARLPOOL [GN] Workmen's trip organised by Shipley Colliery Co ran 27 June 1931, public op 1 July 1891 *(Ripley & Heanor News 3 July)*; clo 1 May 1928 *(RAIL 393/151)*. *Hb* 1904: M for SHIPLEY HALL and thus *Brad* until 1915/6.

MARPLE

MARPLE temporary terminus at COMPSTALL [MS&L], pending completion of viaduct, op 5 August 1862 *(Hyde & Glossop Weekly News 9th)*; clo 1 October 1865 (Sunday) *(Mid)* – kept briefly after opening of permanent station >

MARPLE [GC/Mid] op 1 July 1865 *(Glossop Record 8th)*; still open.

Also see ROSE HILL MARPLE.

MARRON JUNCTION [LNW] op 2 April 1866 *(co n for line Cumberland Pacquet 27 March, in Brad April)*; probably exchange only for part of time at least; after August 1878 tt, before/with August 1881 tt *Brad* added note that passengers not booked to/from here – same in LNW co tt 1883; shown 'P' in 1877 *hb* but not later; clo to public 1 July 1897 (Thursday) *(Cl)*; railwaymen used until at least 1923 *(U)*.

MARSDEN near Huddersfield [LNW] op 1 August 1849**; still open.

MARSDEN – see BRIERFIELD.

MARSDEN near South Shields [SSMWC]

MARSDEN (a) op 19 March 1888** *(SS)*; replaced by >

MARSDEN (b) op non-tt as WHITBURN COLLIERY, May 1879; renamed and made public 9 April 1929 (see 19 March 1888**); clo 23 November 1953 *(Sunderland Daily Echo 14th)*. Previous day's paper had given 16th but slight reprieve.

M COTTAGE op about 1903/1910; never in *Brad*; HALT; clo as above; alias PLATFORM, SALMON(D)S HALL; see 19 March 1888** and R. Maund *Chron 85/23*.

MARSH BROOK [SH Jt] op 21 April 1852 *(co n Hereford Times 24th)*; clo 9 June 1958 *(BR notice Kington Times 6 June)*.

MARSH GIBBON & POUNDON [LNW] op 2 August 1880 *(Buckingham Advertiser 7th)*; clo 1 January 1968 *(Coventry Evening Telegraph 11 November 1967)*.

MARSH LANE Leeds; {map 56}.

For original terminus see LEEDS.

Through station [NE] op 1 April 1869 *(D&C 8; T 2nd- line)*; clo 15 September 1958 *(RM October)*. NE co tt 1880: LEEDS M L.

MARSH LANE – see BOOTLE; NORTHUMBERLAND PARK.

MARSH MILLS [BE; GW]

Some sort of stop on Tavistock line provided Friday 15 March 1861 so that people of Plympton area could travel to Tavistock market; not in tt; likely that was Fridays only (Tavistock market day); at/near 1865 site – entailed walk to/from Plympton (G. H. Anthony, *The Tavistock, Launceston and Princetown Railways*, Oakwood, 1983 reprint). Site in relation to next two unknown, though all on Tavistock branch.

Temporary platform 12 – 15 July 1865 (inclusive) for Trial Ground for Agricultural Implements (at Woodford Farm) for Royal Agricultural Society's Show at Plymouth *(co and Society's ads Western Times 7th)*.

Full passenger station op 1 November 1865 *(co n W D Merc 25 October)*; clo 31 December 1962**.

MARSH POND – see under BRISTOL.

MARSH ROAD LEVEL CROSSING [GC GI] op 15 May 1912 *(RCG)*; clo 3 July 1961 *(co n G&I)*.

MARSHFIELD [GW] op 2 September 1850 *(Cambrian 30 August)*; clo 10 August 1959 *(Cl)*.

MARSKE [NE] op 19 August 1861 *(co n Durham County Advertiser 23rd)*; still open.
MARSTON – see MILLBROOK.
MARSTON [GW] {Pembridge – Titley}
M LANE first seen in November 1862 tt *Hereford Journal (8th)*, not present October tt; last in *Brad* January 1864 – no local tts seen for this.
M HALT op 26 August 1929 *(Kington Times 31st* – opened on Monday); same site as above; clo 5 February 1951 *(ibid 3rd)* – see 1951**; reop 2 April 1951 *(Cl)*; clo 7 February 1955 *(BR WR notice ibid 7 January)*.
MARSTON GATE [LNW]: For line opening in 1839 see Aylesbury; earliest reference for this so far seen is in *Bucks Gazette 20 June 1840*: 'We perceive, by handbill, that the first train in the morning and the last in the evening will stop at Long Marston Crossing for the convenience of passengers who may be at that gate'. Thus would start 1 July? Immediately? Earliest seen so far in local tts is 10 February 1849 *(Bucks Chronicle)* where it says that on Saturdays and fair days stops would be made both ways here – but this also refers to stops on certain trains at 'all stations' and this is the only known stop on this line apart from termini. Continued to be shown in local tts up to and including December 1853, but next month tt was reshaped and it was quite common at that time for minor stops to go missing at such times; next seen June 1860. First in *Brad* November 1860, by when M GATE; thus continuity of use not certain, but likely given way such stops were treated in tts then – also see treatment of Cheddington; clo 2 February 1953 *(Bucks Herald Friday 6th* – last train previous Saturday).
MARSTON GREEN [LNW] for op see October 1844**; first in *Brad* January 1845; still open.
MARSTON MAGNA [GW] op 1 September 1856 *(Devizes & Wilts Gazette 4th)*; MAGNA added 9 May 1895 *(hbl 11 July)*; closed 3 October 1966 *(W D Press 3rd)*
MARSTON MOOR [NE] op 30 October 1848** *(co n Yorkshire Herald 28th)*; MOOR added 1 October 1896 *(hbl 29th)*; clo 15 September 1958 *(RM October)*.
MARTEG [GW] op 18 May 1931 *(Cl 29)*; HALT; clo 31 December 1962 *(T 31st)*; {St Harmons – Rhayader}.
MARTELL BRIDGE [GW] op 1 January 1930 *(Western Mail 2 December 1929)*; HALT; clo 25 October 1937 (see end of 16 September 1876**) {map 81}.
MARTHAM [MGN] op 15 July 1878 *(Norfolk Chronicle 20th) as M*; became M for ROLLESBY 1 November 1897 *(hbl 28 Oct)* and thus GE co tt 1909, LNE tt 1933 and *Brad* until 1955; clo 2 March 1959 *(T 2nd)*.
MARTIN MILL [Dover & Deal Joint] op 15 June 1881 *(East Kent Gazette 18th)*; still open.
MARTINS HERON op 3 October 1988 *(Reading Evening Post 22 September)*; still open.
MARTOCK [GW] op 1 October 1853 *(Taunton 5th)*; clo 15 June 1964 *(W Gaz 12th, 19th)*.
MARTON near Leamington [LNW] clear from item in *Coventry Herald* 29 August 1851 that not yet opened; 'there is a station' (advert *Coventry Standard* 5 December 1851); first in tt *Rugby Advertiser* 1 January 1852); clo 15 June 1959 *(BR notice Rugby Advertiser 5th)*. At times M for SOUTHAM *(Brad)* and thus LNW co tt 1891; finally to M 1 August 1895 *(hbl 11 July)*.
MARTON near Middlesbrough [NE] op 25 February 1854 *(co ½ T 25 August- line)* as ORMESBY; renamed 17 May 1982; still open.
MARTON (others) – see ELLERBY; FLAMBOROUGH; STOW PARK.
MARY TAVY & BLACKDOWN [GW] op 1 July 1865 (*Ex & Plym 1st)*; & B added 1906/7; HALT added tt 1947 / 1958; clo 31 December 1962**. MARYTAVY & B before 1908a *hb*, 1940 *Brad*.
MARYHILL
MARYHILL op 3 December 1993 *(BLN 725)*; same site as M PARK; still open.
M CENTRAL [Cal] op 10 August 1896 *(RCG; Glasgow Herald 11th)*; CENTRAL added 15 September 1952 *(Cl)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*. Had been M Barracks pre-passenger use.
M PARK [NB] op 31 May 1858 *(T 7 June)*; reduced 2 April 1951 to one early morning train; PARK added 15 September 1952 *(Cl)*; wtt 13 June 1960 also one each way; reop fully 19 December 1960 *(Cl)*; clo to public 2 October 1961 *(Cl)*; workmen used to last train Saturday 29 February 1964.
See 1 October 1879 for use [Kelvin Valley] days.
MARYKIRK [Cal]: op 1 November 1849**; clo 11 June 1956 *(BR notice Montrose Standard 31 May)*.
MARYLAND [GE] op 6 January 1873 *(Essex Times 11th)*; M POINT until renamed 28 October 1940 *(hbl January 1941)*; still open.
MARYLEBONE
For terminus see under LONDON.
MARYLEBONE [Bak] op 27 March 1907 *(Daily News, London 28th)* as GREAT CENTRAL; renamed 16 April 1917 *(hbl 12 July)*; still open.
MARYPORT [MC]: for opening see 1840**; re-sited 4 June 1860 *(Cl)*; {map 134}; still open.
Excursion Platform here:*Carlisle Journal 16 November 1897* – mentioned in item on floods. Dates?
MARYVILLE [NB] op 1 April 1878 *(Hamilton 6th)*; clo 1 February 1908 (Saturday) *(NB list)*; {Broomhouse – Uddingston West}.
MASBOROUGH – see ROTHERHAM.
MASBURY [SD Jt] op 20 July 1874 *(Shepton 24th)*; became HALT 1938 *(SR)*; clo 7 March 1966 *(Shepton 11th)*. MAESBURY in local press 1874.
MASHAM [NE] op 10 June 1875 *(York Herald 11th)*; clo 1 January 1931 (Thursday) *(T 5 December 1930)*.
MASSINGHAM [MGN] op 16 August 1879 *(T 18th)*; clo 2 March 1959 *(T 2nd)*.
MATHRY ROAD [GW] op 1 August 1923 *(Westminster Gazette 1st* – called it M for St Davids); soon renamed M R for ST DAVIDS *(hbl ref 15 October 1923)*: thus GW co tt 1932 and *Brad* to 1947/8; clo 6 April 1964 *(Cl)*; {map 81}. Pre-opening Heathfield Pembs *(RAC)*.

MATLOCK [Mid]

MATLOCK op 4 June 1849 *(Derbyshire 9th)*; M BRIDGE until renamed 1 July 1905 *(hbl 13 July)*; still open. Mid co tt 1903: M B for the Hydros.

M BATH op 4 June 1849 *(Derbyshire 9th)*; clo 6 March 1967 *(Birmingham Daily Post 6 January)*; reop 27 May 1972 *(Cl)*; still open.

MATTHEWSTOWN [TV] op 1 October 1914 *(GW H)**; see 1904**; clo 16 March 1964 *(Cl)*; {Abercynon 0 Mountain Ash}. Spelling as in tt but place name is MATHEWSTOWN (M Hale, *Steam in South Wales 5*, Welsh Railways Research Circle, 1996).

*= *Aberdare Leader 3rd* said it had recently been opened and was aggrieved that it had not been called Tyntetown – pronounced 'Tin Town'.

MAUCHLINE [GSW] op 9 August 1848 *(co n Glasgow Herald 9th)*; clo 6 December 1965 *(RM January 1966)*. Was M for CATRINE 1877 to 1903.

MAUD [GNS] op 18 July 1861 *(co n Peterhead Sentinel 19th)* as BRUCKLAY; renamed NEW MAUD JUNCTION 24 April 1865 *(co n Peterhead Sentinel 28th)*, M J 1866 tt *(Cl)*, M 21 September 1925 *(Cl)*; clo 4 October 1965 *(Aberdeen Press 10 September* – last train will be Saturday 2nd).

MAUDLAND(S) – see PRESTON.

MAUDS BRIDGE [MS&L] first in *Brad* November 1859; clo 1 October 1866 *(Cl)*; {goods *IA*}.

MAULDETH ROAD [LNW] op 1 May 1909 *(LNW Officers 42501 + appendix; Manchester Evening News 1st, 8th)* as M R for WITHINGTON and thus LNW co tt October 1909, LMS tt 1930; 'for W' dropped 6 May 1974 *(BR notice)*; still open.

MAWCARSE [NB] op 15 March 1858**; was M JUNCTION from opening of Forth Bridge line in 1890 (goods 15 May, passengers 2 June) *(Rly Mag January 1958 p 7)* until 1955/9 (*Brad* and BR Scot tts differ – from each other and in body/index within themselves); aot request; clo 15 June 1964 *(RM July)*.

MAXTON [NB]: line op 17 June 1850 *(London Illustrated News 22nd)*, nd, June 1851; see 13 August 1948**; clo 15 June 1964 *(RM July)*.

MAXWELL PARK [Cal] op 2 April 1894 *(co n Glasgow Herald 21 March)*; still open.

MAXWELLTOWN [GSW] op 7 November 1859 *(Dumfries 5th)*; clo 1 March 1939 (Wednesday) *(co n Dumfries ... Standard 25 February)* – notice said that in March and April 1 p.m. Saturdays only train would continue to call to set down football followers at Palmerston Park (Queen of the South). 3 May 1943 wtt shows calls by workmen's trains between Dumfries and Southwick (three each way weekdays, at shift change times, every week), for munitions workers at Southwick; not in 1939 emergency wtt. Also summer 1950 wtt shows call to set down railway staff; not in summer 1951 wtt. Football calls (only before match) were still in 30 June 1952 wtt; not in 1959, 1963 equivalents.

MAYBOLE [GSW] op 13 October 1856 *(co n Glasgow Herald 13th)*; new station for line to Girvan 24 May 1860 *(co n Glasgow Herald 24th)*; all trains diverted to new station 18 June 1860 *(co n ibid 18th)*; still open.

MAYBOLE JUNCTION [GSW] op 7 August 1856, with the Dalmellington line (D. Stirling, *Chron 69)*; clo 31 December 1859 *(GSW)**. Later renamed Dalrymple J when goods only.

* = trains still shown December supporting *GSW* but its date perhaps last day, rather than *Cl* (says clo 1 December); in any case, type of station that might have survived as unadvertised exchange.

MAYBURY (non-tt) [LSW]: temporary platform for Prince Albert's visit to lay foundation stone of Royal Dramatic College (for aged and infirm actors and school for actors' children) 1 June 1860; about ¼ mile London side of Woking *(London Evening Standard 2nd)*. Used again for Prince of Wales's visit to open College, 5 June 1865 *(London City Press 10th)*.

MAYES CROSSING [LMS] (non-tt): alias HALT NO 1; op 1 January 1923; for workers at Thames Haven branch factories who lived at Stanford-le-Hope; prob clo 9 June 1958 *(Thames Haven)*.

There have been references to a station at **Mucking** in time of public use of Thames Haven branch; probably confusion with this later halt here *(RM June 1975 p. 321* and *October 1975 p. 511)*. In any case intermediate stop unlikely in middle of sparsely-occupied area in what was essentially excursion service.

MAYFIELD [LBSC] op 1 September 1880 *(Railway News 11th)*; clo 14 June 1965 *(Cl)*.

MAZE HILL [SE] op 1 January 1873 *(co ½ T 17th)*; still open. Opened as GREENWICH M H; became M H & EAST GREENWICH 1 February 1878, M H & GREENWICH PARK 1 July 1878, M H for NATIONAL MARITIME MUSEUM 1937 *(L)*, - but M H (E G) SEC co tt 1914; settled as M H 1955 *(Brad)*

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

MEADOW WELL [TWM] op 14 November 1982 *(Newcastle Journal 12th)* as SMITHS PARK; renamed 10 October 1994 *(AB, Chron)*; still open.

MEADOWBANK – see EDINBURGH.

MEADOWHALL

MEADOW HALL [GC] op 1 January 1868 *(co n Sheffield Independent 1st)*; became M H & WINCOBANK 1 July 1899 *(hbl 27 April), reverted* 18 June 1951 *(LMS operating Circ 31 May)*; clo 7 December 1953 *(RM January 1954)*.

MEADOWHALL op 5 September 1990 (Barnsley line platforms added 8th) *(BLN 644)*. Still open

Also see Sheffield Supertram (Section 6).

For [Mid] station see WINCOBANK.

MEALSGATE [MC] op 26 November 1866 *(JNMC)*; clo 22 September 1930 *(Liverpool Echo 13th)*. On map as through station but actually terminus of separate services from Aspatria and Wigton.

MEASHAM [AN Jt] op 1 September 1873 *(LNW Officers 10205, 10207; Burton Chronicle 28 August)*; clo 13 April 1931 *(Leicester Evening Mail 8th)*; still excursions at 30 September 1961 *(BR doc)* – programme of five applied summers 1960 and 1961; excursion to Blackpool 13 August 1962 *(AB)*.

MEASUREMENTS [LMS] op 18 July 1932 *(Cl 29)*; HALT; clo 2 May 1955 *(T 11 March)*.

MEATHOP [Fur] (non-tt): HALT; terminus of workmen's service from Barrow; in July 1924 wtt; clo by 1930; possibly also used by golfers *(@JF)*; {Arnside – Grange-over-Sands}.

MEDBOURNE

MEDBOURNE [GN/LNW] op 2 July 1883 *(co n Leicester Mercury 7th)*; clo 1 April 1916 (Saturday) *(RCG)*.

M BRIDGE – see ASHLEY & WESTON.

MEDGE HALL [GC] first in *Brad* November 1859; clo 12 September 1960 *(RM October)*.

MEDINA WHARF [IWC] (non-tt): perhaps in use by 1882 (goods facilities provided November 1878) – *A History of Newport Quay...*, Bill Shepard & Bill Greening, includes report of lad falling into water at wharf and going home to Newport by train, but does not specify station he left; local press reference 21 January 1910 to Jetty station for railway workmen – only users (T. Cooper); clo 21 February 1966 *(IoW)*.

MEDSTEAD & FOUR MARKS [LSW] first in *Brad* August 1868; & F M added 1 October 1937 *(Cl)*; clo 5 February 1973 *(Hants Chron 9th)*.

MEETH [SR] op 27 July 1925 *(Bideford 28th)*; HALT, though included *hb* 1926a,1929 as M; clo 1 March 1965 *(Express & E 1st)*; {map 116}.

MEIGLE {map 8}

MEIGLE [Cal] op 2 September 1861 *(co n Dundee Advertiser 2nd)* as FULLARTON; renamed 1 November 1876 *(RCG)*; clo 2 July 1951 *(Dundee Courier 15 June)*.

M JUNCTION [Scottish North Eastern] op 2 August 1848*; also see 1837 B**; last in *Brad* June 1861; replaced by Ardler Junction.

* = line date ftom *Dundee ... Advertiser 4th*; not included in description of line in that paper but writer seems to have lost interest part way along line; in *co tt ibid* for 1 September 1848.

MEIKLE EARNOCK [Cal] op 2 February 1863** *(Cal; co ½ Herapath 26 September- line)*; clo 12 December 1943 (Sunday) *(Cl)*. Became HALT according to *hb* 1941a but not seen thus *Brad*; according to *Cl* unstaffed from March 1940.

MEIKLE FERRY [High] op 1 June 1864 *(co n Banffshire Journal 4th)*; clo 1 January 1869 *(co n Inverness Courier 17 December 1868)*; {Edderton – Tain}.

MEINTHRINFA [VoR] (ng) (non-tt): HALT; stop near 8½ mile point for children at Miss Trotter's nursery school and a few grammar school pupils *(VoR)*; dates ?

MEIR [NS] op 12 May 1894 *(RCG)*; clo 7 November 1966 *(Birmingham Daily Post 8 October)*.

MEIROS COLLIERY [GW] (non-tt): in use 1890s for miners; {branch from Llanharan} *(Trans)*.

MELBOURNE [Mid] op 1 September 1868 *(co n Derbyshire Advertiser 28 August)*; clo 22 September 1930 *(LMS notice Derbyshire Daily Telegraph 8th)*; excursions until 1939 *(Mid)*; later military use *(U)*.

MELCOMBE REGIS [WP Jt] op 30 May 1909 *(Weymouth 28th)* – excursion previous day stopped here; effectively addition to Weymouth station for Portland branch trains, saving them from having to reverse in/out of Weymouth; full service clo 3 March 1952 *(RM March)* but retained as summer Saturdays overflow for Weymouth until 12 September 1959 (last train). *Brad* at times: M R (WEYMOUTH).

MELDON [NB] op 23 July 1862 *(item & tt Morpeth Herald 26th)*; clo 15 September 1952 *(RM October)*.

MELDON QUARRY [LSW] (non-tt): HALT/ PLATFORM; op about 1890; railwaymen, wives; clo 6 May 1968; {Okehampton – Bridestowe} *(U)*.

MELDRETH [GN] op 1 August 1851 *(co n T 2nd- line)*; M & MELBOURN 1 May 1879 *(Cl; RCG ref April)* to March 1971**; still open.

MELFORD – see LONG MELFORD.

MELIDEN [LNW] op 28 August 1905 *(RCG; Prestatyn Weekly 26th)*; clo 22 September 1930 *(Liverpool Echo 13th)*.

MELKSHAM

MELKSHAM (a) [GW] op 5 September 1848 *(Bath & Chelt 6th)*; clo 18 April 1966 *(Coventry Evening Telegraph 4th)*.

MELKSHAM (b) op 13 May 1985 *(RM June)*, at first one each way, Monday to Fridays, on experimental basis; still open.

MELLING [Fur/Mid] op 6 June 1867 *(Mid)*; clo 5 May 1952 *(RM July)*.

MELLIS [GE] op 2 July 1849 *(Suffolk Chronicle 30 June, 7 July)*; clo 7 November 1966 *(RM January 1967)*.

MELLS ROAD [GW] op 1 March 1887 *(co n Som & W J 26 February)**; ROAD added 16 November 1898 *(hbl 26 January 1899)*; became HALT 17 September 1956 *(Cl)*; clo 2 November 1959 *(Shepton 6th)*. M & BABINGTON in *hb* before 1899a.

* = *Som Standard* wrongly said would open 4th.

MELMERBY [NE] op 1 June 1848 *(co ½ T 30 August- line)* as WATH; renamed M for W 1852 tt *(JS)*; clo 6 March 1967 *(RM March)*. Aot M JUNCTION (some tables) *Brad* and NE co tt 1880.

MELROSE [NB] op 20 February 1849 *(Caledonian Mercury 26th)*; clo 6 January 1969 *(BR clo notice)*. *Reid* 1904: M for ABBOTSFORD but just M in NB co tt.

MELTHAM [LY]

MELTHAM op 5 July 1869 *(Halifax Courier 10th)*; clo 23 May 1949 *(RM September)*.

M MILLS (non-tt) no opening date found; in existence by 3 August 1871: *Yorks Post (4th)* described opening of Convalescent Home (gift of Mr. Brook, owner of sewing-cotton factory). Procession formed at 'Meltham Mills Station' 8 July 1893, *Huddersfield Chronicle (10th)*, in describing trip to Southport provided for workers to celebrate marriage of owner's son (2,522 tickets given out); also said had been established for convenience of workers at factory, many of whom came from as far away as Lockwood. Clo September 1934, but some special trains in Second World War; {Healey House – Meltham}.

MELTON near Ipswich

MELTON (a) [GE] op 1 June 1859 *(T 2nd)*; clo 2 May 1955 *(RM June)*.

MELTON (b) op 3 September 1984 *(RM November)*; still open.

MELTON [NE]: alias M CROSSING; HALT; op by October 1920 *(U)*; workmen; mostly non-tt but was in tt towards the end – letter *RM September 1988, p 599* says had been in footnotes of Table 39* for 'last two years' and it was certainly present 11 May 1987 tt, one train each way; last train 8 July 1989 *(BLN 611)*; {Brough – Ferriby}.
* = also in footnotes of Table 29.

MELTON CONSTABLE [MGN] op 19 January 1882 *(co n Norwich Mercury 21st)*; clo 6 April 1964 *(RM April)*. Private platform and waiting room for Lord Hastings.

MELTON MOWBRAY

MELTON MOWBRAY [Mid] op 1 September 1846 *(Mid)*; original temporary station replaced by permanent 1 May 1848 *(Mid)*; originally MELTON; MOWBRAY added 1 November 1876 tt; became M M SOUTH 1923, M M MIDLAND 25 September 1950 tt *(Mid)*, M M TOWN added after BR tt 16 September 1957 tt, later and erratically *Brad*; settled as M M 14 June 1965 tt *(Mid)*; still open.

MELTON MOWBRAY [GN/LNW] op 1 September 1879 *(LNW Officers 20028: Nottingham Evening Post 2nd)*; clo 7 December 1953 *(T 7th)* but later summer Saturday and Sunday use to 9 September 1962 (last train) *(Cl)*. During later use became M M NORTH – thus BR tt 16 September 1957 but earlier on tickets (B. Pask, *Chron January 2015)*.

MELVERLEY [SM] op 21 June 1871 *(Shrewsbury 23rd)*; see 13 August 1866** (Criggion branch) for full details; finally clo 6 November 1933.

MELYNCOURT [GW] op 1 June 1905 *(GW H)*; HALT; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*.

MEMORIAL [Sand Hutton] (ng) op 4 October 1924** *(RM September)*; last train Saturday, 1 March 1930**; {map 40}.

MENAI BRIDGE [LNW] op 1 October 1858 *(co n Carnarvon 25 September)* as replacement for Britannia Bridge; clo 14 February 1966 *(BR LM notice North Wales Weekly News 13 January)*. Aot M B for BEAUMARIS in *Brad* but not seen thus LMS or BR tts.

MENDLESHAM [Mid-Suffolk Light] op 29 September 1908 *(East Anglian Daily Times 30th)*; clo 28 July 1952 *(T 28th)*.

MENHENIOT [GW] op 4 May 1859**; still open. GW co tt 1874: M for LOOE.

MENSTON [Mid]

MENSTON (a) op 1 March 1873 *(Bradford Observer 27 February)*; clo 1 March 1876. (b) effectively replaced it but both briefly open at same time – this still used for Sunday trains and joining/dividing *(Mid)*. M JUNCTION in *Brad*.

MENSTON (b) op 34 chains south 1 November 1875 *(Mid; Bradford Observer 4th* – 'is now opened'); clo 25 July 1992 for electrification *(BLN 689)*; reop 8 September 1992; still open.

Non-tt: aot line to local mental hospital carried passengers free (not officially authorized) (D. Pedley from local press).

MENSTRIE & GLENOCHIL [NB] op 3 June 1863 *(co n Dunfermline Press 3rd*, where it was 'Menstry ..'*)*; clo 1 November 1954 *(RM December)*. Was M & G in all *Brad* issues sampled, NB co tt 1900 and LNE tt 1933. *Hb* added & G 1904; *hba* May 1948 said had become M for Tullibody but not seen thus *Brad*.

MENTHORPE GATE [NE]: line op 1 August 1848**; first certain reference November 1851; clo 7 December 1953 *(RM January 1954)*.

MEOLE BRACE [SM] op 14 April 1911 *(RCG)*; clo 6 November 1933**.

MEOLS [Wirral] op 18 June 1866**; still open.

MEOLS COP [LY] op 2 September 1887 *(Southport Guard 8th)*; still open.

MEOPHAM [LCD] op Monday 6 May 1861 *(co n T 1st)*; still open. In opening notice as M ROAD.

MERCANTILE COLLIERY [PT] (non-tt): agreement signed 15 March 1899 between PT and Messrs Powley, Thomas & Co for train from Port Talbot Central at £1 per day for miners (who would pay no fares selves); no evidence of BoT approval; clo ? (M. Hale); in use 1900, when recorded in *Cd 187*, picking up miners at Cwmavon and Pontrhydyfen (D. Geldard); colliery abandoned March 1903 (Simmonds, *A History of the Port Talbot Dock Railway ...)*; {Whitworth branch from Tonmawr, see *RAC Atlas maps 153,154}*.

MERCHISTON [Cal] op 1 July 1882 *(D&C 6)*; clo 6 September 1965 *(RM September)*.

MEREHEAD HALT (non-tt): quarry open days; dates?; {branch from Cranmore} *(@JF)*.

MERIDIAN WATER op 3 June 2019; replaced Angel Road (Joe Brown); still open.

MERKLAND STREET [GU] op 14 December 1896**; clo 21 May 1977. Replaced by Partick when line reopened.

MERRYLEES [Mid] op 18 July 1832 *(Mid; in fare list Leicester Chronicle 21st, description of opening*, as MARY LEES); see December 1847**; re-sited 150 yards west of road overbridge 27 March 1848 *(Cl)*; originally MERRY LEES; clo 1 March 1871 (Wednesday) *(alterations for March, Leicester Chronicle 4th)*; {map 62}.

MERRYTON op 12 December 2005**; still open.

MERSEY ROAD – see AIGBURTH.

MERSTHAM op 12 July 1841, originally request stop *(co n T 9th)*; on stretch of line op by London & Brighton, later transferred to SE; even after transfer only used by Brighton trains; Brighton notice dated 2 October 1843 *(T 2nd)* says M has been clo by SE so trains will no longer call; reop 4 October 1844 (Countess of Warwick had it reopened until new station ready) – added to tt in *Railway Bell 28 September 1844* – in anticipation? - not there 21st; re-sited about ½ mile north 1845 *(SE, book)* – 'nearly finished' *(South Eastern Gazette 11 February)*, accident at 'old station' on 6 March *(ibid 11th*; for time being only used by SE trains; still open.

MERSTONE [IWC]: op 1 February 1875 (see 1875**); re-sited from east to west of level crossing June 1895 *(IWC)*; aot request; M JUNCTION 1897/8 *(Brad)* to 1 October 1911 *(hbl 26th)*; clo 6 February 1956 *(Southern Daily Echo 6th)*.

MERTHYR TYDFIL

MERTHYR [TV] op 21 April 1841 *(Merlin 17th, 24th)*; clo 1 August 1877 (Wednesday) *(Western Mail 2nd)*, service diverted to GW station.

M ROAD [Vale of Neath] temporary station, with road connection to Merthyr, op 24 September 1851**; {Hirwain – Gelli Tarw physical junction}; replaced by >

M TYDFIL [GW] op 2 November 1853 *(GW)*; original replaced 1971 by one on new site in John Street; T added 12 May1980; re-sited 200 yards short of original, in Court Street 14 January 1996 *(Monmouthshire Railway Society Journal, September 1996, p 27)*;

still open. Aot M HIGH STREET in some tables – at first probably to help travellers find right station after diversion: GW tables were last to have H S added and first to lose again; some kept to 1927 *(Brad)*; also used in LNW co tts, e.g. 1883.
Ticket platform, only references seen: *Western Daily Press 18 May 1874* – on 16th train of loaded coal wagons broke in two in tunnel; 22 rolled back and hit Brecon & Merthyr train standing at ticket platform. At BoT enquiry *(ibid 25 May)* said that train had moved off and nearly in station; also, ten or a dozen passengers had got off at ticket platform (authorised alighting?). Ticket platform on both sides extends for a very long distance outside the station without any shelter *(Western Mail 13 July 1877)*.
M VALE [TV] op 1 June 1883 *(S Wales 1st)*; still open.
MERTHYR VALE COLLIERY [Rhy] (non-tt): dates?; miners' service; according to *Rhy* at branch junction 1¼ south of Aberfan, but one mile plus from colliery so perhaps transfer to colliery line there for rest of journey *(@JF)*.

MERTON

M ABBEY [LSW/LBSC] op 1 October 1868 *(L; co n T 1st- line)*; clo 1 January 1917 *(T 22 December 1916)*; reop 27 August 1923 *(Pall Mall Gazette 27th)*; clo 3 March 1929 (Sunday) *(T 23 February)*.
M PARK [LSW/LBSC] (LOWER M until renamed 1 September 1887, *L*): M Abbey line platforms op 1 October 1868 *(L; co n T 1st-line)*; clo 1 January 1917, reop 27 August 1923 *(RM October)*; clo 3 March 1929 *(T 23 February)*. Mitcham line platforms added 1 November 1870 *(L)*; *LBSC notice November 1918, RAIL 957/51* 'is classed as a halt' and thus *Brad* 1918 to 1923/4 and ticket *(JB)*; clo 1 June 1997** for conversion to Croydon Tramlink – see Section 6.
Also see SOUTH MERTON.
MERTON ROAD – see BOOTLE VILLAGE.

METHERINGHAM

For first use of site see BLANKNEY & M.
METHERINGHAM op 6 October 1975 *(T 6th)*; above reop as M; still open.
METHIL [NB] op 5 May 1887 *(Glasgow Herald 6th)*; see April/May 1921**; clo 10 January 1955 *(T 28 December 1954)*. Later football excursions – certainly 18 January, 1 February and 22 March 1958 *(Rly Obs March, May)*; these arrived in goods yard (too large for passenger station); not repeated in later years since Methil was then relegated from Scottish First Division *(The Methil Branch ...*, Kingdom of Fife Railway Preservation Society and Lower Methil Heritage Centre, 1996).
Also, non-tt workmen's services from Thornton Junction via Cameron Bridge to **KIRKLAND YARD** and **METHIL EAST** (for docks); about 1910 to after World War II. See A. Hajducki, M. Jodeluk & A. Simpson, *The Leven & East of Fife Railway*, Oakwood, 2013. This book also refers to short-lived services pre-1914 to temporary station on Lochty branch and use of Leven and Lochty lines for dropping off Regular and Territorial soldiers at various points on training exercises; no exact sites mentioned.
Also see Section 7.4.

METHLEY

M JUNCTION [LY] op 16 January 1860 *(co n Leeds 14th)*; clo 4 October 1943 *(LNW Record)*.
METHLEY NORTH [Mid] line through here op 1 July 1840**. Most of the sources cited in that note say there was a station here; *co n Leeds (25 July 1840)* for start of York to Leeds service on 27 July said all trains from York would go via Methley, which only makes sense if there was a station here; on 19 August 1840 Lord Mexborough returned to Methley Park by the North Midland Railway (no station specified, but one likely to have been if other than Methley) *(ibid 22nd)*; item in *York Herald (10 October 1840)* in reporting that trains from Leeds to Selby were still going by the old route and it was proposed that all should go via new route (this came into effect 9 November 1840), said that York trains were running 'through Fairburn, Castleford and Methley'. However, Methley is not in Allen's tt for 24 August 1840 and first clear tt evidence comes from co tt of 6 April 1841**. Possible explanations: built but not used at first; short-lived early station, brought back into use later; always in use but from 27 July 1840 only used by trains to Selby (would explain how it came to be missing item, 1 January 1841, since this referred to NM use); mainly for use of Lord Mexborough (Mid records show that this station was 'by arrangement' and he would have been most likely to be other party to this).
NORTH added 25 September 1950 *(Mid)*; clo 16 September 1957 *(RM November)*.
M SOUTH [Methley Joint] op 13 May 1869 *(co n Bradford Daily Telegraph 10th)*; SOUTH added 25 September 1950 *(BR circ)*; clo 7 March 1960 *(RM April)*.

METHVEN [Cal]

METHVEN op 1 January 1858 *(Glasgow Herald 8th / Perth Courier)*; see April/May 1921** – was M JUNCTION then available to public instead? – item complaining about difficulty of access to Trinity College Glenalmond suggests not – said no road from Junction to there, *Dundee Courier 5 May*. Clo 27 September 1937 *(Perthshire Advertiser 8th)*.
M JUNCTION op 21 May 1866**; became unadvertised exchange 1889; 27 September 1937 took over role of closed branch station; clo 1 October 1951 *(BR notice Strathearn Herald 22 September)*. HALT at clo according to *RM* and thus 1938 *hb* but not *Brad or LMS tts*, where only METHVEN after closure of above station. M J in clo notice.
METROCENTRE op 3 August 1987 *(RM October)*; GATESHEAD M C until renamed MetroCentre 17 May 1993 tt *(AB Chron)*, Metrocentre 23 May 2010 tt; still open.

MEXBOROUGH [GC] see note below, based on Stewart Smith, *Chron January 2020*; also see Andy Overton, *Chron May 2020*.

M JUNCTION op 1 January 1850? - first in *Brad* January 1850, also tt for 1 January 1850 in *Sheffield Independent 29 December 1849* but not in December 1849 tts that paper; replaced 30 chains east by >
MEXBOROUGH on line op 3 April 1871; *Yorkshire Post (8th)* said new station would be shortly erected. Exact date of opening not found, but at inquest on Joseph Smith, killed in accident 10 February 1872, cause was attributed in part to inadequacy of station and it was said new station was being built *(Sheffield Independent 14th)* and *Manchester Evening News 7 March 1872* referred to 'Old Mexborough station' in item about accident 5 March, implying that new then in use; thus late February / early March would seem to be likely. Initially M NEW in *Brad* (to advise passengers rather than as part of name?); still open.
Hb showed both OLD and NEW as 'P' up to and including 1890; in 1895 'P' shown only for NEW.
Note: 1854 OS map shows MEXBOROUGH JUNCTION station west of town at junction with curve going SW to Midland line; it also shows a 'MEXBROUGH' station to the east of the 'U' band of the river and to the south of it, where it might have been sited to provide access to the ferry to the town. This suggests that there were originally (or from an early time) two stations here, not distinguished in the tts; if this is so, the eastern one might have been the OLD one. The 1893 map shows 'NEW' about half way between two on north bank of river; by then the curves built in 1863 (south westward to Midland line to Swinton) and 1874 (south

eastward from original line through junction station) would have made M JUNCTION redundant. It would certainly have made sense to have had some sort of stop here, given the distance of the junction station from the town. *Wikipedia* items refer to M (FERRY BOAT) HALT but state that no clear source has been cited; if it existed it is most unlikely that this would have been thus named – this looks like much later practice read back into earlier times. The only press reference so far found that gives support was in *Sheffield Independent* 7 and 14 August 1858 which carried an advert for sale of Ferry Boat Inn, Mexborough, possessing 'every facility of access to the South Yorkshire and Midland Railways'. 'Ferry Boat Crossing' mentioned in account of accident 21 May 1868, when a train clearly not stopping here ploughed through a flock of sheep being taken for a wash in the river; no mention of nearby station in account but this not conclusive since would not have been central to account.
[Local press seen otherwise not helpful. *Bradford Observer 8 October 1853* reported collision at M Junction 29 September 1853 (as did other papers, probably common source) which shows that was being used by passenger trains. *Derbyshire Courier 11 February 1860* described accident at M 'station' on 4th when girl killed by 1.10 from Doncaster to Sheffield train which did not stop there (she had gone there to collect a parcel for her father, so clearly not a 'halt'). Nearest tts available: *Intelligible* June 1858 shows that relevant train did not stop at M Junction; *Bradshaw* reprint February 1863 shows 1.30 non-stop; suggests M J and M station same. Clearly further research needed.]

MEYRICK PARK [LSW] op 1 March 1906 *(RM April*; 'have opened', no exact date, *Bournemouth Graphic 8th)*; HALT; clo 1 November 1917 (Thursday) *(Cl)*; {map 125}.

MICHELDEVER [LSW] op 11 May 1840 *(tt Salisbury 9th)* as ANDOVER ROAD; renamed 1856 tt *(Cl)*; still open. Local press usage at the start: M *(Hants Advertiser)*, but A R *(Salisbury tt)*.

MICKLAM [CW Jc] op 15 April 1912** to workers at collieries and coke ovens; public 2 June 1913 *(RCG)*; clo 31 May 1926 *(Cl)*; workmen until 1 April 1929 *(Cumbria)*; {map 21}.

MICKLE TRAFFORD

MICKLE TRAFFORD [Birkenhead] op 2 December 1889 *(co n Cheshire Observer 30 November)*; clo 2 April 1951 *(RM May)*.

M T EAST [CLC] op 1 May 1875 *(Northwich 17 April)*; EAST added 5 June 1950 *(Cl)*; clo 12 February 1951 *(RM May)* – see 1951**.

MICKLEFIELD [NE] op 22 September 1834** - see note for details of early service; still open.

MICKLEHURST [LNW] op 1 July 1886 (*RCG; LNW Officers 28684* – 'local service'); clo 1 May 1907 (Wednesday) *(Cl)* but *Manchester Courier* ... 26 January 1907 said LNW had decided to close it so perhaps earlier; {map 53}.

MICKLEOVER [GN] op 1 April 1878 *(Burton Chronicle 4th)*; lost trains with start of LNE emergency tt 2 October 1939; later excursions, e.g to Skegness *(Skegness p192)* and 1 August 1957 to Trentham Gardens *(AB)*. GN co tt 1909: M for RADBOURNE and thus *Brad* to closure (*hb* M for RODBOURNE, GN ticket M for RADBURN, *JB*).

MICKLETHWAITE [MC]: only reference seen is in *Cl*, which says in tt June 1845 (company tt? – not found in *Brad* which then gave nd tables for this line); perhaps casual stop – see 1840** for habits of MC at that time {Wigton – Curthwaite}.

MICKLETON near Barnard Castle [NE] op 13 May 1868 *(Darlington 16th)*; clo 30 November 1964 *(Newcastle Evening Chronicle 4th)*.

MICKLETON [GW] op 8 November 1937 *(T 4th, various local papers inc Glos Echo 4th)**; HALT; clo 6 October 1941 *(GW official source, Cl pap)*; {Campden – Honeybourne}.

* = *GW H* says opened 11th; however, *T and others* said would open on 'Monday' and Monday was one of the standard opening days for halts; mid-week openings were rare, though not unknown. Perhaps last minute delay?

MICKLEY [NE] first used, non-tt, as ELTRINGHAM(E) COLLIERY *(NC)*; first in *Brad* November 1859 for Saturdays only market service from Newcastle; since this terminated at Mickley, thus compelling reference in tt, it may be that other trains stopped here and had been doing so before 1859; by closure, also one each way Tuesdays; last in *Brad* June 1915; {Prudhoe – Stocksfield}.

MID CLYTH [High] op 1 July 1903 *(Dundee Evening Post 1st)*; clo 3 April 1944**.

MID FEARN [High] op 1 October 1864 *(Inverness Advertiser 4th)*; clo 1 April 1865 – 'will be closed after 31st March' *co n Inverness Courier 30th)*; {Bonar Bridge – Edderton}. Later non-tt use: wtt appendix 1 May 1920 says most trains would stop by request during times Mid-Fearn Lodge was occupied; still in *hb* 1938 as M F HALT, 'P'; (in *U* as WEST F PLATFORM).

MIDCALDER – see KIRKNEWTON.

MIDDLE DROVE [GE]: line op 1 February 1848**, nd, by May 1848 *(Topham)*; aot request; clo 9 September 1968 *(RM November)*.

MIDDLE STOKE [SEC] op Sunday 1 July 1906 *(item and tt, Gravesend Reporter ... 30 June)*; HALT; clo 4 December 1961 *(T 8 November)*.

MIDDLESBROUGH [NE]: formal op 27 December 1830 *(Durham Chronicle 25th)*. Variety of dates in print for public opening; S&D annual report said had op to the public before the close of 1830 – but no guarantee that its use of 'public' was same as this book's. *RAIL 667/395*, very sketchy chronological record of S&D, gives 1 January 1831 – perhaps 'conventional' rather than actual date. See 1825**. Original terminus was by Watson's Wharf; replaced in 1837 by station in Commercial Street.
Company had continuing problem with people using line from Stockton as footpath, even after steam introduced for all traffic. To try to combat this they allowed cheap travel by any coal train that happened to be running and also provided a very cheap basic service, run more or less on demand *(S&D Pass)*.
1837 station replaced by temporary (site unknown) on op of extension to Redcar 5 June 1846**, replaced again by permanent station in Sussex Street August 1847 (minutes contradictory over exact date).
Temporary station in Wood Street (intended to be kept for excursions) op 15 November 1874 while original replaced, probably used as well as existing station; new op slightly east December 1877 (one train Sunday evening 1st, full use 2nd *(Middlesbrough Daily Gazette 3rd)*; see R. Maund *(Chron April 2017* for full details). Still open.
[Possible reason for Clinker's omission of 1877 change is that new was inside his 10 chain limit].
Excursion Platform(s), exact dates not known.
Yorkshire Post 6 August 1869 has advert for train from Leeds to here on 9th for a brass band contest that would return from excursion platform here. *Northern Echo 5 September 1870* similar for trip from excursion platform here on 8th to Cleveland Agricultural Show at Guisborough.

Ibid 13 March 1873: plans for new station included new excursion platform as continuation of main on south (eastward) side, complete with own booking office and conveniences; would be reached via steps coming out into road, coming out near Post Office into Marton Road. Old one still in use 9 July 1874 when 700 went on a Middlesbrough Police Band trip to Helmsley to visit Earl of Feversham's Duncombe Park *(ibid 10th)*. *Ibid 28 August 1874* (application for pub licence): excursion platform recently built but not yet used; old would be in constant use for next three or four years in building of new and then would still be used after that as excursion platform. Temporary station in Wood Street (intended to be kept for excursions) op 15 November 1874 while original replaced, probably used as well as existing station (see above).
Northern Echo 20 August 1875: Sunday Schools organised outing from excursion platform here yesterday (two trains to Redcar) to keep children (and relevant parents?) from going to Stockton Races. Excursion platform used for Messrs Bolkkow trains to Eston (report of prosecution for wrong use of ticket, *Daily Gazette for Middlesbrough 3rd)*. Use supported by report of accident 28 January 1875 *(York Herald 29th)*. However, complaints from local authority that proper excursion platform needed; ordinary travellers much hampered at busy excursion times *(ibid 31 May 1890)*.
Newcastle Journal 7 February 1945 – excursion platform to be used 7 February to 3 March for certain ordinary trains during work on Sussex Street level crossing.
Large additional excursion platform provided on NW side of station, with exit into Bridge Street for Yorkshire Agricultural Show here 3, 4, 5 August 1892; excursions from east would discharge at Cargo Fleet. Platform over 600 feet long with 6 exits into Bridge Street West *(Northern Echo 3rd)*.

MIDDLESBROUGH JUNCTION – see STOCKTON S&D.

MIDDLETON [CHP] – see May 1833**.

MIDDLETON [LY]

MIDDLETON op 1 May 1857* *(co n Manch Courier 25 April)*; clo 7 September 1964 *(RM October)*. In *hb* 1872 (only) as M TOWN.
* = also date given in list of LY openings drawn up in 1920 by company's Chief Engineer. 5 January 1857, given by most in print, including earlier versions of this book, seems to have resulted from someone unknown muddling figures, 1 5 1857 becoming 5 1 1857.
M JUNCTION op 31 March 1842 *(LY)* as OLDHAM JUNCTION; renamed M 11 August 1842 *(Cl)*; M JUNCTION 1852 tt *(Cl)*; clo 3 January 1966 *(RM February)*.

MIDDLETON & DINSDALE – see FIGHTING COCKS.

MIDDLETON NORTH [NB] op 23 July 1862 *(item & tt Morpeth Herald 26th)*; NORTH added 1 July 1923 *(hbl 12th)*; clo 15 September 1952.

MIDDLETON ROAD [Mid] op 11 July 1904*; alias M R BRIDGE; clo June 1905 *(Mid)*; {on Heysham branch}.
* = not even in company tt; evidence from internal company records *(Mid)* and *RM September 1904*, perhaps copied from *Northern Daily Telegraph 12 July* or *Lancaster Standard 15 July*; also ticket for 20 July 1904 *(JB)*.

MIDDLETON TOWERS [GE] op 27 October 1846 *(co n Lynn Advertiser 31st)*, in description of opening in paper cited as a Gate House; aot request; TOWERS added 1 November 1924 *(RAIL 393/151)*; clo 9 September 1968 *(RM November)*.

MIDDLETON-IN-TEESDALE [NE] op 13 May 1868 *(Darlington 16th)*; -in-T added 1894 tt *(Cl)* but always in *hb*; clo 30 November 1964 *(Newcastle Evening Chronicle 4th)*.

MIDDLETON-ON-LUNE [LNW] op 16 September 1861 *(co n Lancaster Gaz)*; clo 13 April 1931 *(LNW dates PCC 192)*. According to *hbl July* was M WESTMORLAND from ?; reverting 19 July 1926 but not seen thus *Brad* or LNW co tt.

MIDDLETON-ON-THE-WOLDS [NE] op 1 May 1890 *(RCG)*; clo 20 September 1954 *(RM October)*.

MIDDLETOWN HILLS – see BREIDDEN.

MIDDLEWICH [LNW] op 1 July 1868 *(co ½ T 14 August- line)*; clo 4 January 1960 *(RM February)*. Last known use, instead of Winsford during engineering works, Sunday 21 March 1965 (A.Wilkinson, *Scenes from the Past: 41 (Part One): Railways across mid-Cheshire* Foxline, p. 99).

MIDDLEWOOD

Both [GC/NS] and [LNW] op 2 June 1879 *(combined co n Staffs Sentinel 2nd)** >
[GC/NS] was M JUNCTION in *Brad* until 1901/2; became M HIGHER 25 July 1951 *(BR comm Circ 17 August)*; clo 7 November 1960 *(RM December)*.
[LNW] op as M for NORBURY; became M for HIGH LANE 1 July 1899 *(LNW dates)*, M LOWER 1951/2 *(Brad)* – actual date as for Higher?, M 6 May 1968 tt *(AB)*; still open.
* = not surprising different dates in print – *LNW Officers*: 'would probably be opened' 1 November 1878 *(18949, 15 October)*; 'would be opened' 1 April 1879 *(19367, 18 February)*; finally 'would be opened' 1 June 1879 *(19613, 16 April)*.

MIDFORD

MIDFORD [SD Jt] op 20 July 1874 *(Shepton 24th)*; clo 7 March 1966 *(Shepton 11th)*. HALT in *BR Alterations leaflet P11-449*.
MIDFORD [GW] op 27 February 1911 *(Bristol NWR)*; HALT; clo 22 March 1915 *(RCG)*.

MIDGE HALL [LY] op 1 November 1859 *(Preston P 5th)* as replacement for Cocker Bar; clo 2 October 1961 *(RM November)*.

MIDGHAM [GW] op 21 December 1847 *(Oxford Chron 25th)* as WOOLHAMPTON; renamed 1 March 1873 *(notice in co tt)*; HALT 2 November 1964 to 5 May 1969 *(Cl)*; still open.

MIDHURST

MIDHUST [LBSC] op 15 October 1866 *(Chichester Express 23rd)*; re-sited 23 chains east on op of line to Chichester 11 July 1881 *(Morning Post 13th)*; clo 7 February 1955 *(BR notice W Sussex)*; ramblers' special 8 June 1958 *(RM August 1958, photo facing p. 515)*.
MIDHUST [LSW] op 1 September 1864 *(co ½ T 13 February 1865)*; clo 12 July 1925 *(co n West Sussex Gazette 9th – 'on and from Sunday, July 12th')*, when lines were linked so that all could use ex-LBSC station.

MIDSOMER NORTON

M N & WELTON [GW] op 3 September 1873 *(Bristol Merc 6th)* as W; renamed W & M N 2 May 1898 *(hbl 7 July)*, M N & W 1 May 1904 *(hbl 28 April)*; clo 2 November 1959 *(Shepton 6th)*. GW co tt 1881: W for M N; just M N in closure leaflet.

M N & WELTON SOUTH [SD Jt] op 20 July 1874 *(Shepton 24th)*; & W added 16 October 1898 *(hbl 27th)*; became M N UPPER 26 September 1949 *(Cl)*; M N SOUTH – earliest seen use BR advert *(Bath Chronicle 10 November 1950)*, perhaps to this name at same time as given for goods by *Cl*, 25 September 1950?; clo 7 March 1966 *(Shepton 11th)*.

MIDVILLE [GN] op 1 July 1913 *(RCG; Sheffield Daily Telegraph 2nd)*; clo 5 October 1970 *(T 16 July)*. *Brad* October 1939 shows it reduced to 1 train daily, towards Firsby; probably change to this made 11 September, when a number of temporary closures were made in this area; November tt showed one train each way.

MILBORNE PORT [LSW] op 7 May 1860 *(W Fly P 15th)*; HALT from 1960 *(Brad)* and thus BR SR tt 12 September 1960; clo 7 March 1966 *(Chard 3rd)*.

MILCOTE [GW] op 12 July 1859 (see STRATFORD-UPON-AVON, Honeybourne line); new platforms north of level crossing (old buildings kept) about 9 May 1908 *(Cl)*; clo 3 January 1966 *(RM February)*. At first M, WESTON & WELFORD in *Brad*; became just M in *Brad* 1864/March 1865 but GW co tt June 1865/1869. *Hb* 1862 M & WESTON, 1904 on M for WESTON-ON-AVON and WELFORD-ON-AVON.

Also (non-tt) temporary platform near bridge over Stour for sale of Milcote Shorthorns 25 March 1868 *(Jackson's Oxford Journal / Warwick Advertiser 4 April)*.

MILDENHALL

MILDENHALL [GE] op 1 April 1885 *(Bury Free Press 4th*)*; clo 18 June 1962 *(RM August)*.

* *Thetford Times (4th, 11th* was a week in arrears with its news both of inspection and opening; all other local press references seen support date given).

M DROVE/ROAD – see SHIPPEA HILL.

M GOLF – see WORLINGTON.

MILDMAY PARK [NL] op 1 January 1880 *(T 2nd, NL Circular 158)*; clo 1 October 1934 *(T 26 September)*.

MILE END

MILE END [GE] replaced Devonshire Street Mile End and (perhaps Bow); *Bell's Life in London, 13 June 1841* said Devonshire Street was now closed and a new station opened in Cambridge Road, Mile End; however it was in *Brad* in sheet dated 'April 1841' which did not include Devonshire Street or Bow *(RAIL 903/535)*; in advance of event? – see entry for LONDON DEVONSHIRE STREET. For a long time *Brad* had note that up trains would not call in foggy weather. Clo 24 May 1872 (Friday) *(co n T 23rd)*; {between Bethnal Green and Globe Road, on west side of Cambridge Heath Road – Connor & Halsford's book on area}.

MILE END [Dist] op 2 June 1902 *(RCG)*; [Met] added 30 March 1936; still open.

MILE END [Cen] op 4 December 1946 *(T 5th)*; still open.

MILEPOST items:

Working timetables sometimes include extra stops between stations. The following should be seen only as examples.

West Highland Line

Provided many, to 'uplift' or set down schoolchildren and for 'domestic purposes' (wives shopping?). The former probably varied as children of railwaymen in isolated areas came of school age or left school; the latter may well have been used continuously for many years. The following have been arranged in line order, with wtts in which they are known to have been shown and mileage (mp); mileage of Mallaig line stations taken from Fort William. In some cases stop only shown one way. These would have been the rough equivalents of the 'provision train' stops shown in Section 5 under '1957'.

Main line:

Glen Douglas – Arrochar & Tarbet (mp 16¾); 6 October 1947, 17 June 1951; schools.

19¼: stop at lengthman's cottage to pick up schoolchildren, access by ladder, date unknown *(BBC programme on line, 1960)*.

Tyndrum – Bridge of Orchy (mp 44½); summer 1962, winter 1962-3, 5 May 1973; domestic, Thursdays only.

Rannoch – Corrour (mp 74¼ according to wtt, assumed misprint); winter 1962-3; domestic, Saturdays only.

Corrour – Tulloch (mp 70); winter 1962/3, 5 May 1973; domestic, Saturdays only.

Mallaig line:

Locheilside – Glenfinnan (13¾); 5 May 1973; domestic, Saturdays only.

Glenfinnan – Lochailort (19¼); summer 1962; winter 1962-3; schools weekdays, domestic Saturdays.

Lochailort – Arisaig; at least two stops involved – summer 1962 and winter 1962-3 show 'short of mp 26' pick up schools Mondays and set down Fridays (weekly boarders?), mp 25½ domestic Saturdays only.

Elsewhere

BR (LM Region) Special Traffic Notice for week starting Saturday 31 July 1954 shows stop at mp 180½ at Warrington end of Bridge 61 to take up workmen.

BR (Scottish Region) Special Traffic Notices show stops at mp 82, {Appin – Duror}, for workmen, weeks beginning 24 June and 29 July 1957; also at Bridges 110 and 111 (both weeks) and 130 (22 June only) {Killin Junction – mp 16¼}.

Wtt June 1963 shows stops both ways at mp 62 {Drummuir – Dufftown}.

MILES PLATTING [LY] op 1 January 1844 as M P Junction – *co n London Evening Standard 1st* said that new station would open at the junction here, with train every half-hour to the Hunt's Bank station (notice headed for opening of Victoria station, Manchester). Re-sited between 1845 and 1850 *(JF* from set of maps of Manchester provided by Manchester University, available via Google); perhaps ready for or with Ashton branch 13 April 1846? - *Leeds Mercury, 18 April* merely says new line branched off here; *Cobb Atlas* has correct sites but date of 1890 is wrong (probably derived from quadrupling of line through station – see *Railway News 22 June 1889, co ½ Liverpool Daily Post 13 February 1890).* Last train Friday 26 May 1995 *(BLN 754)*. M P JUNCTION in some tables at least 1847 to 1878 *(Brad)*.

MILFORD near Leeds

MILFORD [NE] For details of early use and name see 22 September 1834; this op 11 May 1840 as M JUNCTION (variants); re-sited to north c 1850 *(Cobb)*; became M 1 May 1893 *(Cl)*; clo 1 October 1904 (Saturday) *(Co n Driffield Times 24th, giving alterations for October)*; replaced by Monk Fryston for local use and Church Fenton or Burton Salmon for changing to other services. *Hb* added JUNCTION 1867. In report of accident here on 11 November 1840 was called TAYLORS WOOD JUNCTION; BoT accident report version TAYLOR'S JUNCTION.

M BRIDGE – see SOUTH MILFORD.

Also see GASCOIGNE WOOD.

MILFORD & BROCTON [LNW] op 18 May 1877 *(LNW Officers 17195; Staffordshire Advertiser 12th)*; clo 6 March 1950 (after this weekend – *Sheffield Sentinel Wednesday 1 March)*. Had become M & B for CANNOCK CHASE by May 1934 *(RCH leaflet L 91)*.

MILFORD HAVEN

MILFORD HAVEN [GW] op 8 September 1863* as M; became OLD M April 1892 *(RAIL 1014/59, Cl pap)*, M H 30 August 1906 *(hbl 25 October)*; still open.

* = originally advertised for 1 September (and tts in local press showed it as though it had opened thus) but it had been postponed until further notice *(GW South Wales Division notice dated 29 August in Cardiff & Merthyr Guardian 4 September). Cardiff Times Friday 11 September* and *Monmouthshire Beacon Saturday 12th* said it had opened on Tuesday; much of wording similar but latter had additional material including reference to shortness of notice for opening. *BoT Return* gave 7th – in the confusion did someone assume a Monday opening?

Non-tt: *GW Running Powers Book* shows that trains ran into DOCKS 7 December 1898 in connection with sailing if *S S Gaspesia*. Other times?

Also see JOHNSTON; NEYLAND.

MILFORD SURREY [LSW] op 1 January 1859 *(West Surrey Times 1st)*; SURREY added ?; still open.

MILK PLATFORM [BPGV] (non-tt): perhaps used by passengers in 1940s; {Pinged – Trimsaran Road} *(U)*.

MILKWALL [SW Jt] op 9 December 1875; clo 8 July 1929 *(Gloucestershire Citizen Monday 8th* – last train Saturday). GW co tt 1902, Mid co tt 1903, *Brad* to closure: M for CLEARWELL.

MILL HILL [IWC] op 1871 (orders to open 'forthwith' given 14 May 1871, *IoW*; *Hants Teleg (10 June)* said it had opened but gave no date; first in *Brad* October 1871); rebuilt and partly re-sited 1880 after fire previous year (T Cooper); clo 21 February 1966 *(RM March)*.

MILL HILL London.

M H BROADWAY [Mid] op 13 July 1868 *(T 14th)*; BROADWAY added 25 September 1950 *(BR LM notice Harrow Observer 21st)*; still open.

M H EAST op [GN] op 22 August 1867; as M H; became M H for M H BARRACKS 17 April 1916 *(hbl 27th)*, M H EAST for M H B 1 February 1928 *(RAIL 393/151)*; GN service clo 11 September 1939*; reop by [Nor] 18 May 1941 as M H E *(Brad)* but still 'for ...' in *hb* 1956; still open.

M H THE HALE [GN] op 11 June 1906 *(L)* as THE HALE HALT; renamed M H for the H 1 February 1928 *(RAIL 393/151)*; clo 11 September 1939*. *Hb* 1912 THE H for M H, 1929 M H for THE H.

* = replacement bus service for holders of rail tickets until 18 May 1941 (letter, H. V. Borley, *RCHS Journal vol XVI, no 1, p 13; London Local; RM July 1941)*. The table in *Brad* gives times of departure from Finchley and Edgware; a note below says that passengers 'join and alight at the bus stopping place at the junction of Hale Lane and Broadway' (according to Borley, tickets had to be obtained from station booking office). No mention of Mill Hill East – stop at station itself assumed?

MILL HILL LANCASHIRE [LY]: see 1 June 1846*; first in *Brad* December 1884 (rapidly approaching completion – *Preston Herald 18 October)*; L added body of tt 1979/87; still open.

MILL HILL PARK – see ACTON TOWN.

MILL LANE near Radway Green – see MILLWAY.

MILL POND [WS]; {Sidlesham – Chalder}

MILL POND (a) temporary terminus when flooding cut line, op 15 December 1910 *(Cl)*; last in *Brad* May 1911 According to notice in *W Sussex* line would reopen on or before 1 June 1911 (but notice dated February); notice says bus service will run between Sidlesham and Ferry – presumably this 'Sidlesham' was Mill Pond.

MILL POND (b) op 9 July 1928 *(Cl)*; HALT; clo 12 January 1935.

MILL ROAD [GE] op 18 December 1922 *(RM April 1923)*; HALT; clo 15 September 1952 *(RM October)*.

MILL STREET Aberdare [TV]; {map 86}

MILL STREET (a) op 5 April 1847*; clo 21 November 1852 (Sunday) *(Aberdare)*.

* = date of co tt *(RAIL 981/491;* also reproduced *RM July 1898)*, assumed to be op tt for this station.

MILL STREET (b) op 26 November 1904 (see COMMERCIAL STREET entry); see 1904; same site; last trains shown June 1912 *Brad*; miners continued to use until 8 June 1925 *(Cardiff Division Annual Report)*; {goods *IA*}.

MILLBROOK BEDS [LNW] op 18 November 1846 as MARSTON; became AMPTHILL 1847 tt, A MARSTON 1850 *(Cl)* and thus LNW co tt 1852, MILLBROOK for A March 1877 tt *(JS; recommended LNW Officers 13 February)*, M 1 July 1910 *(hbl 28 April)*; BEDS added body of tt 14 May 1984; see 25 July 2004; still open.

MILLBROOK HANTS [LSW] op 1 November 1861 *(Hants Teleg 2nd)*; HANTS added 12 May 1980 tt *(C/W)*; still open.

MILLEGAN [GNS] op 1 October 1859 *(GNS)*; see 30 July 1859; request; alias MILLAGAN/MILLIGAN/MILLEGIN (OS); last in *Brad* September 1863 – coincided with tt rearrangement; clo 4 November 1867 *(co n of alterations Banffsshire Journal 5th)*; used 11 July 1868 as M SIDING by members of Banffshire Artillery Brigade *(Huntly Express 18th)**. {Knock – Grange North physical junction}.

* = *co n ibid 26 June* 1875 said M Siding would be closed for all traffic on 1 July; still in *hb* 1877 as M SIDING, no facilities shown

MILLERHILL

MILLERHILL [Ed & Dalkeith]: listed as picking-up point – see 1831 A for details.

MILLERHILL [NB]: line op 21 June 1847, nd, 1 September 1847 *(co tt, True Line)* – not in notice *Edinburgh Advertiser 13 July*, but tt there was not in standard form; last in *Brad* August 1849 and missing from *Edinburgh District tt* December 1849; back in tt by 1 March 1858 *(Paton's Edinburgh) –Brad* April 1858; clo 7 November 1955 *(RM December)*. Usually MILLER HILL early on. M for EDMONDSTONE in *Brad* by 1859 and thus to 1938/9 but not in LNE tt 1933.

MILLERS BRIDGE [LY]: trains first shown October 1851 *Brad*; clo 1 May 1876, replaced by Bootle (Oriel Road) (*Liverpool Weekly Albion 6th)*; {Sandhills – Bootle}.

MILLERS DALE [Mid] op 1 June 1863 *(Buxton 6th)*; M D for TIDESWELL 1 May 1889 co tt to 14 June 1965 tt *(Mid)*; clo 6 March 1967 *(Birmingham Daily Post 6 January)*.

MILLERSTON [Cal] (non-tt)

MILLERSTON Accident 27 June 1878 when train too fast into station and hit buffers at Glasgow Buchanan Street. 3 miles 30 chains from Millerston to buffer stops. It was a special carrying boys from industrial school at Millerston *(BoT report, Glasgow Herald 31 July 1878)*. This was an annual treat but how far rail travel was involved in other years is not known. Was there some sort of arrangement for receiving boys, as at Farningham?

MILLERSTON RIFLE RANGE: ironically only reference so far seen is in Caledonian wtt October 1883 Alterations, saying that stops to set down Volunteers would be discontinued – was use summer only? Judging from site of rifle range shown on OS surveyed 1855-60, revised 1895 (Caledonian Books reprint) stop would have been at/near later Robroyston. Press reference to use of range suggest several brief meetings each year so railway provision would probably only usually show up in special notices.

Almost certainly two used same site: a path led directly across the rifle range from school to railway some 350 yards away. Later maps indicate that a new path led from school to Robroyston station after its opening in 1898.

MILLFIELD

MILLFIELD [NE] op 1 June 1853 *(Durham Chronicle 3rd* – MILL FIELD); re-sited from east to west of Hylton Road overbridge 1890 *(Cobb; Durham)*; clo 2 May 1955 *(Cl)*.

MILLFIELD [TWM] op 31 March 2002, west of 1955 site; still open.

MILLGROVE [CW Jc] (non-tt): in use by 23 July 1903 for W. Burnyeat, Railway Director; probably also used by convalescent troops during First World War; probably clo after Burnyeat's death in 1921; {Moresby Park – Distington} *(Journal of Cumbrian Railways Association September 1996)*.

MILLHOUSES & ECCLESALL [Mid] op 1 February 1870 *(Sheffield Independent 2nd)* as E, but E MILL in paper cited; became E & MILL HOUSES 1 October 1871 co tt *(Mid)*, M H & E 1 May 1884 co tt *(RCG)*; clo 10 June 1968 *(Cl)*. RCH sources give some different (and conflicting) dates for E, M & E 1930s

MILLIKEN PARK

MILLIKEN PARK (a) [GSW] first in *Brad* March 1846 *(GSW* gives 1 March, but that a Sunday); op as COCHRANE MILL; altered to COCHRANEMILL 1851 tt *(JS)*; became M P 1 March 1853 *(Cl)*; clo 18 April 1966 *(RM May)*.

MILLIKEN PARK (b) op 15 May 1989, 200 yards south of earlier *(RM July)*; still open.

MILLISLE [PPW Jt] {map 17}

The first GARLIESTOWN station (which see) was renamed Millisle when second Garliestown opened, but not used immediately for passengers. When Whithorn branch opened 9 July 1877 *(Kirkcudbright 13th)* a primarily exchange platform, MILLISLE (first passenger use of that name) was opened about 7 chains north, in the angle between the lines; local passengers could walk along line to/from platform at original site. Note that connection to Garliestown branch was via a siding.

After Garliestown branch closed (1 March 1903), trains stopped at original site. (See *Little SW Scot*; HD Thorne, *Rails to Portpatrick*, T Stephenson & Sons, 1976.) Clo 25 September 1950 *(Cl)*. Cal co tt 1913, LMS tt 1930, *Murray* 1948 and *Brad* to closure: M for GARLIESTON [sic].

MILLOM [Fur] op 1 November 1850 *(co n Furness Rise)* as HOLBORN HILL; renamed 1 August 1866 *(Cl; RCG ref October)* but in *Brad* as M for H H until 1893/4; still open.

MILLS HILL

MILLS HILL (a) [Manchester & Leeds] op 4 July 1839 *(co n Manch 29 June)*; clo 11 August 1842 (Thursday) *(Cl)* – still in *Brad* September (inertia?)

MILLS HILL (b) op 25 March 1985 *(BLN 514)*; still open.

MILLS OF DRUM [Deeside] op 8 September 1853 *(co n Aberdeen Pess 14th)*; clo 1 January 1863 (Thursday) *(co n ibid 17 December 1862)*; replaced by Crathes for public use; {Crathes – Park}.

MILLTIMBER [GNS] first seen tt 2 January 1854 *(Aberdeen Journal 11th)*; clo 5 April 1937 *(Aberdeen Press 5th*, last train 3rd).

MILLTOWN [Ashover] (ng) op 7 April 1925 *(Derby Daily Telegraph 8th)*; request; clo 14 September 1936; {map 59}.

MILLWALL [GE]

M DOCK: [owned PLA but GE provided service]; op 18 December 1871, for workmen, trains horse-drawn from M Junction; *Blackwall co ½ (T 10 February 1872)* described this opening as 'to the Glengall Road, about the centre of the Millwall Docks'. Original was temporary; re-sited to permanent south of Glengall Road 29 July 1872 *(Millwall)* for ordinary passengers; locomotive haulage 23 August 1880 *(Millwall)*. Clo 4 May 1926. GE co tt October 1914 still M DOCKS; *Brad* changed from M DOCKS to M DOCK August 1915; *hb* changed earlier – M DOCKS 1895, M DOCK 1904.

M JUNCTION op 18 December 1871 *(L)*; clo 4 May 1926. Used 21 July 1928 for 77 adults and 862 children to go to Clacton as guests of Mayor of Poplar 'to secure passenger traffic from road' *(LNER Magazine September)*.

M SOUTH DOCK (non-tt): 12 September 1878 BoT sanctioned line to Wool Office here for use by occasional horse-drawn services for wool buyers *(Millwall)*.

MILLWAY [NS] (non-tt): alias RADWAY GREEN M; op 1942 as MILL LANE, renamed MILLWAY 1944, clo 5 January 1959 (B. Jeuda, *The North Staffordshire Railway in LMS Days* Vol. 2 p.28, Lightmoor, 2012) Ordnance Factory workers; {island platform alongside the Crewe – Kidsgrove line, see photo p. 28 }.

MILNATHORT [NB] op 15 March 1858; clo 15 June 1964 *(RM July)*.

MILNGAVIE [NB] op 20 April 1863 *(co n Glasgow Herald 18th)*; no confirmation seen that it did open then but there was a references to excursion along recently opened line in *Glasgow Morning Post (4 May)* and a letter of complaint about inconvenient timings in same paper 13 June; still open.

MILNROW [LY] op 2 November 1863 *(co n Oldham Standard 31 October, included tt ibid 7 November)*; clo 4 October 2009.

MILNSBRIDGE – see LONGWOOD.

MILNTHORPE [LNW] op 22 September 1846 *(co n Lancaster 26th)*; clo 1 July 1968 *(Cl)*.

MILTON near Banbury [GW] op 1 January 1908 *(GW H)*; HALT; clo 4 June 1951 *(T 4th)*.

MILTON near Bournemouth – see NEW MILTON.

MILTON near Stoke-on-Trent [NS] op 1 May 1868 *(Staffs Advertiser 2nd)*; clo 7 May 1956 *(RM June)*; last football use (Stoke City) 23 April 1960 *(BR doc)*; wakes week use still at 19 August 1961 *(BR handbill)*; excursions still 15 August 1963. *(Stoke District handbill N47, May 1963)*; no 1964 leaflet found *(AB)*.

MILTON JUNCTION – see BRAMPTON.

MILTON KEYNES CENTRAL op 14 May 1982 *(Rly Obs June 1982)*; still open.

MILTON OF CAMPSIE [NB] op 5 July 1848 *(London Evening Standard 5th)* as MILTOWN; became MILTON in tt 1874 *(JS)*; 'of C' added 1 May 1912 *(hbl 25 April)*; clo 1 October 1951 *(RM November)*.

MILTON RANGE [SEC] Earliest use found was temporary platform 20, 21, 22 July 1864 for Kent Volunteers *(South Eastern Gazette 26th)*. Used again 21 January 1865 *(Maidstone Journal 26th)*. Other times? Full opening Sunday 1 July 1906 *(item and tt, Gravesend Reporter ... 30 June)*; HALT; aot request; clo 17 July 1932 (Sunday) *(Cl)*; continued in non-tt use for rifle range until at least 1956 *(U)* – shown closed in January 1946 *hba* – perhaps does not rule out later erratic use; {Gravesend – Cliffe}.

MILTON ROAD [SEC] op Sunday 1 July 1906 *(item and tt, Gravesend Reporter ... 30 June)*; HALT; clo 1 May 1915 (Saturday) *(RCG)*; {Gravesend – Cliffe}.

MILTON ROAD Weston-super-Mare [WCP] op 1 December 1897 *(WCP; Bristol T 2nd- line)*; request; clo 20 May 1940 *(Bridgwater Merc 22nd)*. Ticket: M R for KEWSTOKE *(JB)*.

MILTONISE [GSW] (non-tt): railwaymen, families; in use 1926; {Barrhill – Glenwhilly}*(U)*.

MILVERTON – see LEAMINGTON.

MILVERTON near Taunton [GW] op 8 June 1871 *(W Som F P 17th)*; clo 3 October 1966 *(Som Gaz 7th)*.

MINDRUM [NE] op 5 September 1887 *(Morpeth Herald 3rd)*; clo 22 September 1930 *(T 10 July)*.

MINEHEAD [GW] op 16 July 1874 *(Som H 18th)*; clo 4 January 1971 *(Som Gaz 8th)*. See 20 July 2007.

MINETY & ASHTON KEYNES [GW] op 31 May 1841 *(Cheltenham Chronicle 3 June)*; & A K added 18 August 1905 *(RAIL 253/482 18 August,'in future will be')* but *hbl 26 October* gave 1 October and co tt listed as new; clo 2 November 1964 *(Cl)*.

MINFFORDD (MYNFFORDD until 1890, *Brad*)

MINFFORDD [Cam] op 1 August 1872 *(N Wales Chronicle 3rd)*; M JUNCTION until 1894 *(Brad)*; see 3 November 2013; still open.

MINFFORDD (ng) [Festiniog] op 1 August 1872 *(as above)*; clo 18 September 1939.

MINNINGLOW – see May 1833.

MINORIES – see LONDON.

MINSHULL VERNON [LNW] op 4 July 1837 *(co n Gore's Liverpool General Advertiser 29 June)*; clo 2 March 1942 *(LNW Record)*.

MINSTER Thanet [SE]: line op 14 April 1846 *(T 14th)*, nd, in tt for 1 May *(Maidstone & SE Gazette 5th)*; still open. M DEAL JUNCTION/M J in *Brad* 1849 to 7 May 1945 *(JS; Cl)* and M J in SE co tt 1864; THANET added 1 August 1901 *(RCG)* to 1968/72 tt – *RCG* made change from M, not M J.

MINSTER-ON-SEA

MINSTER-ON-SEA [SEC] op 1 August 1901 *(RCG)*; M SHEPPEY until altered 1 May 1906 *(hbl 26 April)*; clo 4 December 1950 *(T 4th)*. Service suspended 18 December 1922 following damage to Kings Ferry Bridge, resumed 21st *(Pall Mall Gazette 21st)*.

Also see EAST MINSTER-ON-SEA.

MINSTERLEY [Shrewsbury & Welshpool] op 14 February 1861 *(co n Shrewsbury 15th);* clo 5 February 1951 *(RM October)* – see 1951.

Ticket platform: in use July 1902; closed by January 1905 *(U)*.

MINTLAW [GNS] op 18 July 1861 *(co n Banffshire Journal 16th)* as OLD DEER & M; renamed 1 December 1867 *(RCG)*; clo 3 May 1965 *(RM May)*.

MIRFIELD [LY] op 31 March 1845 *(co n Bradford Observer 27th)*; re-sited 200 yards east 5 March 1866 *(Cl; see Stewart Smith, Chron January 2021)*; still open. M JUNCTION 1852 to 1882/3 in *Brad*.

Ticket platform, only reference seen: fatal accident to child *(Yorkshire Post 27 September 1869)*.

MISTERTON [GN/GE] op 15 July 1867 *(GN/GE; co ½ T 19 August- line)*; clo 11 September 1961 *(RM September)*; later excur *(U)* – e.g. used for trip for 'enthusiasts and the whole family' 6 May 1967 *(notice RM February1967)*.

MISTLEY [GE] op 15 August 1854; aot request; still open.

MITCHAM

MITCHAM [LBSC] op 22 October 1855* *(T 23rd)*; clo 1 June 1997, for conversion to Croydon Tramlink – see Section 6.

* *T 22 October* carried two op notices, one detailing service from London Bridge, other from Waterloo. *T* 26th had notice (dated 25th) saying service from London Bridge had been suspended until 1 November. No indication found on whether service from Waterloo also affected. Theoretically could have continued since accident occurred near 'the village of Beddington' on Croydon side of Mitcham. However mention in *Brad Sh* and fact that line was being operated as a whole by contractor (GP Bidder) makes this unlikely. Not confirmed that line did reopen 1 November; perhaps they waited for inquest on driver, held 5 November *(T 6th)*, at which jury endorsed Colonel Yolland's recommendation of 20 mph limit.

M EASTFIELDS op afternoon of 2 June 2008 *(Rly Obs September 2008, p 466)*; still open.

M JUNCTION [LBSC] op 1 October 1868 *(T 28 September)*; still open.

Also see Croydon Tramlink – see Section 6

MITCHELDEAN ROAD [GW] op 1 June 1855; clo 2 November 1964 *(Cl)*.

MITCHELL & NEWLYN [GW] op 14 August 1905; HALT; clo 4 February 1963 *(W Briton 4th)*.

MITESIDE [Raven] (ng) (non-tt): an unofficial stopping place was soon established…" (after line op op 20 November 1876) and remains available *(Raven p 16-17)*; *RM August 1901* refers to unnamed station about 1 mile (actually about ½) beyond Muncaster used by inhabitants of large red house on left hand side of line; station built out of boat cut in half lengthways (that long gone); {Muncaster – Irton Road}.

MITHIAN [GW] op 14 August 1905**; HALT; clo 4 February 1963 *(W Briton 4th)*.

MOAT LANE

MOAT LANE [Llanidloes & Newtown] op 11 August 1859** but only appeared in press accounts with descriptions of formal opening so perhaps opened a few days after rest of line, certainly by 1 September: see R. Maund *Chron July2019.* Clo 5 January 1863** (inferred from op date of M L Junction); was where *RAC* Atlas shows Old Moat Lane level crossing, south west of Moat Lane Junction, on way to Llandinam; replaced by Caersws.

M L JUNCTION [Cam] op 5 January 1863**; clo 31 December 1962 *(T 31st)*. Just M L in *hb* before 1904 and ticket thus *(JB)*.

MOBBERLEY [CLC] op 12 May 1862 *(T 7th, 12th)*; aot request; still open.

MOCHDRE & PABO [LNW] op 1 April 1889 *(LNW Officers 30796;* 'has been opened' *Llandudno Register 5th)*; clo 1 January 1917 *(T 22 December 1916)*; reop 5 May 1919 *(RCG)*; clo 5 January 1931 *(LMS alterations notice)*.

Earlier special use hereabouts: on 16 June 1887 a special train from Chester containing police and military discharged its passengers opposite village of Mochdre to assist in the issue of distraints against Nonconformist farmers refusing to pay tithes at the levels demanded; *(Wrexham Advertiser 18th).* [Complete with a few broken heads and a reading of the (Proclamation under) the Riot Act, with repeat in Welsh.]

MOELWYN [Festiniog] (ng): op for quarrymen as TUNNEL HALT, 1917 *(Festiniog)*. First in public tt August 1929, as M; intermittent use according to *Brad*; trains last shown June 1937 though remained, trainless, to 3 July 1939. See 19 September 1939**.

MOFFAT [Cal] op 2 April 1883 *(Dumfries 4th)*; clo 6 December 1954 *(Dumfries 6th)*. LMS map dated 1.1939 shows this as goods-only station; error, trains certainly running August 1939, nearest *Brad* currently available.

MOIRA [Mid] op 1 March 1849 *(Mid)*; clo 7 September 1964 *(RM October)*.

MOLD [LNW] op 14 August 1849 *(co ½ T16 August)*; see 17 August 1879**; clo 30 April 1962 *(Cheshire Observer Saturday 5 May* – last previous Saturday).

MOLLAND – see BISHOPS NYMPTON.

MOLLINGTON [Birkenhead]: line op 23 September 1840; station later (no mention in *co n* for line opening) – op before / with tt for 15 December 1840 *(co n Chester Chronicle 25th)*; clo 7 March 1960 *(Cheshire Observer 5th)*.

MOLYNEUX BROW [LY] first in *Brad* June 1853; clo 29 June 1931 *(LMS PCC 204)*.

MONIAIVE [GSW] op 1 March 1905 *(Dumfries 1st)*; clo 3 May 1943 *(Dumfries & Galloway Standard 1st* contained notice from Caledonian Omnibus Co of replacement bus service to Dumfries station from Monday 3rd until further notice).

MONIFIETH [DA] op 8 October 1838**; still open.

(Non-tt) nearby site(s) shown sometimes as BARRY / B LINKS or MONIFIETH LINKS. Most papers (e.g. *Dundee Courier 19th)* said temporary platform (and had been advertised thus) at M L for Volunteer Review on 17 June 1865 but *Montrose Standard (23rd)* said 'in reality no platform at all, but simply a part of the line next to the links'. 5 June 1869 'near Barry' another review *(notice Dundee Courier 2nd)*. For shooting competition 19 July 1879 'between two' *(Dundee Evening Telegraph 16th)*.

MONIKIE [Cal] op 10 June 1871 *(Dundee Advertiser 13th)*; clo 10 January 1955 *(T 28 December 1954)*.

MONK BRETTON [Mid] first tt evidence 1 January 1876 wtt *(Mid)* but apparently already in use – reporters went there by train (no suggestion of use of goods or special) on 10 December 1875 following rumours (false) of serious colliery explosion there *(Sheffield Daily Telegraph 11th, 2g)*; clo 27 September 1937 *(T 23rd)*.

MONK FRYSTON [NE] op 1 October 1904 *(Co n Driffield Times 24th, giving alterations for October)*; replaced Milford Junction; clo 14 September 1959 *(RM September)*.

MONKHILL – see under PONTEFRACT.

MONK MOORS [Fur] (non-tt): munitions workers; op about same time as Monk Moors signal box (6 December 1897, Andrews, *Furness Railway – A History*, Barrai Books, 2012); according to *U* was used to about 1920 and again about 1940 to 9 June 1958, {Bootle – Eskmeals} *(U)*. Monkmoors Halt in 1944 wtt. Gun range named Eskmeals.

MONKS FERRY – see BIRKENHEAD.

MONKS LANE [LBSC] op 1 June 1907 *(Kent & Sussex Courier 24 May)*; HALT; clo 11 September 1939 *(Cl)*.

MONKS RISBOROUGH [GW/GC] op 11 November 1929 *(T 6th)*; as M R & WHITELEAF HALT; HALT dropped 5 May 1969 *(Cl)*, & W dropped 6 May 1974 *(BR notice)*; new platform about 130 yards nearer Aylesbury 13 January 1986 *(Regional weekly notice)*; still open.

MONKSEATON {map 26}

MONKSEATON [NE] name first used 3 July 1882, when transferred to here from old WHITLEY (b), which see under 'W' *(Jarrow Express 7th)*; again re-sited, on deviation, 25 July 1915 *(Newcastle Evening Chronicle 26th)*; clo 10 September 1979 *(Cl)* for conversion to >

MONKSEATON [TWM] op 11 August 1980 *(Newcastle Evening Chronicle 11th)*; still open.

Also see WEST MONKSEATON.

MONKTON near Ayr [GSW]

MONKTON: line op 5 August 1839 *(co ½ 1110/149)*, nd, August 1840 *(Robinson,* where it was MONCKTON) – station here mentioned in account of accident in *Inverness Courier* 26 February 1840, copied from *Ayr Observer*; clo 28 October 1940 *(Cl)*.

Also see PRESTWICK.

MONKTON & CAME [GW] op 1 July 1905 *(Bristol NWR)* as CAME BRIDGE; renamed 1 October 1905 *(Cl)*; HALT; clo 29 April 1917 *(wtt supp)*; reop ? – *Brad* no help since shown only in footnotes; remained listed but that no guarantee trains actually called; clo 7 January 1957 *(Cl)*. GW co tt 1932, 1947: M & C HALT, GOLF LINKS.

MONKTON COMBE [GW] op 9 May 1910 *(W D Press 10th)*; clo 22 March 1915 *(RCG)*; reop 9 July 1923 *(Bristol notice S1153)*; clo 21 September 1925 *(Cl)*.

MONKWEARMOUTH [NE]

For first station of this name see WEARMOUTH.

MONKWEARMOUTH op 19 June 1848 *(co n Newcastle Journal 17th)* as replacement for Wearmouth; clo 6 March 1967 *(RM March)*.

MONMORE GREEN [LNW] op 1 December 1863 *(co n Birmingham Daily Gazette 2nd)*; clo 1 January 1917 *(T 22 December 1916)*.

MONMOUTH [GW]

Non-tt: see 17 August 1812**.

M MAY HILL op 4 August 1873**; intended as temporary, kept for year experimentally, then made permanent; clo 5 January 1959 *(T 5th)*.

M TROY: temporary platform at mouth of tunnel used 1 August 1857 for reception of officials arriving for start of the Assizes *(Monmouthshire Beacon)*.

Station probably op 5 October 1857**; TROY added 1873; clo 5 January 1959 *(T 5th)*. M TROY HOUSE in *hb* before 1904.

MONSAL DALE [Mid] op 1 September 1866 *(Buxton 6th)*; clo 10 August 1959 *(RM August)*, but later ramblers' specials, 3 April 1961 probably last *(AB)*. Cressbrook Siding pre-opening *(Mid)*.

MONTACUTE [GW] op 27 January 1882 *(W Gaz 3 February)*; clo 15 June 1964 *(W Gaz 12th, 19th)*.

MONTGOMERY [Cam] op 10 June 1861 *(Cam)*; permanent station eventually opened 1872/3 *(co ½ T 28 February 1873* said had been opened during last half year); clo 14 June 1965 *(RM July)*.

MONTGREENAN [GSW] op 1 February 1878 *(RCG)*; clo 7 March 1955 *(RM April)*.

MONTON GREEN [LNW] op 1 November 1887 *(LNW Officers 29876; Manchester Courier 2nd)*; clo 5 May 1969 *(RM June)*.

MONTPELIER [CE] op 1 October 1874 *(GW notice Bristol Times 30 September)*; still open.

MONTROSE

MONTROSE [Cal] op 1 February 1848 *(co n Dundee, Perth & Cupar Advertiser 1 February)*. Item *(ibid 21 September)*: original was a temporary station about a mile from Dubton and equal distance from harbour and docks. New terminus in Erskine Street formally op 19 September 1849 and intention was to open it at same time as line to Limpet Mill, but had yet to be inspected (see 1 November 1849**); exact date cannot be confirmed – might have been earlier, even before main-line opening if problems were only on latter**.** Further change: 10 April 1863 work had begun on new station a little to the east; 25 September 1863 will soon be completed *(Montrose ... Advertiser)*; no exact date for opening seen; from some of the descriptions possible that was more of an extension rather than complete re-siting. Clo 30 April 1934 *(Montrose Review 4 May)*; trains diverted to NB station.

MONTROSE [NB] op 1 October 1881 for service to Bervie, horse-bus connection to Caledonian station *(Dundee Advertiser 3rd)* until 1 May 1883**; still open. CENTRAL added BR era, (*The Railways of Brechin*, W Simms, Angus District Libraries and Museums 1985); when ex-CR station (then goods only) renamed M East 5.1952 *(Cl)*?; just M tt 11 June 1961.

M BROOMFIELD: according to *D&C 15* there was a temporary station (1866-7) just north of Scottish North Eastern (later Caledonian) Broomfield Road Junction station, north of Montrose in attempt (successful) by the Montrose & Bervie to get charges for use of main Caledonian station reduced. However this is not recorded by Clinker, Col. Cobb and book on line by M. Mitchell, Lightmoor Press, 2015 and references in *Montrose ... Advertiser* suggest it probably arises from casual way in which names were used; furthermore dates given there do not match. All notices seen prior to 31 May 1867 show that co's trains were running to Montrose. Issue of 3 May 1867 had item on co ½ in which it was said that unless satisfactory concessions could be obtained from the Caledonian, from 1 June all its trains would stop at 'Broomfield' except for one each way per day, third class only, to meet legal requirements (under Gladstone's Act). 31 May: article that had gained no concessions and notice which began by specifying 'Broomfield Junction' as point beyond which passengers would not normally be booked and later referred to ordinary trains from 'Broomfield'. Nowhere was there any reference to a separate station; indeed, at the half-yearly one speaker had said that many were already walking from the Broomfield station. Exact date of resumption of normal business not known. Paper of 30 August 1867 included September tt which showed full use; according to *Stonehaven Journal 15 August* the matter had been settled at a meeting on the 7th.

MONUMENT London [Met/Dist] op 6 October 1884 *(T 4th)*; still open. Pre-op King William Street; op as EASTCHEAP (thus *T*); became THE M 1 November 1884 *(L)*, 'THE' dropped gradually – *Brad* 1904 (in index until later as CITY (M)). Escalator link to [Cen] and [Nor]. Also see BANK

MONUMENT Newcastle [TWM] op 15 November 1981 *(Tyneside)*; LL platforms op 14 November 1982; still open.

MONUMENT LANE Birmingham [LNW] probably opened in June 1853: *Birmingham Journal 11 June 1853* said would be opened in a week or two; *ibid 25 June 1853* carried advert for Pleasure Gardens within three minutes walk of new Monument Lane station; repeated *ibid 2 July* where also one for property near new station for Edgbaston*; clear from several adverts thereabouts that much development of area planned. Early *Brad* version chaotic: in May 1853 to July 1854 as Edgbaston, no trains shown; August and September 1854 shown as M L, trains southbound only; October E, southbound only; November E both ways. At first references seem to have been to M L and E indiscriminately, soon settled as E, became M L 1 February 1874 *(LNW General Manager's Circular 29 January)*; re-sited 10 chains west in 1886 *(Cl);* clo 17 November 1958 *(Birmingham Daily Post 21 October)*. 9 September 1963 wtt shows stop to set down guard.

* = Sometimes property adverts omitted 'intended', one such being in *Aris 18 April 1853* but it would not have been in interests of pleasure garden owner to do this.

MONYMUSK [GNS] op 21 March 1859 *(Alford Valley co n Banffshire Journal 22nd)*; clo 2 January 1950 *(Scotsman 22 December 1949)*.

MOOR EDGE [BT] (non-tt): for races on Newcastle Town Moor; line op 27 June 1864**; certainly used 29th *(Shields Daily Gazette 2 July)*; in press descriptions said to be near entrance to North Jesmond (House?); clo when new racecourse opened at Gosforth *(BT)*. On Airey's Durham District Map of 1876, 47 chains south of Gosforth; near present Ilford Road.

MOOR LANE [GW] (non-tt): workmen's HALT, probably used during First World War; {near Brettell Lane} *(U)*.

MOOR PARK [Met/GC] op 9 May 1910 *(GC dates; Uxbridge & West Drayton Gazette Saturday 14th* – opened this week) as SANDY LODGE; renamed M P & S L 18 October 1923 *(Cl, hbl ref 25 October)*, M P 25 September 1950 *(Cl)*; still open. *GC dates* called it S L GOLF CLUB HALT (descriptive?).

MOOR ROW [WCE Jt] op 1 July 1857 *(Cumberland Pacquet 21st)*; clo 7 January 1935 *(LNW Record)*; 1936-1939 excursions to Workington Central, usually Friday evenings *(JNMC)*; reop (non-tt) 11 March 1940 for ordnance workers' services to Sellafield and

Drigg; made public 6 May 1946 *(notice Penrith Observer 16 April)*; clo 16 June 1947**; reop (non-tt) before/with 23 May 1949 wtt for workmen's services to UKAE Sellafield; clo 6 September 1965 *(U; WW II)*. M R JUNCTION in *Brad* until 1901/2 and thus LNW co tt 1882. BR (LM) Special Traffic Notice for week starting Saturday 31 July 1954 shows Sunday excursion stopping here; also one for Papal Mass 5 September 1954 and others to about 1962 *(JNMC)*.

MOORE

MOORE [LNW] op 4 July 1837 *(co n Gore's Liverpool General Advertiser 29 June)*; clo 1 January 1917 *(T 22 December 1916)*; reop 1 February 1919 *(Cl)*; clo 1 February 1943 *(Cl)*; railwaymen used on to at least 1952 *(U)*. 9 September 1963 wtt shows one stop, Fridays only, northbound[w?].

MOORE [Birkenhead] – see DARESBURY.

MOORFIELDS – see under LIVERPOOL.

MOORGATE London

MOORGATE [Met] op 23 December 1865 *(T 22nd, 23rd)*; 'Widened Lines' platforms op 1 July 1866 *(L)*, clo 22 March 2009, last use 20th *(RM May)*; M STREET until renamed 24 October 1924 *(L)*; original still open

MOORGATE [Met GNC] op 14 February 1904 *(St James's Gazette 15th)*; clo 1 March 1975 by accident, reop 10 March 1975; clo 7 September 1975 (Sunday) *(T 21 August)*. See under LONDON for main line services after reopening.

MOORGATE [Nor] op 26 February 1900**; see 1922**, still open.

MOORGATE near Oldham [LNW] op 1 January 1912 *(LNW Officers 43577)*; only Delph branch line trains called; clo 2 May 1955 *(T 11 March)*. HALT according to *hb* – see 1905**.

MOORHAMPTON [Mid] op 30 June 1863 *(Hereford J 27th)*; clo 31 December 1962 *(T 31st)*. *Hereford Journal (4 July 1863)* describing line opening refers to this as Norton Canon (name of parish); *co ½ Hereford Times 28 February 1863 2c* had said line opened to N C for, coal, lime .. since September – had the original intention been to use N C as station name?

MOORHOUSE & SOUTH ELMSALL [HB] op 23 August 1902 *(RCG)*; clo 8 April 1929 (last 6th) *(Sheffield Daily Telegraph 8th)*; excursion 14 October 1933 during Hull Civic Week *(RM January 1934, pp 153-4)*.

MOORSIDE [LY] op 2 July 1888 *(Wigan Examiner 4th)*; M & WARDLEY until renamed 6 May 1974 *(BR notice)*; still open.

MOORSWATER – see LISKEARD.

MOORTHORPE [SK] op 1 July 1879 *(Mid; co n T 28 June)*; became M & SOUTH KIRBY 1 July 1902 *(hbl 12th)*, reverted 12 June 1961 *(RM April)*; still open.

MOORTOWN [GC] op 1 November 1848 *(GC)*; clo 1 November 1965 *(RM December)*. GC co tt 1903, *hb* 1904 on, LNE tt 1933 and *Brad* to 1955: M for CAISTOR.

MORAR [NB] op 1 April 1901 *(Scotsman 2nd)*; still open.

MORBEN JUNCTION – see DOVEY J.

MORCHARD ROAD [LSW] op 1 August 1854 *(Trewman 13 July, 3 August)*; HALT 12 September 1965 to 5 May 1969 *(Cl)*; aot request; still open.

MORCOTT [LNW] op 31 October 1898 *(Grantham Journal 5th)*; clo 6 June 1966 *(Birmingham Daily Post 30 May)*.

MORDEN

MORDEN [Nor] op 13 September 1926 *(T 14th)*; still open.

M ROAD [LBSC] first in *Brad* March 1857; no trains shown October and November 1918 *(Brad)* – were trains September and December 1918; *co n November 1918*, said 'has been reopened and is classed as a HALT'; ROAD added 18 June 1951 *(LMR Operating Circ 31 May)*; HALT dropped 1968/1976 tt; clo 1 June 1997** for conversion to Croydon Tramlink – see Section 6.

M SOUTH [SR] op 5 January 1930 *(T 6th)*; still open.

MOREBATH [GW]

MOREBATH op 1 November 1873 *(W Som F P 1st, 8th)*; clo 3 October 1966 *(Som Gaz 7th)*. GW co tt 1874, B&E co tt 1877: M for BAMPTON and thus *Brad* until 1884. Aot M & B *(Junction Diagram)*.

M JUNCTION op 1 December 1928 *(W Som F P 1st)*; HALT; only footpath access but nearer to village than station above; clo 3 October 1966 *(Som Gaz 7th)*; {just west of physical junction}.

MORECAMBE

Midland

Based on information provided by R. Bond and J. Gough.

Op 12 June 1848 *(Lancaster 17th)*. Short section opened because Poulton was bathing-place for Lancaster people. The company's ½ yearly said 'A temporary station has been completed at Poulton' *(Lancaster 2 September)* – did this mean no station earlier? incomplete station earlier, now completed?

An account of the line was written by T. Edmondson in *The Poulton Railway Companion*, Lancaster, 1848. This can be dated to a time after opening of the line but before opening of the North Western Hotel on 11 September 1848. This shows that station was then in Northumberland Street – station or stop there from outset? (No obvious alternative site). Edmondson also mentioned an intermediate station between Lancaster and Poulton-le-Sands, beneath an arch of the Lancaster & Carlisle [later part of LNW] bridge over the River Lune; no other information known – short-lived 'halt'?

For its earliest appearance in *Brad* the table is headed 'Morecambe branch' but POULTON appears in the table; renamed from POULTON-LE-SANDS to MORECAMBE (August 1850 tt). Main station replaced by temporary station 4 November 1906, that by permanent during the day of 24 March 1907, after departure of 9.50 a.m. to Lancaster. That new terminus opened on promenade as MORECAMBE; became M PROMENADE 2 June 1924 *(Rly Gaz 23 May)*, reverted 6 May 1968 *(Mid)*. Clo Tuesday 8 February 1994 (last train Monday) *(BLN 722-4/51 pp 26, 40, 57, 103)*; new op 6 June 1994 about ¼ mile east, on site of station clo 1907 *(RM October)*. Still open.

The Wooden Pier was brought into use for goods in 1850. The earliest reference to its use for passengers is for 12 July 1850 but that was only for landing people from a steamer and the earliest reference to trains in connection was in a notice for June 1851 and that did not specify that trains ran onto the pier (local press). *Brad* October 1853 has note about sailings to Belfast on Wednesdays and Saturdays and from there Mondays and Thursdays and says that steamer will not sail from Morecambe until after arrival of passenger

train; since only 5 minutes allowed for transfer, suggests trains ran onto wooden pier. This was renamed M HARBOUR by circular dated 15 December 1854.
BoT letter dated 5 June 1855, about level crossings, says lines to timber jetty had been in use for some time, those to pier expected to be completed in a few months; only goods traffic mentioned as using these but does not specifically say 'goods only'.
First reference in *Brad* for replacement M PIER on stone jetty was August 1856. Thereafter appearance erratic. Initial explanation is that had begun service without BoT permission since it was only a short extension of existing line; service started only 'a short time' before 25 August 1856, date on letter to BoT asking for clarification. When told permission was necessary, service stopped. At first failed inspection. BoT finally sent permission to open on 30 October 1856. Soon removed from ordinary table in *Brad* but information in steamer sailings section implied continued use – one complication was that sailings were dependent on tide and times varied from day to day. Use ceased with effect from 1 September 1904, on opening of Heysham *(Cl)*.
LNW
This company opened its line to Morecambe 8 August 1864, initially using Midland station.
M POULTON LANE op on this line 1 November 1870 *(LNW Officers 5875)*; was usually M P L in LNW co tts but just P L in *Brad*; terminus for some trains >
Replaced by LNW's own terminus, **M EUSTON ROAD**, op 10 May 1886 *(Neele; LNW Officers 28411)**; EUSTON ROAD added 2 June 1924 *(Rly Gaz 23 May)*; clo 15 September 1958 *(Cl)*. 1959-61 summers used by trains all days including Sundays *(CW)*; last summer Saturday use 8 September 1962, though in summer tts 1963, 1964 without trains *(C/W)*.
* = copying error in *LNW Record* made it 10 May 1885. Date given supported by *co ½ Lancaster 15 May 1886.*
Excursion platforms (few details known)
Midland: *Yorkshire Post 12 July 1873* said visitors to see the Leeds Volunteers' Camp the previous day alighted at the 'new excursion platform on the confines of the bay'. *Yorkshire Post ... 8 August 1881* – used on 6th. *Lancaster Gazette 1 June 1889* referred to it in item on changes taking place. Platform line taken out of use 16 September 1906 (J. Gough, from Working Notice).
LNW: *Leeds Mercury17 October 1905*: Town Council hoped that LNW would cover its excursion platforms here.
Also see BARE LANE.
MOREDON [MSWJ] (non-tt): HALT/ PLATFORM; op 25 March 1913; workmen *(U)*; no evidence for workmen's service in 1920's; 3 Oct 1921 MSWJ wtt shows stop (probably for milk); by September 1923 GW public tt one Sunday call advertised; last advertised call 21 September 1924 September GW tt; {Blunsdon – Rushey Platt}.
MORESBY [CW Jc]
M JUNCTION first in *Brad* July 1910; clo 2 January 1911 *(Cl)*; back in *Brad* June 1913 -- according to *Workington Star Friday 29 April* workmen's service to and from Workington to M J 'which means M Colliery' would begin on Monday (2 June); sometimes HALT (thus *Brad* 1914); clo to public 1 October 1923 *(Cl)*. Unadvertised service still in wtt 20 July 1931, not present 18 July 1932 wtt; ended?
M PARKS op 1 October 1879 *(D&C 14; Carlisle Express 4th- line*, in description of 'line now open' *Cumberland Times 11th)*; clo 13 April 1931 *(LNW Record)*. Unadvertised service still in wtt 20 July 1931, not present 18 July 1932 wtt; ended? 1936-1939 excursions to Workington Central and Carlisle *(JNMC)*.
MORETON near Oswestry [GW]: July 1872 working tt shows 'as needed' stops, one each way *(RAC)*; 1877 *hb* has entry for Moreton Hall 'same as Preesgweene', no facilities of own, but 1877 Junction Diagram shows it was separate site; cannot be confirmed as public station.
MORETON DORSET [LSW] op 1 June 1847 *(Dorset Chron 20 May, 3 June)*; D added 12 May 1980 tt *(C/W)*; still open.
MORETON MERSEYSIDE [Wirral] op 18 June 1866**; M added body of tt 14 May 1984; still open.
MORETON-IN-MARSH
For earliest services, including 'official' one starting 1 August 1853, see 1833 B**.
Main service [GW] began 4 June 1853 *(Glos Chron 4th)*; still open; At first M/M JUNCTION in *Brad*, became M-in-the-M 1888/9 *(Brad)*, M-in-M 20 October 1898 *(hbl 27th)*. GW co tt: 1865 M for SHIPSTON, later M for S-ON-STOUR.
MORETON-ON-LUGG [SH Jt] op 5 December 1853**; -on-L added 1882/3 *(Brad)* but –on-LUG *hb* 1877 (1925 –on-LUGG); clo 9 June 1958 *(BR notice Kington Times 6 June)*. Early on, when line operated by Thomas Brassey, contractor, hollow oak tree acted as station building *(RM July 1902*, with photograph).
MORETONHAMPSTEAD [GW] op 4 July 1866 *(W D Merc 5th)*; clo 2 March 1959 *(Express & E 2nd)*. *Hb* made two words/hyphenated version of it until 1925; GW ticket thus *(JB)*; early local ticket exists for MORETON (A. Porter).
Ticket platform: perhaps in use October 1897; closed by July 1902 *(U)*.
MORFA CROSSING [PT] see PORT TALBOT OLD DOCKS.
MORFA MAWDDACH [Cam] op 5 June 1867 *(co n Merioneth 8th)* as BARMOUTH JUNCTION, when it was a terminus because viaduct across river to Barmouth had not been passed for trains; passengers taken across by horse and carriage; regular trains first across 10 October 1867 (see BARMOUTH for more detail); renamed 13 June 1960 *(RM August)*; aot request; still open.
MORLEY
MORLEY [LNW] op 18 September 1848 *(co n Leeds Intelligencer 16th – line, in description of intended formal trip 31 July Leeds Mercury 29th)*; M LOW 30 September 1951 *(RM January 1952)* to March 1971**; still open.
M TOP [GN] op 10 October 1857 *(GN; co ½ T 19 February 1858- line)*; TOP added 2 March 1951 *(Sc Reg comm. Circ FK38/45)*; clo 2 January 1961 *(RM February)*.
MORMOND [GNS] op 24 April 1865 *(co n Peterhead Sentinel 28th)*; aot request; became HALT 1 June 1939 *(Cl)*; reduced to Saturdays only 'on and from Monday 4th' December 1950 *(BR notice Aberdeen Press 27 November)*; last train 2 October 1965 *(Aberdeen Press 10 September* – last train will be Saturday 2nd).
MORNINGSIDE {map 16}
MORNINGSIDE [Wishaw & Coltness] op in or before October 1844 (see 1835 C**); original service from Coatbridge; trains from Bathgate began 2 June 1845**, using same station and reversal; see 1848** for later history. Later services used new stations.
MORNINGSIDE [Cal]* op 15 May 1867 *(Glasgow Herald 17th)*; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCG)*; see April/May 1921**; clo 1 December 1930 *(Cl)*.

MORNINGSIDE [NB]* op 19 September 1864 *(co n AC&W 17th, 24th)*; clo 1 May 1930 (Thursday) *(co n Scotsman 7 April)*.
* = these two often shown on maps as part of through route, but they were termini of separate services; through goods bypassed passenger platforms.

MORNINGSIDE ROAD [NB] op 1 December 1884 *(Edinburgh Evening News 1st)*; ROAD added 4 June 1885 *(General Order 1/55* 'hereafter'); clo 10 September 1962 *(BR notice Ed Sub)*. Later use 2 June 1984, specials chartered by Morningside Association for tour of the Suburban Line *(Ed Sub)*.

MORNINGTON CRESCENT [Nor] op 22 June 1907**; clo 'Whitsuntide' 1924 in experiment to speed up line service, reop 2 July 1924 *(T 3rd)*; clo 24 October 1992 *(BLN 697)*; reop Monday 27 April 1998 *(Ug)**; still open.
* = *RM July* said reop 23rd by four stars of BBC Radio's 'I'm Sorry I Haven't A Clue'; probably 'formal' opening.

MORPETH {map 23}

MORPETH [NE] op 1 March 1847 *(co n Newcastle Journal 27 February)*; still open. M JUNCTION 1882 to 1893/4 in *Brad* and thus NE co tt 1880.

MORPETH [BT] op 1 April 1858 *(T 3rd)*; clo 24 May 1880 *(Morpeth Herald Saturday 29th)*, service diverted to NE station. Also [NB] used from 23 July 1862; trains to NE 3 May 1872 (J. Gough, *Chron January 2004)*.

MORRIS COWLEY [GW] op 24 September 1928 *(hbl 69)*; site of earlier Garsington Bridge; clo 7 January 1963 *(Birmingham Daily Post 2nd)*; {Wheatley – Littlemore}. HALT GW ticket *(JB)*.

MORRISTON

M EAST [Mid] op 2 October 1871 as terminus *(co n The Cambrian 6th)*; replaced by through station March 1875**; EAST added 1950 *(Cl)*; clo 25 September 1950 *(RM November)*; {map 88}.

M WEST [GW] op 9 May 1881 *(Merlin 13th)*; see April/May 1921**; WEST added 1950 *(Cl)*; clo 11 June 1956 *(T 8th)*.

MORTEHOE & WOOLACOMBE [LSW] op 20 July 1874 *(N Devon J 23rd)*; clo 5 October 1970 *(N Devon J 8th)*. At first MORTHOE; spelling changed 13 May 1902 *(hbl 10 July)*. *Brad* successively M for W SANDS (and thus LSW co tt 1914), M for W S and LEE (DEVON), M for L; settled as M & W 5 June 1950 *(hba May 1950)*. Aot *hb* M & L; SR notices for cheap fares in *N Devon Journal* e.g. August 1935 – 'Morte-hoe'.

MORTIMER [GW] op 1 November 1848 *(Hants Chron 4th)*; still open.

MORTLAKE [LSW] op 27 July 1846 *(T 23rd)*; M & EAST SHEEN 1 April 1886 to 30 January 1916 *(L)*, when became M for E S; to M 1955 *(Brad)*; still open.

MORTON PINKNEY [SMJ] op 1 July 1873 *(Leamington Spa Courier 5th)*; clo 23 July 1877, reop 2 March 1885**; clo 7 April 1952 *(Banbury Guardian 6 March)*. Became M P for SULGRAVE 1 May 1913 *(hbl 24 April)*; thus LMS tt 1930 and *Brad* to closure. *Aris, 10 June 1871*, dealing with opening of line on 5th, said there would be a station at Canon's Ashby; presumed this one.

MORTON ROAD [GN] op 2 January 1872 *(Insp rpt MT6/91/2; co ½ T 12 February- line)*; ROAD added 1883? *(RCG ref April)* – but 1895 *Brad – Whittle* said July 1895 *co tt*, but already in working notices; clo 22 September 1930** *(Cl)*.

MOSELEY

For first station of this name see KINGS HEATH.

MOSELEY [Mid] op 1 November 1867 *(Birmingham Journal 2nd)*; clo 27 January 1941 *(Birmingham Mail 21st)*.

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

MOSES GATE [LY]: see 29 May 1838** for op; about 1843/7 briefly FARNWORTH; still open.

MOSS near Doncaster [NE] op 2 January 1871 *(T 3rd)*; clo 8 June 1953 *(RM July)*.

MOSS near Wrexham; {map 75}

MOSS [GW] op 1 May 1905 *(GW H)* as M HALT; became M 1906/7 *(Brad)*, M PLATFORM 1924/5 *(Brad)* and added thus *hb* 1926a, but unstaffed (thus Halt in GW usual terms) 31 May 1925 *(hbl 56)*,; clo 1 January 1931 (Thursday) *(T 20 December 1930)*.

M & PENTRE [WMCQ] op 1 August 1889 *(Oswestry Advertiser 7th)*; clo 1 March 1917 (Thursday) *(RCG)*.

MOSS BANK [LNW] op 3 February 1858 *(Ormskirk 4th)*; clo 18 June 1951 *(RM August)*.

MOSS BAY CART SIDING [CW Jc] (non-tt): workmen's trains to Lowca; dates ?; later diverted to run from Workington Central; {branch from Harrington Church Road} *(Cumbrian Railways, vol. 7, no 2)*.

MOSS ROAD near Glasgow [GP Jt] op 1 July 1843 *(GSW)*; clo 1845? Certainly in existence October 1844 when mentioned in *co n Glasgow Herald 4th*, alterations for winter months from 7 October; mentions of a station here appear in adverts in the local press at least to 11 February 1856 *(Glasgow Herald)*, but these do not prove passenger use – they all seem to suggest station provided a good means of sending off agricultural products, bricks or items connected with these; no modern source seen refers to goods use but on 19 October 1853 a goods train arrived at Moss Road to find that the guard had fallen off and been fatally injured *(London Evening News 25th / North British Daily Mail)*. Cardonald here later.

MOSS ROAD Campbeltown [Camp] (ng); see 17 August 1917**; first specific tt reference September 1907; request; clo by May 1932 *(Camp)*.

MOSS SIDE

MOSS SIDE (a) [PW] line op 16 February 1846 (see note with LYTHAM, terminus from Preston); not mentioned in description of formal opening in *Preston Chronicle 21st*, while Wrea Green was, but not conclusive given press habits of the time; first in *Brad* June 1847; clo 26 June 1961 *(RM August)*.

MOSS SIDE (b) op 21 November 1983 *(RM February 1984)*; still open.

MOSS SIDINGS [Mid] (non-tt) railway staff; dates ?; {Morecambe – Heysham}; *(@JF)*.

MOSSBAND [Cal] (non-tt): two stops {Floriston – Gretna}: M OFFICE HALT used by workmen and M PLATFORM used about same time by munitions workers for interchange with military line *(U; 1916 poster for workers' trains)*. Both opened about 1914; OFFICE clo about 1919, PLATFORM clo about 1922 (D Lindsay).

MOSSBLOWN JUNCTION [GSW] (non-tt): HALT; miners?; dates ?; {Auchincruive – Annbank} *(U)*.

MOSSBRIDGE [CLC] op 1 September 1884 *(Manchester Courier 6th)* as BARTON & HALSALL; renamed 1 August 1894 *(hbl 11 July)*; clo 1 January 1917 *(RCG)*.

MOSSEND
See 1835 C** for Monklands associated references.
MOSSEND [Cal] op late July 1869 as HOLYTOWN replacing first station of that name (which see). Clo 5 November 1962.
MOSSGIEL TUNNEL [LMS] (non-tt): PLATFORM; workmen; in use 1926; {Hurlford – Mauchline} *(U)*.
MOSSLEY near Stoke-on-Trent [NS] first in *Brad* October 1919; HALT; clo 13 July 1925 *(Cl)*. Both Christiansen & Miller and Jeuda *(The North Staffordshire Railway in LMS Days*, Vol. I, p. 14*)* give 13 April 1925 for clo – both dates are Mondays and no certain answer yet.
MOSSLEY GREATER MANCHESTER [LNW] op 1 August 1849**; G M added after 1979 tt; still open.
MOSSLEY HILL [LNW] op 15 February 1864 *(Manchester Courier 19th)*; re-sited on south side of road bridge when Edge Hill to Speke lie was quadrupled 13 July 1891 *(LNW Officers 32825; Stewart Smith, Chron January 2021)*; became M H for AIGBURTH 1878/81 *(Brad)*; M H 6 May 1974 *(BR notice)*; still open. At first in *hb* as M H & A, to M H 1872, to M H for A 1904.
MOSSPARK [LMS] op 1 March 1934 *(T 22 February)* as M WEST; WEST dropped 3 May 1976 tt; clo 10 January 1983 *(RM March)*; reop 30 July 1990 – trains at half-fare Saturday and Sunday 28th, 29th *(BLN 640)* as M; still open. M W HALT in *hb* 1938 (just M W 1936a) to 1941a and on ticket *(JB)* but not in tt. Sometimes MOSS PARK.
MOSSTOWIE [High] op 15 October 1890 *(co n Aberdeen Journal 16th)*; clo 7 March 1955 *(RM April)*.
MOSTON [LY] first in *Brad* February 1872*; still open.
* = not included in co tt *T Rochale Observer* until that for July 1872 (paper of 6 July) but no note with tt to show that was newly opened; sparse service; some trains noted as 'Special Service' (workmen?). Given experience of similar items, more likely that *Brad* right – or even late.
MOSTYN [LNW] op 1 May 1848 *(D&C 11; co n T 2nd- line)*; closed 14 February 1966 *(BR LM notice North Wales Weekly News 13 January)*.
MOTHERWELL [Cal] {map 16}
First station here [Wishaw & Coltness], was at second bridge across Merry Street; side street Pollock Street here later. It was used for a special to Linlithgow to see Queen Victoria making her first visit to Scotland, 13 September 1842; this started with two passenger wagons and collected coal wagons full of people on its way. Op to public 8 May 1843 (see 1835 C**) >
Caledonian's Clydesdale Junction line opened to here 1 June 1849 and had station off Brandon Street, at what was later Melville Drive. Presumably W&C station now closed since Caledonian worked its trains and *Brad* referred to it as M JUNCTION; also thus *Murray* 1852 and *Cornwall* 1860, but not Cal co tt 1859. *Brad* gradually shed JUNCTION from different tables in the 1880s.
On 1 April 1868 the line to Lesmahagow opened *(Hamilton Chronicle 4th)*. **M BRIDGE** was opened on this line probably 1 February 1871 in Clyde Street (later renamed Hamilton Road); *Hamilton Advertiser 4 February* said had been opened (i.e. was now in existence) and normal practice then would have been to open on first of the month. At first relevant table in *Brad*, where not initially separately listed, shows trains starting from Motherwell and taking 10 minutes to reach Ferniegair (would have involved reversal just after leaving Motherwell). November 1871 issue's table shows trains starting from Holytown, calling at M BRIDGE and taking 5 minutes from there to Ferniegair. (Connections or coaches detached from trains from Glasgow?)
1 August 1885: 1849 and 1871 stations replaced by one in Muir Street *(Motherwell Times 1 August 1885)*; paper said that it would be a relief to public to be rid of old station; still open.
Locally, stations usually known by name of street in which sited – *Naismith's Hamilton Directory* in 1870s referred to Hamilton Road Bridge Station and Brandon Road Station.
(Includes information from *History & Directory of Motherwell 1899-1900, Hamilton*; 'Old Residenter', *Motherwell Seventy Years Ago – and Now*; - Orr, *Sketches of Motherwell & Wishaw*, Hamilton, 1925; T. Johnstone, *Motherwell Memories, Hamilton*. 1938; R. Duncan, *Steelopolis, the Making of Motherwell, c 1750-1939*, Motherwell District Council, 1991; all via G. Borthwick.)
MOTSPUR PARK [SR] op 12 July 1925; *Surrey Mirror (10th)* said everything was "in readiness for the opening on Sunday July 12th" and *Westminster Gazette 14th* had item showing that was in use on 13th. Still open.
MOTTINGHAM [SE] op 1 September 1866 *(Gravesend Reporter 1st)*; still open. Opened as ELTHAM; renamed E & M 1 January 1892 *(hbl 28th)*, E for M before/with SEC co tt 1914, E & M 1922 *(SR)*, M 26 September 1927 *(L; RM ref October)*.
MOTTISFONT [LSW]
MOTTISFONT op 6 March 1865 *(Salisbury 11th- line)*; clo 7 September 1964 *(Andover Advertiser 31 July)*.
M & DUNBRIDGE op 1 March 1847 *(W Fly P 6th- line)* as D; became MOTTISFONT D 16 May 1988 *(BLN 601, tt of that date)*; reverted 29 May 1994 tt *(AB Chron)*; became M & D 10 December 2006 (First GW Trains booklet); still open.
MOTTRAM – see BROADBOTTOM.
MOTTRAM STAFF HALTS [GC or LNE] (non-tt): dates ? - Non-tt stops shown wtt 11 September 1961 for **MOTTRAM NO. 2** and **MOTTRAM YARD HALT**. Trains shown as Staff E. M. U., not advertised; service fairly frequent for railwaymen; {Broadbottom – Dinting}.
MOULDSWORTH [CLC] op 22 June 1870 *(CLC)*; still open.
MOULINEARN CROSSING [High or LMS] (non-tt); railwaymen, families; dates ?; {Ballinluig – Pitlochry} *(U)*.
MOULSECOOMB op 12 May 1980 *(RM June)*; still open.
MOULSFORD [GW] op 1 June 1840 *(Oxford University & City Herald 6th)*; became WALLINGFORD ROAD later 1840; reverted 1 September 1866 *(RCH Distance tables RAIL 1089/11)*; replaced by Cholsey & M, 55 chains west, 29 February 1892 *(co n Reading 27th)*.
MOULTON near Darlington [NE] op 10 September 1846 *(co n Catterick)*; clo 3 March 1969 *(RM March)*. HALT on ticket *Catterick p 89*, but not in tt – note added 1960 that no staff were in attendance.
MOULTON near Spalding [MGN] op 15 November 1858 *(Lincs Chronicle 19th)*; clo 2 March 1959 *(T 2nd)*.
MOUNT FLORIDA [Cal] op 1 March 1886 *(Scotsman 2nd)*; still open.
MOUNT GOULD & TOTHILL [GW] op 1 October 1905 *(W Morn News 2nd)*; HALT; clo 1 February 1918 (Friday) *(wtt supp)*; {map 114}.
MOUNT HAWKE [GW] op 14 August 1905**; HALT; clo 4 February 1963 *(W Briton 4th)*.

MOUNT MELVILLE [NB] op 1 June 1887 *(Fifeshire Journal 26 May, 2 June)*; clo 1 January 1917 *(RM February)*, reop 1 February 1919 *(RM February)*; clo 22 September 1930 *(Scotsman 15th)*.

MOUNT PLEASANT Stoke-on-Trent [NS] op 1 June 1905**; HALT; clo 30 September 1918 *(Cl)*; {Stoke – Trentham}.

MOUNT PLEASANT ROAD Exeter [LSW] op 26 January 1906 *(Ex Fly P 27th)*; HALT; clo 2 January 1928 *(Bury Free Press* Suffolk *17 December 1927)*; {map 115}.

MOUNT VERNON

MOUNT VERNON [Cal] op 8 January 1866 *(co n Glasgow Herald 5th)*; clo 16 August 1943 *(Cl)*.

MOUNT VERNON op 4 October 1993** *(BLN 712)*; old Cal reop; still open.

M V NORTH [NB] op 1 April 1878 *(Hamilton 6th)*; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCG)*; NORTH added 1952 *(Cl)*; clo 4 July 1955 *(RM August)*.

MOUNTAIN ASH

MOUNTAIN ASH: used by shopping excursions on 1 and 15 December 1984, also 19 January, 16 February and 16 March 1985 *(leaflets from BR and Mid-Glamorgan Council)*; fully op 3 October 1988 *(Aberdare)* – free publicity service 2nd; near old Oxford Street; re-sited on deviation to east 29 January 2001 *(Rly Obs April, p 173)*; still open.

M A CARDIFF ROAD [GW] op 5 October 1864 *(Bristol Merc 8th)* C R added 1 July 1924 *(GW circular 18 June)*; clo 15 June 1964** *(BR WR n Port Talbot Guardian 15 May)*.

M A OXFORD STREET [TV] op 6 August 1846 *(Aberdare; Merlin 8th- line)*; re-sited slightly south 1 January 1857 (Stewart Smith, *Chron January 2915)*; O S added 1 July 1924 *(GW circular 18 June)*; clo 16 March 1964 *(Cl)*; later excur *(U)*.

MOUNTFIELD [SR] op 1 August 1923 *(Sussex Agricultural Express 3rd)*; HALT until renamed 5 May 1969 *(Cl)*; clo 6 October 1969 *(RM November)*; {Robertsbridge – Battle}.

MOUSEN – see 29 March 1847**.

MOW COP & SCHOLAR GREEN [NS]: line op 9 October 1848 but this not opened with it – *Staffs Advertiser (14th)* said it hoped that the lodge to be erected at the level crossing at the foot of Mow would also serve as station for excursionists; first seen in January 1849 tt *(ibid 6th)* – not present December 1848 tt; op as M C; became M C (S G) 1897/8 *(Brad)* and thus NS co tt 1910, M C & S G 1923 *(hbl ref 26 April)*; clo 7 September 1964 *(RM October)*.

MOY [High] op 19 July 1897 *(Inverness Courier 20th* – local passengers between Carr-Bridge and Daviot carried free on first day); clo 3 May 1965 *(Aberdeen Evening Express 16 April)*.

MOY PARK [Camp] (ng) op 1 May 1912 request; last in tt June 1912 (but see 17 August 1917**); still shown 'P' in *hb* 1929).

MR STARKIE'S PLATFORM – see ASHTON HALL.

MUCH WENLOCK [GW]: 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 line? Public op 1 February 1862 *(Shrewsbury 7th)*; resited Tuesday 19 April 1866 *(Shropshire Chronicle 27th)*; clo 23 July 1962 *(RM August)*.

MUCHALLS [Cal] line op 1 February 1850 *(Aberdeen Journal 30 January)*; nd even in local press, first in *Brad* April; clo 4 December 1950 *(BR notice Aberdeen Press 27 December)*. Usually Muchals early in local press, e.g. *co n Aberdeen Journal 9 April 1851*.

MUCKING – see MAYES CROSSING.

MUD LANE [WCP] according to a website devoted to this company this was a HALT between Ham Lane and Wick St Lawrence, dates unknown, not in any timetables seen. Entry includes photograph of short platform, shelter and timetable poster; suggests mainly for milk traffic from a couple of local farms.

MUDCHUTE [Dock] op 31 August 1987 *(T 1 September)*; clo during 9 February 1996 by IRA bomb *(T 10th)*; reop 15 April 1996 *(Rly Obs June)*; clo 11 January 1999 for work on Lewisham extension *(RM August)*; buses until new station op in cutting 20 November 1999 *(RM July 2001)*; still open.

MUIR OF ORD

MUIR OF ORD (a) [High] op 11 June 1862 *(co n Inverness Courier 12th)*; clo 13 June 1960 *(RM July)*. Pre-op TARRADALE and thus in first tt *Inverness Courier* (K. Fenwick, *Chron July 2012)*; M of O JUNCTION in table for opening to Fortrose *(co n Elgin Courant 2 November 1894)*, 1923 to 1955 *(Brad)*, 1894a to 1904 *(hb)*.

MUIR OF ORD (b) op 4 October 1976 *(Aberdeen Press 4th)*; same site as (a); still open.

M of O MARKET STANCE PLATFORM (non-tt) op 1867 according to *Highland Society Journal 50*; earliest press reference so far found is advert for sale 13 May 1869, which refers to 'New Platform' here *(Inverness Courier 13th)*; since 'new' also appeared in 1870 it suggests that special arrangements existed, unadvertised, earlier; this might even have been a replacement for an earlier one since press reports show that a considerable area was added to the market area during this time, though notices told passengers to return from the 'old station' which can only mean the main one. Originally alighting only, in later years stops both ways. Last reference found advert for sale 7 September 1897 *(Elgin Courant 24 August)*. 1898 version *(Inverness Courier 26 August)* just said Muir of Ord (perhaps rest assumed); 1899 adverts were for sale at Mackintosh & Co's auction market and press reports clearly indicate that relevant sales had been attended by far fewer than had done so in the peak years.

MUIREND [Cal] op 1 May 1903 *(RCG)* and first in *Brad* May*; still open.

* = *RCG* report was at July meeting. However, typescript addition to *Brand* has it op 1 July (line shown as opened May). No relevant press reference has been found. This is a difficult one since Clearing House information came from companies, in this case after the event, but the typescript addition would probably have been made by someone with first-hand knowledge; if a delay, why two months?

MUIRKIRK [GSW] op 9 August 1848 *(co n Glasgow Herald 9th)*; re-sited about ¼ mile east mid 1896; clo 5 October 1964 *(RM October)*.

At one stage (1870s, 1880s) Airey maps of Scotland and Junction Diagrams showed a separate [Cal] station to the east; assumed to be error; Brand clearly said that used GSW.

MUIRTON [LMS] op 31 October 1936 *(High)*; in *Brad* December 1936 to April 1939, winters only HALT; Saturdays only, southbound, alighting only; suggestion that it was provided for football fans, made in *LMS Journal No 9*, makes sense; trains shown calling there in 27 September 1937 *Brad*, Saturdays only, were those timed to arrive at Perth General at 1.21 p.m., 2.37 p.m. and

2.45 p.m. (first and last from Blair Atholl, second from Coupar Angus); proposal afoot for arrangement similar to Perth [assume Glasgow Road, which see] at Crieff Road bridge, useful for football at Muirton Park (St Johnstone) *(Perthshire Advertiser 11 August 1928)* so perhaps op earlier than appeared in *Brad*, though earliest press notice seen is for 30 October 1937 *(Dundee Courier 27th)*; used (non-tt) until 21 November 1959 *(U)*; {Perth – Luncarty}.
Briefly used as **ticket platform** while Glasgow Road improved: *Perthshire Advertiser 8 April 1939*: making start early next week; *Ibid 20 May 1939*: ticket platform at Glasgow Road will be reop for public use on 1 June.

MUIRTOWN – see FINGASK.

MULBEN

MULBEN [High] op 18 August 1858 *(co n Inverness Courier 19th)*; clo 7 December 1964 *(BR notice Aberdeen Press 12 November)*.
From 18 August 1858, there were temporary platforms at Spey Bridge, {Mulben – Orton}, pending completion of permanent bridge: report of accident unconnected with bridge on 4 September 1858 said train went from Keith to bridge, passengers off, train slowly across, passengers rejoined on other side *(Rtn)* (railwaymen apparently more expendable than passengers). Closed by February 1859 *(High)*.

MUMBLES {map 88}

For earliest service see 25 March 1807**.
For reopened service see OYSTERMOUTH; NORTON ROAD and 25 July 1860**.
M PIER [SIT] op 10 May 1898 *(South Wales Daily Post 10th – late edition)* – paper's description suggests formal only; clo 12 October 1959 *(RM December)*.
M ROAD [SIT] first in *Brad* August 1877; last February 1917. Aot M R JUNCTION.
M (SOUTHEND) – see SOUTHEND [SIT].
M ROAD [LNW] probably op early January 1868 *(Cambrian 20 December* said would open early January; trains first shown in *Brad* February); clo 15 June 1964 *(RM August)*.

MUMBY ROAD [GN] op 4 October 1886 *(GN)*; clo 5 October 1970 *(T 16 July)*.

MUNCASTER [Raven] (ng) op 20 November 1876 *(Raven; co yearly T 26 March 1877- line; Whitehaven News 2 December)*; clo 1 December 1908**; reop 28 August 1915 *(Whitehaven News 2 September)*; request stops still shown public tt 2 June 1924 *(Raven p 174)* but not in wtt 22 September 1924 *(Raven p 183)* however unadvertised use continued when line in use – see 1960**. Alias M MILL.

MUNDESLEY-ON-SEA [Norfolk & S] op 1 July 1898 *(RCG; Lincolnshire Echo 2nd)*; clo 5 October 1964 *(RM August)*.

MUNLOCHY [High] op 1 February 1894 *(co n Elgin Courant 2nd)*; clo 1 October 1951 *(RM November)*.

MURIE [Cal] (non-tt): on a number of occasions trains stopped here (usually all day both ways) for the benefit of people attending farm and timber sales and lettings of grass by public roup *(adverts Perthshire Advertiser)*; usually M CROSSING or something similar; date of earliest sale seen 10 May 1852, latest 7 April 1863; {Glencarse – Errol}.

MURRAYFIELD [Cal] op 1 August 1879 *(RCG; co n Edinburgh Evening News 1st)*; clo 30 April 1962 *(RM May)*.

MURROW

M EAST [MGN] op 1 August 1866 *(op working tt D&C 5)*; EAST added 27 September 1948 *(RM November)*; clo 2 March 1959 *(T 2nd)*.
M WEST [GN/GE] op 2 September 1867* *(GN)*; WEST added 27 September 1948 *(RM November)*; clo 6 July 1953 *(RM August)*.
* = GN minutes say op 1st but that a Sunday and no Sunday service.

MURTHLY [High]: line op 7 April 1856; no stationed mentioned in description of formal opening, 5th – said train through estate *(Dundee Advertiser 8th)*; in *Brad* June 1856, and co tt for 1 July *(Dundee Advertiser18th)*, first time paper included tt; in paper as M (CAPUTH); clo 3 May 1965 *(RM June)*.

MURTHWAITE [Raven] (ng) (non-tt): dates ?; workmen?; {Muncaster – Irton Road}.

MURTLE [GNS] op 8 September 1853 *(co n Aberdeen Press 14th)*; *LMS PCC 194* said worked as HALT from 16 March 1931 and thus *Brad* and LNE ticket *(JB)*; clo 5 April 1937 *(Aberdeen Press 5th* – HALT, last train 3rd*)*.

MURTON (Junction) [NE]: line op April or May 1837 *(NE- line;* see 1836 A**); included in notice of alterations for 14 October 1844 *(Durham County Advertiser 11th)*, earliest detailed tt so far seen; clo 5 January 1953 *(RM March)*. Just M in all tts seen, though *Hb* showed it as M J; tickets exist in both forms.

MURTON LANE [Derwent Valley] op 21 July 1913 *(Yorkshire Post 21st)*; clo 1 September 1926** (Wednesday).

MUSGRAVE [NE] op 9 June 1862**; clo 3 November 1952 *(RM January 1953)*.

MUSSELBURGH

MUSSELBURGH (a), on main line, – see INVERESK.
MUSSELBURGH (b) [NB] terminus on new line connecting with Hawick branch, op 14 July 1847 *(Caledonian Mercury 19th)*; continued briefly to be served *(same paper)* also from St Leonards (which see for dates); clo 7 September 1964 *(Cl)*.
Ticket platform, only reference seen: man fined for jumping onto train after it had left ticket platform near station here *(Edinburgh Evening Courant 10 February 1869)*.
MUSSELBURGH (c), on main line, op 3 October 1988 *(BLN 593)*; still open.

MUSWELL HILL [GN] op 22 May 1873 *(London Evening News 22nd)*; clo 1 August 1873 (Friday)*, reop 1 May 1875 *(Cl)*; clo 29 October 1951, reop 7 January 1952 *(T 18 December 1951)*; clo 5 July 1954 *(RM July)*.
* = perhaps short loss of service when Alexandra Palace destroyed by fire – items and notices not entirely clear though implication of reopening notice is that whole line was involved (see ALEXANDRA PALACE).

MUTFORD – see OULTON BROAD NORTH.

MUTHILL [Cal]: op 14 March 1856 *(Tayside,* in description of line's formal opening on 12th, *Glasgow Herald 14th)*; clo 6 July 1964 *(RM July)*.

MUTLEY – see PLYMOUTH.

MYERSCOUGH – see ROEBUCK.

MYTHOLMROYD [LY] first in *Brad* May 1847; still open.

NABURN [NE] op 2 January 1871 *(T 3rd)*; clo 8 June 1953 *(RM July)*.
NAFFERTON [NE]: op 7 October 1846**; still open.
NAILBRIDGE [GW] op 4 November 1907 *(GW H)*; HALT; clo 7 July 1930 *(RM August*; item on summer tt changes said service would then be suspended *(Gloucester Citizen 25 June)*; {map 94}.
NAILSEA & BACKWELL [GW] op 14 June 1841 *(Taunton 16th- line)*; & B added 1 May 1905 *(GW circular 2012)*, dropped 6 May 1974 *(Cl)*, restored 2 May 1977 tt, local publicity earlier; still open.
NAILSWORTH [Mid] op 4 February 1867 *(Stroud J 9th)*; clo 16 June 1947**; *Gloucester Citizen Tuesday 17th* said last train on branch Saturday.
NAIRN [High] op 7 November 1855**; still open.
NANCEGOLLAN [GW] op 9 May 1887 *(Cornish T 12th)*; clo 5 November 1962 *(W Briton 8th)*.
NANNERCH [LNW] op 6 September 1869**; clo 30 April 1962 *(Cheshire Observer Saturday 5 May – line*, last previous Saturday).
NANSTALLON [LSW] op 1 June 1906 *(W Briton 4th)*; HALT; clo 30 January 1967 *(Cornish & DP 4 February)*; {map 113}.
NANTCLWYD [LNW] op 22 September 1864**; clo 2 February 1953 *(RM March)*.
NANTEWLAETH [GW] (non-tt): (SIDING) HALT; miners; *GM's report* 23 November 1939 said had authorised provision of workmen's halt, cost to be borne by Ocean Coal Co *(RAC)*; no mention February 1940 wtt; three round trips to Cymmer Corrwg 28 October 1940 wtt; later calls integrated with Cymmer Corrwg to North Rhondda service (R. Maund); last miners' train shown in wtt ending 18 September 1955 (M. Hale); {Cymmer Corrwg – Glyncorrwg}.
NANTGAREDIG [LNW] op 1 June 1865**; clo 9 September 1963 *(T 9th)*.

NANTGARW

N (HL) [ANSW] op 1 September 1904**; HALT from 1 July 1924 *(GW circular 18 June)*, when HL added; dropped after summer 1949 tt, before / with summer 1946 co tt; clo 17 September 1956 *(RM October)*.
N LL [Cardiff] op 1 March 1911 *(RCG; Railway News 4th)*; HALT and LL added 1 July 1924, *(GW circular 18 June)* – but HALT in *Brad* from start; clo 20 July 1931 *(Caerphilly Journal 11th)*.

NANTLLE

For earliest service see 1829 B** for earliest service and sources for next.
NANTLLE [Nantlle] (ng) op 11 August 1856; service very erratic and sampling of *Brad* suggests frequent changes in it – variations included no trains (e.g. December 1858, January 1859), one Saturday only from Carnarvon, one (first of day) all days from Carnarvon (e.g. October and December 1857, January 1858, February 1863, March 1865), all days both ways (January, September, November 1857; June 1858, May and June 1865). Pen-y-groes was often shown as passenger terminus; tts in *Carnarvon & Denbigh Herald*, last seen May 1861, show no winter service 1858-9, 1859-60, 1860-1 – did this pattern continue to closure? Also showed that at times only goods trains provided a service at least in one direction. Clo 12 June 1865 (advert for replacement road service, *North Wales Chronicle 17 June)*.
NANTLLE [LNW] standard gauge station op 1 October 1872 *(co n T 30 September)*; clo 1 January 1917 *(T 22 December 1916)*; reop 5 May 1919 *(RCH)*; became N MOTOR HALT 4 May 1923 *(LNW dates)* but still N in *Brad* – see 1905**; clo 8 August 1932 *(LNW record)*.
NANTMELYN [TV] (non-tt): see 1 June 1904**.
NANTMOR – see ABERGLASLYN.
NANTWEN [GW/Rhy] (non-tt): alias N COLLIERY; miners; in use at least 1897 to 1928; {Trelewis – Bedlinog} *(U; Rhy)*.

NANTWICH

For first station of this name see WORLESTON.
NANTWICH [LNW]: op 1 September 1858 *(co n Liverpool Mercury 1st)*; still open. JUNCTION 1864 to 1915/6 *(Brad)*, in Joint table only, also thus LNW co tt at least 1864-1921.
NANTYBWCH [LNW] op 1 March 1864 *(Merlin 5th)* as TREDEGAR; renamed 1 November 1868 *(LNW Officers 16 December)*; clo 13 June 1960 *(RM July)*. Aot Nant-y-bwch *(hb)*. *Merlin* called it Nantybwch.
NANTYDERRY [GW] op 2 January 1854 *(co n Hereford Times 24 December 1853)*; N OR GOITRE in *Brad* until altered April 1859; omitted *Brad* May 1859; restored November 1859 as N; clo 9 June 1958 *(BR notice Western Mail 9 May)*.
NANTYFFYLLON [GW] op 19 July 1880 *(co n Cambrian 16th)* as TYWITH; renamed 1 January 1903 *(RCG)*; clo to public 22 June 1970, but schools used to 14 July 1970 (last day) *(RM September)*.
NANTYFFYN [GW/Rhy] (non-tt): miners; at least 1928 to 1954; {Bedlinog - Cwm Bargoed} *(U; Rhy)*.
NANTYGLO [GW] op 16 May 1859 *(co n Merlin 14th)*; clo 30 April 1962 *(T 6th)*. *Brad*: first as NANT-Y-GLO for BRYNMAWR; at times N-y-glo & B; erratically lost hyphens. GW co tt 1881 and 1902 N (no hyphens) for B; 1932 N.
NANTYMOEL [GW] op 12 May 1873 *(co n T 7 August)*; clo 5 May 1958 *(BR WR notice Western Mail 2nd)*. Nant-y-moel 1877 to 1890s *(hb)*.
NANTYRONEN [VoR] (ng) op 22 December 1902** (see for details); to preservation 1989.
NAPSBURY [Mid] op 19 June 1905 'for asylum visitors only' *(RCG)*, but in *Brad* from July 1905; clo 14 September 1959 *(RM September)*.
NAPTON & STOCKTON [LNW] op 1 August 1895 *(LNW Officers 36165, 36425; Northampton Mercury 2nd)*; clo 15 September 1958 *(Coventry Evening Telegraph 25 August)*.
NARBERTH [GW] op 5 September 1866 *(Cardiff T 7th- line; in description of formal opening on 4th, Carmarthen Journal 7th)*; aot request; still open.
NARBERTH ROAD – see CLUNDERWEN.
NARBOROUGH near Leicester [LNW] op 1 January 1864 *(co n Birmingham Daily Gazette 4th)*; clo 4 March 1968 *(Coventry Evening Telegraph 5 February)*; reop 5 January 1970 *(ibid 5th)*; still open.

NARBOROUGH & PENTNEY [GE] op 27 October 1846 *(Norfolk News 31st)*; & P added 1 July 1923 *(hbl 12th)*; clo 9 September 1968 *(RM November)*.

NASSINGTON [LNW] op 1 November 1879 *(RCG; Leamington Spa Courier 1st)*; clo 1 July 1957 *(RM July)*.

NAST HYDE [GN] op 1 February 1910 *(Daily News London 2nd)*; HALT; clo 11 September 1939, reop 1 November 1939 *(LNE letter Cl pap)*; clo 1 October 1951 *(T 8 September)*; {map 72}.

NATEBY [KE] op 5 December 1870** as WINMARLEIGH; clo 11 March 1872, reop 17 May 1875; renamed 1 January 1902 *(hbl 24 October 1901)*; aot request; clo 31 March 1930 *(Lancs Evening Post co n 29th, item 31st)*.

NATIONAL EXHIBITION CENTRE – see BIRMINGHAM.

NAVENBY [GN] op 12 April 1867** *(included in description of formal opening on 11th, Stamford Mercury 12th)*; clo 10 September 1962 *(Birmingham Daily Post 1st)*.

NAVIGATION HOUSE – see ABERCYNON.

NAVIGATION ROAD [MSJA] op 20 July 1931 *(LMS PCC 207)* as N R ALTRINCHAM; [Manch] added 15 June 1992 *(RM August)*; still open (ex-BR trains use one platform, Manch the other). BR tts only added A in index.

NAWORTH [NE]

For earliest use see 10 March 1835**. N GATE in adverts in *Newcastle Courant e.g. 9 August 1844* for special train to view ruins of Castle, destroyed by fire; similar June and July, one Sunday in each month.

Station first in *Brad* June 1871; clo 5 May 1952 *(RM June)*.

NAWTON [NE] op 1 January 1874 *(Yorks Gaz 3rd)*; clo 2 February 1953 *(RM March)*; later excursions for football and shopping *(RM February 1955)* – e.g. ramblers to here 3 May 1964 *(handbill)*.

NEASDEN

NEASDEN [Met] op 2 August 1880 *(T 2nd)* as KINGSBURY- N (thus *Brad* 1880s and GC co tt 1903); renamed N & K 1 January1910 *(hbl 27th)*, N 1 January 1932 *(Cl)*; [Bak] added 20 November 1939 (*co n Hendon ... Times 17th)*; [Met] last used 7 December 1940 *(Ug)*; [Bak] transferred to [Jub] 1 May 1979 *Daily Mirror 30 April)*; still open.

Also **temporary platform** [LNE] on main line here; op 5? October 1940 when line to Marylebone closed by bombing; connected by walkway to Met station; last used 26 November 1940 *(London's Termini)*.

NEASDEN JUNCTION [GC]: (non-tt) shown in at least 13 July 1914 and 1 January 1917 wtts for several workmen's trains to and from Marylebone; not clear where loading/unloading took place (probably in yard).

NEATH {map 83}

NEATH [GW] op 19 June 1850**; *Cardiff T 16 June 1865* 'on and after 1 July present station .. will be closed and all passengers ... will be put down at the new station, near that of the Swansea and Neath line'; re-sited again 20 August 1877 *(South Wales Daily News 21st)* – close to 1850 site; became N GENERAL 1 July 1924 *(GW circular 18 June)*, reverted 6 May 1968 tt *(offic)*; still open. Was N TOWN some tables in *Brad* 1877/81 to 1924 and thus GW co tt 1881 and *hb* 1883. N HL in *hb* 1872.

Ticket platform, only reference seen: *Cardiff Times 3 July 1875*: assault case.

N CANAL SIDE [RSB] op 14 March 1895 *(Western Daily Press 15th)* as N; renamed N CANAL BRIDGE 1 July 1924 *(GW circular 18 June)*, N C S 17 September 1926 *(GW circular 3011)*; clo 16 September 1935 *(co n Western Mail 13th)*. Also see

N RIVERSIDE [GW] op 1 August 1863 *(co ½ T 17 August)* as N LL; clo 1 August 1878 (Thursday), reop 1 October 1880 (see 'Vale of Neath' and 'N Cadoxton', below); renamed N BRIDGE STREET 1 July 1924 *(GW circular 18 June)*, N R 17 September 1926 *(GW circular 3011)*; clo except school trains 15 October 1962 *(BR WR notice Port Talbot Guardian 12th)*, clo completely 15 June 1964 *(Cl)*.

Vale of Neath service: op 24 September 1851 *(Morning Advertiser 26th)*, to South Wales/GW station opened 1850. Diverted 1 August 1863 to LL/Riverside *Cardiff & Merthyr Guardian 8th)*. Diverted again 1 March 1873 *(Western Mail 27 February)*, to GW second station; tt showed through service Swansea High Street – Neath – Hirwain with stops on main line at Llansamlet and Landore; timings suggest ran onto main line and then reversed to Neath. When service returned to LL, 1 October 1880 *(Cambrian 24 September)*, it looks as if trains split at Aberdylais, one portion for LL, one for main (see *Brad* 1887 reprint for layout); after October 1904 but on/by February 1906 separate trains provided for each Neath station.

Neath & Brecon service: line opened 3 June 1867 *(Cardiff Times 8th)*, using LL/Riverside; when GW diverted their services from there, N&B left to bear full cost; to save tolls it diverted its service to primitive station of own in goods station, N CADOXTON/ N C ROAD in *hb* but just N in *Brad*, 1 August 1878 *(Cambrian 26 July)*; it did not immediately return to LL when GW did; see 15 July 1880**; it clo own station and returned to LL 1 August 1889 *(Western Mail 25 July)*.

N ENGINE SHED [GW] (non-tt); railwaymen; at least 1928 to 1954; {branch from main station *(U)*.

NEATH ABBEY [GW] op 1 August 1863 *(co n Cardiff & M G 7th)*; clo 1 March 1873 (Saturday) *(notice co tt)*, reop 1 October 1880 (see Neath Riverside, above); clo 28 September 1936 *(T 14 September)*.

NEEDHAM MARKET [GE] op 24 December 1846 *(Essex Standard 25th)* as N; clo 2 January 1967 *(RM February)*; reop 6 December 1971 *(BR tt alterations 3 January 1972)* when MARKET added; still open.

NEEN SOLLARS [GW] op 13 August 1864 *(Worcester 13th)*; clo 1 August 1962**. N SOLLERS in *Brad* until 1893/4 but *hb* made change 1877.

NEEPSEND [GC] op 1 July 1888 *(Sheffield Independent 3rd)*; clo 28 October 1940 *(Cl)*.

NEILSTON

NEILSTON [Cal] op 1 May 1903 *(RCG)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RCH)*; became N HIGH 2 June 1924**, reverted 18 June 1962 *(Cl)*; still open. In Cal co tt 1913 as N (in the Village).

N LOW [GBK Jt] op 8 October 1855 *(Greenock Advertiser 25th)* as CROFTHEAD; renamed 1 June 1868 *(JS)*; original terminus clo 18 April 1870 to allow doubling of line to Barrhead (trains will cease to run after Saturday 16th, omnibus replacement *co n Glasgow Herald 11th; item ibid Friday 15th* said on 'Monday first'); new through station op 27 March 1871 *(co n ibid 23rd* covered line, *letter of complaint about tt issued ibid 25th* mentioned Neilston); LOW added 24 January 1953 *(Cl)*; clo 7 November 1966 *(Cl)*.

NELSON near Colne [LY] op 1 February 1849 *(LY; co ½ T 3 February- line)*; still open. N for BARROWFORD in *Brad* until 1961 but not thus LMS tt 1930, BR LM tt 1957, *hb*.

NELSON

N GLAM [TV] op 1 June 1900 *(RCG)*; GLAM added 1 July 1924 *(GW circular 18 June)*; clo 12 September 1932 *(RM October)*.

N & LLANCAIACH [GW] op 1 July 1912 *(RAIL 253/482)*, 15 chains nearer Quakers Yard than Llancaiach, which it replaced; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*.

NELSON DOCK [LO] for op see 6 March 1893**; clo 31 December 1956 *(T 29 September)*.

NEPTUNE STREET – see HULL.

NESSCLIFF & PENTRE [SM] op 13 August 1866** which see for other relevant information.; & P added 1 June 1913 *(hbl 23 October)*; finally clo 6 November 1933 *(Cl)*.

NESTON

NESTON [GC] op 18 May 1896 *(Wrexham 23rd)* as N & PARKGATE; renamed N NORTH 15 September 1952, N 6 May 1968 *(Cl)*; still open.

N SOUTH [Birkenhead] op 1 October 1866 *(Birkenhead; LNW co ½ T 13 February 1867- line)*; SOUTH added 15 September 1952 *(Cl)*; clo 17 September 1956 *(Liverpool Echo Friday 14th – last tomorrow).*

NETHER BUCKIE – see BUCKPOOL.

NETHERBURN [Cal] op 1 December 1866 *(Cal- line)* as BENTS; renamed 1 May 1868 *(Cl; RCG ref April)*; clo 1 October 1951 *(RM November)*.

NETHERCLEUGH [Cal] op 10 September 1847 *(co n True Line)*; clo 13 June 1960 *(RM July)*.

NETHERFIELD [GN] probably came into use May 1878 *(GN)* but conflicting evidence – *Nottingham Evening Post 31 May* referred to an accident near station 'rapidly approaching completion' here, yet shown with trains in tt *Grantham Journal 1 June* (without trains in previous tt seen 18 May *ibid)*; possible that op 1 June or already in use partly built? Op as COLWICK; became N & C 1 May 1883 *(Cl; RCG ref April)*, N 1901 tt, N & C 13 July 1925 *(Cl)*, N 6 May 1974 *(BR notice)*; still open. *Hb* kept to N & C after 1883.

Also (non-tt): factory sidings used by King George V 23 November 1926 in visit to sugar-beet processing factory at Colwick *(Nottingham Evening Post 24th).*

NETHERHOPE [GW] op 16 May 1932 *(co n dated 'April')*; HALT; clo 5 January 1959 *(T 5th)*.

NETHERSEAL COLLIERY [Mid] (non-tt): miners; June 1877 to ?; {near Gresley} *(Mid)*.

NETHERTHORPE – see STAVELEY TOWN.

NETHERTON [GW] op 20 December 1852 *(W Mid; T 20th- line)*; clo 1 March 1878 *(hbl 20 June)*, replaced by station later renamed Blowers Green.

NETHERTON near Huddesfield [LY] op 5 July 1869 *(Halifax Courier 10th)*; clo 23 May 1949 *(RM September)*.

NETHERTON – see STANNINGTON.

NETHERTOWN [Fur] op 19 July 1849**; aot request; still open.

NETHY BRIDGE [GNS] op 1 July 1863 *(Banffshire Journal 23* and *30 June)* as ABERNETHY; renamed 1 November 1867 *(RCG)*; became HALT with 6 November 1961 tt alterations; clo 18 October 1965**.

NETLEY [LSW]

NETLEY op 5 March 1866 *(Salisbury 10th)*; still open.

N HOSPITAL (non-tt): military hospital, alias ROYAL VICTORIA HOSPITAL; platform beyond station provided 5 March 1866; station of own on branch from N op 18 April 1900 *(LSW notice; RM June)*, result of Boer War; regular use ceased 1920s; heavily used Second War after D-Day (now US Army hospital). Only occasional use after 1945 (JR Fairman, *Netley Hospital and its Railways*, Kingfisher, 1984).

NETTESWELL – see HARLOW TOWN.

NEW BARCOMBE – see BARCOMBE.

NEW BARNET [GN] op 7 August 1850 *(T 6th, 8th)*; NEW added 1 May 1884 *(RCG)*; moved about 120 yards south between 1863 and 1914 OS maps – with quadrupling of line in late 1890s? (see Stewart Smith, *Chron January 2020)*; still open.

NEW BASFORD

NEW BASFORD [GC] op 15 March 1899 *(Nottingham Journal 15th)*; clo 7 September 1964 *(RM October)*.

Also see BASFORD NORTH.

NEW BECKENHAM [SE] op 1 April 1864 *(Express, London 5th)*; re-sited short distance north 1866/8 *(Cl)*; still open.

NEW BELSES – see BELSES.

NEW BIGGIN near Penrith [Mid]: op 1 May 1876 *(Carlisle Express 6th)*; clo 4 May 1970 *(RM June)*.

NEW BOLINGBROKE [GN] op 1 July 1913 *(RCG; Sheffield Daily Telegraph 2nd)*; clo 5 October 1970 *(T 16 July)*.

NEW BRIGHTON [Wirral] op Good Friday 30 March 1888 *(Liverpool 30th, 31st)*; still open.

NEW BROMPTON – see GILLINGHAM KENT.

NEW BROUGHTON ROAD [GC] first in *Brad* May 1905; HALT; clo 1 March 1917 (Thursday) *(RCH)*; {map 75}.

NEW CLEE [GC] op 1 July 1875 *(GC dates)*; aot request; still open.

NEW COMMON BRIDGE – see 20 August 1883**.

NEW CROSS

NEW CROSS [East London] op 7 December 1869 *(T 7th)*; clo 1 November 1876 (Wednesday), reop 1 October 1884 *(Cl)*; [Dist] added 6 October 1884; clo 1 September 1886 (Wednesday) *(Cl)*; {alongside LBSC station}. Alias N C LL *(hb)*. Note: at times EL was using both own station and platform in LBSC station.

NEW CROSS [SE] first seen in tt for September 1849 in *South Eastern Gazette 3rd* – not present August tt *ibid*; SE ran own trains over East London line from 1 April 1880, to 1 October 1884 when [East London] given own platform. [Dist] use 1 October 1884 to

6 October 1884. [Met] use 6 October 1884 to 3 December 1906, and again from 31 March 1913; for LT use clo 23 December 2007**; still open for ex-SE. East London service reopened fully 23 May 2010**; continues.
N C & NAVAL SCHOOL in some tables *Brad* until 1854.
* = see LONDON BRICKLAYERS ARMS for possible earlier activity hereabouts; this station perhaps replaced NORTH KENT JUNCTION.
N C GATE [LBSC] op 5 June 1839 *(co n T 6th)*. [East London] use 1 November 1876, to 1 October 1884; [Dist] use 1 September 1886 to 1 August 1905; [Met] use began 31 March 1913; GATE added 9 July 1923 *(hbl 26 April)*; clo for LT use 23 December 2007; still open for ex-LBSC. East London service reopened fully 23 May 2010**; continues.
Late 1841 there was a series of slips in cutting south of New Cross; Brighton passengers taken by coach from New Cross to Dartmouth Arms; Croydon passengers walked round blockage ('short distance over New Cross Hill') with trains to and from ends of walk; perhaps station used as one 'terminus'. Trouble began 3 November, line finally clear 23 December *(co n T 4 November, 22 December)*.
1 October 1847 replaced by a temporary one, to north, in **COLD BLOW LANE**, so that main could be rebuilt in connection with line widening then in progress *(co n London Evening Standard 23 September)*; original was reopened 1 May 1849 *(co n T 26 April)*.
[East London] use 1 November 1876, to 1 October 1884; [Dist] used 1 September 1886 to 1 August 1905; [Met] use began 31 March 1913; GATE added 9 July 1923 *(hbl 26 April)*; clo for LT use 23 December 2007; still open for ex-LBSC. East London service reopened fully 23 May 2010**; continues.
N C DEPOT STAFF PLATFORM [NL – old EL line now treated as extension of this] (non-tt): op 1998; clo 23 December 2007 *(@JF)*.
NEW COURT [LSW] (non-tt) temporary platform for trial of implements (Bath & West Show) 9 June 1863 (other days?), trains from Exeter Queen Street; {Exmouth branch, north of Lympstone}.
NEW CROYDON – see EAST CROYDON.
NEW CUMNOCK
NEW CUMNOCK (a) [GSW] op 20 May 1850 *(T 24th)*; clo 6 December 1965 *(RM January 1966)*.
NEW CUMNOCK (b) op 27 May 1991 *(BLN 657)*; still open.
NEW CUT LANE [LY] op 1 July 1906 *(Wigan Observer 4th)*; see 1905** (b); clo 26 September 1938 *(RM November)*.
NEW DALE [GW] op 29 January 1934 *(T 22nd)*; HALT; clo 23 July 1962 *(RM August)*.
NEW DYKES BROW [NB] first trains probably 4 October 1856 (in *co n Carlisle Journal 3rd*, not in line opening notice); Saturdays only; last in tt October 1866; {Kirkbride – Abbey Junction}.
NEW ELTHAM [SE] op 1 April 1878 *(Kentish Mercury 6th)* as POPE STREET; renamed N E & P S 1 January 1886 *(Cl; RCG ref January)*, N E 26 September 1927 *(hbl October)*; still open.
NEW ENGLAND [GN] (non-tt): PLATFORM; railwaymen, families; by 1856 workmen being taken to/from depot here in open wagons, perhaps no platform yet; latter certainly in use by 1 April 1866, when free service for opening of Methodist Wesleyan Chapel here; used by annual outings – example 3 August 1867 to Cleethorpes for employees, wives, and children *(Great Northern News, July/August 2002* and *September/October 2003)*; use ceased 1878 (site built over for workshop extension); {north of Peterborough}
NEW GALLOWAY [PPW Jt] op 12 March 1861 *(Galloway 15th)*; clo 14 June 1965 *(RM July)*.
NEW HADEN COLLIERY [NS] (non-tt): miners; in use 1913; {branch from Cheadle} *(@JS)*.
NEW HADLEY [GW] op 3 November 1934 *(wtt supp)*; originally HALT, HALT dropped 6 May 1968 *(GW H)*; clo 13 May 1985 *(BLN 513)*; {Oakengates – Wellington}.
NEW HALL BRIDGE [LY] first in *Brad* March 1908; see 1905** (b); clo 27 September 1948 *(Cl)*.
NEW HALLS [NB]
NEW HALLS (a) shown as new station in *co n alterations for* 1 May 1870 in *Scotsman 30 April*, but 1st was a Sunday and no Sunday service shown for here in November 1871 tt, nearest seen; according to *G&S* it op on 6th (was it held back until the Friday?) Clo 2 September 1878 *(co n Scotsman 31 August)*; {map 13}.
NEW HALLS (b) (non-tt) during seven years Forth Bridge under construction NB ran workmen's trains morning and evening between Edinburgh and station immediately above the Hawes Inn (alias Newhalls Inn), South Queensferry, adjacent to engineering works *(Scotsman 22 March 1910)*; possible site of above; (all from Dennis Lovett & Allan McLean, *Edinburgh to Inverkeithing* .., Middleton Press, which includes map). Probably the NEW HALLS SOUTH 'closed station' in *RM February 1906, p 124.*
NEW HEY [LY] op 2 November 1863 *(co n Oldham Standard 31 October, included tt 7th)*; clo 4 October 2009**.
NEW HOLLAND [GC]
NEW HOLLAND op 1 March 1848 *(co n, item Hull Packet 3rd)*; passengers could board trains on pier (ferry from Hull); **PIER** and **TOWN** stations separately shown in co tt by July 1903 but not in *hb* before 1904 and *Brad* until altered May 1945. PIER probably opened soon after the line: paper cited said it was under construction and its issue of 17 March said it was nearly complete; since connection with the ferries to Barton-on-Humber was mentioned from the outset, some sort of temporary arrangement presumably existed – *Leicestershire Mercury (23rd)* said trains ran onto it. 24 June 1981, in middle of day, as result of opening of Humber Bridge, PIER closed and TOWN replaced on direct line to Barrow Haven by station initially N H T in tt, but just N H in tt 17 May 1982 *(RM October; C/W)*; still open.
Ticket platform, only references seen: *Hull Packet 9 June 1865*: assault, offence on 5th. Near Lozenge Pond *(Boston Guardian 21 April 1883)*.
NEW HYTHE [SR] op 9 December 1929 *(T 6th)*; HALT until renamed 2 July 1939 *(hbl July)*; added *hb* 1936a as PLATFORM but HALT 1938; still open.
NEW INN – see FALKLAND ROAD.
NEW INN BRIDGE [GW] op 14 October 1929 *(GW letter 27 March 1945 Cl pap)*; HALT; clo 25 October 1937 (see end of 19 September 1876**); {map 81}.
NEW INN GLYNCEIRIOG – see GLYNCEIRIOG.
NEW LANE [LY] op 9 April 1855 *(Southport Vis 5th)*; still open.

NEW LONGTON & HUTTON [LY] op 1 June 1889 *(LNW Record)* as HOWICK; renamed HUTTON & HOWICK 1 December 1897 *(hbl 27 January 1898)*, final name 5 November 1934 *(Cl)*; clo 7 September 1964 *(RM October)*. See 1882**.

NEW LUCE [GSW] op 19 September 1877** which see for early clo and reop clo 6 September 1965 *(BR notice Belfast Telegraph 1 July)*.

NEW MALDEN [LSW] first in *Brad* December 1846 as M; renamed N M & COOMBE 1859, C & M 1 March 1862 *(SR)*, M for C November 1912 *(RCG)*, M 1955 *(L)*, N M 16 September 1957 *(RM November)*; still open.

NEW MAUD JUNCTION – see MAUD.

NEW MILFORD – see NEYLAND.

NEW MILL OFFSET/SIDING – see CARMONT.

NEW MILL SIDING – see CAFFYNS.

NEW MILL END – see LUTON HOO.

NEW MILLS

N M CENTRAL [GC/Mid] op 1 July 1865 *(Glossop Record 8th)*; CENTRAL added 25 August 1952 *(JS)*; still open.

N M NEWTOWN [LNW] op 9 June 1857 *(Stockport 5th)*; NEWTOWN added 2 June 1924 *(Rly Gaz 23 May)*; still open.

NEW MILTON [LSW] op 6 March 1888 *(W Gaz first edition, 9th)*; still open. Became NEW M for BARTON-ON-SEA and MILFORD-ON-SEA 13 February 1897 *(RCG)* and thus LSW co tt 1914; 'for ...' dropped 1955 *(Brad)*; Shorter versions often used *Brad* and *hb*.

NEW PASSAGE [GW]; {map 121}

NEW PASSAGE and **N P PIER** op 8 September 1863 *(co n W D Press 7th)*; not shown separately in tt; ferry from Pier went across Severn to Portskewett; both clo 1 December 1886 on opening of Severn Tunnel *(co n Bristol Merc 30 November)*.

Ticket platform, only reference seen: letter of complaint, *Western Daily Press 4 September 1866.*

N P HALT op 9 July 1928 *(W D Press 7th)*; clo 23 November 1964 *(Bristol E P 21st)*.

NEW PITS – see BEDWELLTY PITS.

NEW POOLE JUNCTION – see BROADSTONE.

NEW PUDSEY op 6 March 1967 *(Cl 29)*; still open.

NEW QUAY ROAD – see BRYN TEIFY.

NEW RADNOR [GW] op 25 September 1875 *(Monmouthshire Beacon 2 October)*; clo 5 February 1951 *(RM October)* – see 1951**.

NEW ROMNEY

NEW ROMNEY [RHD] (ng) op 16 July 1927**, which see for later history; intermittently in tt as N R/ LITTLESTONE-ON-SEA / N R for L-on-S/N R & L; settled as N R after reopening after war.

N R & LITTLESTONE-ON-SEA [SE] op 19 June 1884 *(SE)*; -on-S added 1888 tt *(Cl)*; clo 6 March 1967 *(RM April)*; {map 130}.

NEW SINKINGS – see PORT TALBOT OLD DOCKS.

NEW SOUTHGATE

NEW SOUTHGATE [GN] op 7 August 1850 *(T 6th, 8th)* as COLNEY HATCH & S (see op tt *RM September 1910)*; variously S & C H, N S and C H, N S for C H, N S & FRIERN BARNET, N S March 1971**; fire on 25 December 1976 caused clo *(RM March 1977)*; reop 14 February 1977 *(RM April)*; still open.

Also see COLNEY HATCH; PALMERS GREEN.

NEW STRAND – see BOOTLE.

NEW TREDEGAR [BM]

NEW TREDEGAR op 16 April 1866 *(Cardiff T 20th- line)* as N T; renamed WHITEROSE 1868/9 *(Brad)*, N T & W 1 July 1885 *(Cl)*, N T & TIRPHIL 1 November 1906 *(RCG)*, N T 1 July 1924 *(GW circular 18 June)*; clo 31 December 1962 *(T 31st)*. WHITE ROSE and TIR PHIL: one and two word versions, used apparently indiscriminately.

N T COLLIERY (non-tt): PLATFORM; miners; in use in wtt supplement 2 December 1926 (*RAIL 937/146*), and in September 1930 wtt served by Powell Duffryn and Tredegar Iron Companies' workers' trains; {New Tredegar – Abertysswg}

Also see TIR PHIL.

NEW WANDSWORTH [LBSC] op 29 March 1858 *(co n T 27th, 30th)*; clo 1 November 1869, replaced by W COMMON *(L)*; {map 110}.

NEWARK

N CASTLE [Mid] op 4 August 1846 *(line Leicestershire Mercury 1st, station in description of formal opening on 3rd Lincolnshire Chronicle 7th)*; CASTLE added 25 September 1950 *(Rly Obs October)*; still open.

N NORTH GATE [GN] op 15 July 1852**; N G added 25 September 1950 *(Rly Obs October)*; still open. BR ticket for N NORTHGATE *(JB)*.

Non-tt: When the Royal Show was held at Lincoln 19, 20 and 21 July 1854 daily excursions were arranged from Tallington. Passengers on these changed carriages, and companies, at a point north of Newark where the Midland and GN lines crossed. *(RCHS Journal May 1960)*

NEWARTHILL

NEWARTHILL (a) [Wishaw & Coltness] op on or by 6 March 1835; clo between May 1844 *Brad* (present) and May 1845 (absent) – no detail in between (see 1835 C** and 1828 B**); {map 16}.

There was some sort of later service: *W&C co n Glasgow Citizen 11 October 1845* for winter arrangements from 13th says that one 'coach' each way would ply between the Newarthill Depot and Holytown to connect with trains to / from Glasgow; though the Lanark coach included in the notice was clearly by road, this seems to have been by rail. Report of accident in *Greenock Advertiser 20 January 1846 / (Glasgow?) Herald* said that the week before 'the wooden wagon (for carriage it cannot be called)' had collided with a truck left on the line. Start / end of this service not known.

NEWARTHILL (b) [Cal] op 15 May 1867 *(G&S; line Glasgow Herald 17th)*; probably clo 1 June 1880 (last in *Brad* May), replaced by Carfin (later Holytown).

NEWBIE WORKS [GSW] (non-tt): GSW wtts show that workmen's trains from Annan were handed over to Messrs Cochrane & Co's engine and guard at N Junction to be taken on to the works; certainly in wtts June 1900 and October 1902 (R Maund); in use by 1898, clo by 1904 (D Lindsay); {private line from N Junction, Annan/ Cummertrees}.

NEWBIGGIN – see RAVENSTONEDALE.

NEWBIGGIN (-by-the-Sea) [NE] op 1 March 1872 *(Newcastle Courant 8th)*; clo 2 November 1964 *(Newcastle Journal 2nd)*. Just N in co tt, *Brad*, tickets; -by-the-Sea was RCH version – added *hb* 1878a.

NEWBIGGING [Cal] op 1 March 1867 *(Carlisle Patriot 5th line)*; clo 12 September 1932 *(Motherwell Times 9th)*, reop 17 July 1933 *(Cl)*; clo 4 June 1945** *(G&S)*.

NEWBOLD (WHARF) – see 1833 B**.

NEWBRIDGE

NEWBRIDGE [GW] op 23 December 1850**. Early arrangements primitive? – although on 18 September 1850 they ordered a platform for the down line here, on 31 January 1857 they ordered station platforms for here *(Mon min)*. Suggest that should be interpreted to mean that station had been built (or at least parts of one) ready for opening and that now they decided bits needed to be added. Clo 30 April 1962 *(T 6 April)*.

NEWBRIDGE (b) op 6 February 2008 *(RM April)*; still open.

NEWBRIDGE JUNCTION – see PONTYPRIDD.

NEWBRIDGE-ON-WYE [Cam]: excursions 19 and 20 September 1864 to Talyllyn for Brecon races; public op 21 September 1864 *(Cam; co n Hereford J 24th- line)*; clo 31 December 1962 *(T 31st)*.

NEWBURGH near Perth [NB] op 17 May 1848 *(Dundee- line)*. Moved about 35 chains west in 1906 (Stewart Smith, map evidence), *co n Scotsman 10 August 1906* said that old station would be closed at noon on Sunday 12th and new opened on Monday 13th. Clo 19 September 1955 *(BR n Dundee Courier 30 August)*.

NEWBURGH – see PARBOLD.

NEWBURGH ROAD – see LOGIEREEVE.

NEWBURN [NE] op 12 July 1875 *(co n Newcastle Journal 9th)*; clo 15 September 1958 *(Shields Daily News 23 August)*.

NEWBURY [GW]

NEWBURY op 21 December 1847 *(Hants Chron 25th)*; still open.

Temporary platform at Ham-marsh-lane Bridge 30 November 1880 for party to LITTLE HUNGERFORD, which see for details.

N RACECOURSE op 26 September 1905 for race meetings *(dist t supp 737)*; full public use 16 May 1988 *(BLN 587)*; tt note said service experimental; note omitted 1 June 1997 tt; still open.

N WEST FIELDS op 1 October 1906 *(GW H)*; HALT; clo 4 February 1957 *(Cl)* though shown with trains *Brad* 6 May-16 June 1957 (last time).

NEWBURY PARK op [GE] 1 May 1903 *(RCG; East London Observer 2nd)*; last steam train ran Saturday 29 November 1947 *(Clay)*; buses until reop by [Cen] 14 December 1947 *(Daily Herald 15th)*; still open.

NEWBY BRIDGE [Fur]: op 22 April 1905, new 'stopping place' for passengers on motor rail service begun yesterday *(Lloyd's Weekly Newspaper 23rd)* but not in *Brad* until December; last trains shown *Brad* April 1917 (probably 'inertia' since according to *RCH* clo 1 January 1917,); back July 1917, Thursdays only; full service March 1919; PLATFORM according to *Brad* until 1925/6; reduced to summer only 26 September 1938 (see Windermere Lake Side for details); aot request; clo 12 September 1939 (Tuesday) *(Cl)*; {Haverthwaite – Lakeside}. N B (motor platform) in Furness co tt 1910; HALT according to *hb* 1938; ticket for N B (LAKESIDE) *(JB)*.

NEWBY WISKE [NE]: op 25 May 1852**; clo 20 September 1915 *(T 18th)*; back in tt April 1920; clo 11 September 1939 *(Cl)*.

NEWCASTLE-under-Lyme [NS]

NEWCASTLE op 6 September 1852 *(co n + item Staffordshire Advertiser 4th)*; clo 2 March 1964 *(RM April)*. *Hb* included 'u-L' (to distinguish from others?), though 1867-77 it was 'under-Lyne'.

N BRAMPTON op 1 June 1905**; HALT; clo 2 April 1923 *(Cl)*; {west of main station}.

Also see LIVERPOOL ROAD and SILVERDALE CROWN STREET.

NEWCASTLE-upon-Tyne {maps 26, 27}

From Carlisle, [NC]: at first passengers carried along south bank of Tyne to Gateshead (Redheugh) and then taken by ferry across river to temporary building in The Close; this practice ceased when line opened to station near the **SHOT TOWER** (according to railway books but in press as 'near the Infirmary') on 21 October 1839 (see 10 March 1835**); landslip resulted in almost immediate closure; reop 2 November 1839. Replaced by >

N FORTH [NC] op 1 March 1847 *(co n Newcastle Journal 27 February* – described it as temporary station); clo 1 January 1851, trains diverted to already open Central; NC portion was treated until 1962 as separate station with own station master.

From (North) Shields to **N CARLIOL SQUARE** [op by Newcastle & North Shields; owned by York, Newcastle & Berwick at clo] op 22 June 1839 *(co n Newcastle Journal 22nd)*; joined there by East Coast Main Line [Newcastle & Berwick] trains 1 March 1847 *(co n Newcastle Journal 27 February)* – both notices called station just N; N C S closed and >

both of these services diverted to **N CENTRAL** [NE] op 30 August 1850 *(NE)*; still open as N. CENTRAL seems to have seeped in gradually: in *Brad* NC tables had 'The Central Station' added 1850/1 (descriptive?) but CENTRAL was not added to East Coast Main Line table until 1905/6 and was dropped 1938/9; in NE co tt 1880 it was added to services to Tynemouth (which also included N Manors) but not elsewhere; it was in NB co tt 1900. *Hb* added it 1872, and always had N-on-Tyne (perhaps to distinguish from other Newcastles).

Note that through service to the south started 1 September 1848, trains reversing short of site of Central, still under construction, and using temporary bridge across Tyne; permanent bridge opened 15 August 1849, still with reversal short of Central site.

Temporary Platform (non-tt) 10 July 1906 at Gateshead end of new High Level Bridge for King Edward VII to perform opening ceremony and give it his name *(Newcastle Daily Chronicle 11th)*.

Excursion Platform(s): perhaps all information refers to one basic site, altered over time.

In existence before *Newcastle Journal 27 June 1871* said in item about preparations for race meeting beginning today: during last week NE have excavated subway from main platform to further side of station, where excursion platform is situated, thus passing its

course under main line; subway will be used for first time today. *Shields Daily Gazette 8 June 1880* – reference in accident report; at south side. *Newcastle Evening Chronicle 27 June 1887* – elaborate arrangements for race week, included notices in Forth Street from corner of Neville Street to direct people to excursion platform. *Durham County Advertiser 8 July 1887* – Forth Street excursion platform Newcastle Central. *Newcastle Chronicle 10 February 1894*: details of changes nearing completion: include two subways from main area to new excursion platforms against the south wall of the station (sketch-map included).
Ticket platforms: Guard accused of pushing man off train at Morpeth; accusation made at ticket platform here *(Newcastle Daily Chronicle 5 October 1865)*. Same as this? – derailment opposite Castle-junction signal-house just after train had left ticket platform opposite the old Castle *(Yorkshire Post 5 December 1871)*.
Accident near ticket platform opposite the Infirmary *(Sheffield Daily Telegraph 11 June 1888)*. Passenger trains from west normally stop there. Old terminus (see SHOT TOWER, above)?
From Tynemouth, to **N NEW BRIDGE STREET** [BT]: first used 14 June 1864 by special train taking Bishop of Durham to consecrate a new church at Blyth *(Morpeth Herald 18th)*; public op 27 June 1864**; this clo 1 January 1909 when its trains were diverted to Central; replaced by through station, Manors North.
Boat train services – see under PERCY MAIN.
[TWM]
CENTRAL op 15 November 1981 *(Tyneside)*; still open. CENTRAL (N) in publicity.
AIRPORT op 17 November 1991 *(Tyneside)*; still open. AIRPORT (N) in publicity.
NEWCASTLE CROSSING [LNW] op 2 January 1911 *(LNW Cl)*; clo 1 April 1918 *(RCH)*; {Willaston – Nantwich}. HALT in *RCH* July 1921 list of permanent closures – see 1905**.
NEWCASTLE EMLYN [GW] op 1 July 1895 *(RCG; co n South Wales Daily News 1st)*; clo 15 September 1952 *(RM November)*.
NEWCASTLETON [NB] op 1 March 1862 *(co n Carlisle Journal 28 February)*; clo 6 January 1969 *(BR clo notice)*.
NEWCHAPEL & GOLDENHILL [NS] op 1 October 1874 *(RCG)* as G; renamed November 1912 *(hbl 9 July 1913)*; clo 2 March 1964 *(RM April)*. GOLDEN HILL in *hb* before 1895.
NEWCHURCH IoW [IWC]: op 1 February 1875 (see 1875**); aot request; clo 6 February 1956 *(Southern Daily Echo 6th)*.
NEWCHURCH near Rochdale – see WATERFOOT.
NEWCHURCH near Warrington [LNE] op 1 February 1943 *(Cl 29)*; HALT; clo 2 November 1964 *(Liverpool Echo 22 October)*; {Culcheth – Glazebrook}.
NEWCOURT op 4 June 2015 *(AB Chron April 2016)*; still open.
NEWCRAIGHALL op 3 June 2002, formal next day *(RM August p 72)*; still open.
NEWENT [GW] op 27 July 1885 *(Glos Chron 1 August)*; clo 13 July 1959 *(RM August)*.
NEWHAILES [NB]: {map 18}
Probably place served by occasional stop on a train from Musselburgh mentioned in report of accident on 21 July 1850. No station but a gate-keeper was stationed at level crossing concerned *(Return)*. According to the report it was about half way up a three-quarter mile long incline which began about a third of a mile out from Musselburgh; from 1854 6 inch map of Newhailes area D. M. Cattanach suggests about ¼ mile east of point where branch, still following original route, crossed the main line. Dates ? Op with branch to Fisherrow and clo when next opened?
Station proper op 16 May 1859 (date of diversion of Musselburgh branch), station first in *Brad* June 1859; NEW HAILES until altered 26 September 1938 *(Cl)*; clo 6 February 1950 *(RM March)*.
Ticket platforms: one 200 yards long outside station especially for Volunteer Review 25 August 1881; another 100 yards long on opposite side to existing platform; *(Daily Review, Edinburgh 24th)*. Only references seen for regular one: train to Musselburgh delayed at ticket platform here *(Edinburgh Evening News 31 August 1894)*. *Portobello Advertiser 9 October 1896* referred to 'new' one here when race specials from Musselburgh in previous week had run non-stop from here to Edinburgh; either the 1894 reference was to one recently provided or there had been a change of site since then.
NEWHAM [NE] first in *Brad* February 1851; clo 5 May 1941*, reop 7 October 1946 *(RM January 1947)*; clo 25 September 1950 *(RM November)*.
* = nothing in 5 May 1941 wtt but at least 6 October 1941 to 6 May 1946 wtt one weekday call by request, northbound only.
NEWHAVEN Edinburgh [Cal] op 1 August 1879 *(RCG; co n Edinburgh Evening News 1st)*; clo 30 April 1962 *(RM May)*. See 1903** for unused platforms on Seafield branch.
NEWHAVEN near Brighton [LBSC]
N MARINE op 17 May 1886 *(SR)*; for ferry passengers; night services ceased with effect from 4 or 5 August 1914 (boats transferred to Folkestone); tri-weekly day services from 11 or 12 August 1914; resumed July 1919 – first inward use 14th, outward 15th (see R. Maund, *Chron October 2017)*. Closure Second War? Clo 11 November 1995 to 2 December 1995, inclusive, for engineering work. ceased to be advertised (but single train still ran) 4 March 1996 wtt; last train ran 29 January 1999 as a result of withdrawal of P & O Stena's ferry to Dieppe, reop 23 April 1999* for summer only Hoverspeed to Dieppe; in 2001 only used by one unadvertised service, to satisfy legal requirements for 'open' line – by now not run in connection with shipping service; clo 4 October 2001 to 1 January 2002 by points failure but used in public service 2 to 17 January 2002 (inclusive) for turning back branch trains to Seaford during engineering work.; lost last unadvertised but public train from 17 August 2006 owing to condition of platform roof; theoretically still open but unsafe for use (wtts). Op as N EAST QUAY, later N BOAT STATION/N HARBOUR B S/HARBOUR; became N MARINE 14 May 1984 public tt but some time in 1983 various internal documents (see R Maund *Chron March 2022)*.
* = wtt supplement showed resumption as 10 April 1999, but there was a delay in resuming shipping service;
N HARBOUR op 8 December 1847 *(co ½ T 15 February 1848)* as N WHARF for PARIS; renamed 1884 tt *(SR)*; terminal portion replaced by what eventually became N Boat Station 17 May 1886 – through platforms remained in use for trains to/from Seaford (R. W. Kidner, *The Newhaven and Seaford Branch*, Oakwood, 1979, especially maps p 9 and 25); 10/11 August 1914 closed to civilian traffic but military and workers' trains continued; reop probably 14 August 1919 (see R. Maund, *Chron October 2017)*; still open.
Temporary platform on eastern side of main quay 19 May 1894 for those involved in demonstration of armoured train *(Sussex Aricultural Express 22nd)*

N TOWN op 8 December 1847 *(co ½ T 15 February 1848)*; TOWN added 1864 tt *(Cl)*; still open.
HARBOUR and (TOWN) first shown separately in *Brad* December 1856.

NEWHOUSE [Cal] op 2 July 1888 *(Airdrie & Coatbridge Advertiser 30 June)*; see April/May 1921**; clo 1 December 1930 *(Motherwell Times 21 November)*; later non-tt service from after 1937 to 31 July 1941 *(U)*. Service closed 1930 from Airdrie; subsequently Calderbank viaduct removed so use 1937-1941 would have been from Bellside Jn (Omoa) direction.

NEWICK & CHAILEY [LBSC] op 1 August 1882 *(Hants Chron 5th- line, in description of line Surrey Mirror 29 July)*; clo 30 May 1955**, reop 7 August 1956 *(RM May 1958)*; clo 17 March 1958 *(T 17th)*.

NEWINGTON Edinburgh [NB]
NEWINGTON op 1 December 1884 *(Edinburgh Evening News 1st)*; clo 10 September 1962 *(BR notice Ed Sub)*.
N SHOW YARD STATION – see CAMERON TOLL.
Non-tt: goods yard used on 18th for Royal Volunteer Review of 18 September 1905 *(Scotsman 16th, 19th)*.

NEWINGTON – see HULL.

NEWINGTON near Sittingbourne [LCD] op 1 August 1862 *(co n T 1st)*; still open.

NEWINGTON & BALLS POND ROAD – see CANONBURY.

NEWLAND near Cinderford [GW] op 1 September 1883 *(Glos Journal 8th)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*. Also known (locally only?) as CHERRY ORCHARD (R. M. Handley & R. Dingwall, *Wye Valley and Coleford Branch*, Oakwood, 1982).

NEWLAND near Malvern [GW] op 18 March 1929 *(wtt supp)*; HALT; clo 5 April 1965 *(Cl)*. Pre-opening Stocks Lane *(RAC)*.

NEWLANDS COLLIERY PLATFORM [PT] work begun by 15 March 1918; workmen's service started by 10 May 1918; still in wtt February 1930, absent September 1930. For details of service see PORT TALBOT OLD DOCK.

NEWLAY [Mid] op 1 September 1846 *(Mid)* as N; became N for HORSFORTH 1 April 1875 co tt, N & H 4 October 1889 *(Mid)*, N 12 June 1961 *(RM June)*; clo 22 March 1965 *(RM April)*.

NEWMACHAR [GNS] op 18 July 1861 *(co n Peterhead Sentinel 19th)*; clo 4 October 1965 *(Aberdeen Press 10 September* – last train will be Saturday 2nd). *Hb*: NEW MACHAR until 1904.

NEWMAINS [Cal] op 15 May 1867 *(Glasgow Herald 17th)*; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCH)*; see April/May 1921**; clo 1 December 1930 *(Cl)*. *Hb* N COLTNESS IRON WORKS (1872); N & C I W (1883), N (1890).

NEWMARKET [GE] (see *Chron 33* for sketch)
NEWMARKET op 4 April 1848 *(co n T 3rd)*; clo 1 July 1850**, reop 9 September 1850 *(co n T 6th)*. Original was single platform, terminus, requiring reversal when line extended to Bury St Edmunds 1 April 1854. Temporary platform set up at Kennet end of tunnel evening of Thursday, 1 February 1865 following collapse of part of tunnel at Newmarket end *(Express, London, 2nd)*; used until ? – debris not cleared by end of the week. *Suffolk Chronicle 25 February* said that new faults had been found since 'partial' reopening so extra caution and inspections in operation. When line to Ely opened 1 September 1879, a through island platform was opened, slightly lower level, overlapping and slightly east, connected to original by footbridge *(GE Society Journal, October 1993, p 33)*. The through portion was replaced by much larger station on 7 April 1902 about ½ mile nearer Cambridge (*Newmarket 12th)*. Still open. Ticket for N HL (to Sunbury, via South Tottenham, GE) *(JB)*.
Original platform plus 'Third Class Platform' (no protection from weather, added at same time as Warren Hill), kept for race specials from south until 1902 *(GE Society Journal)*; after that still available for grooms accompanying horses (tickets exist).
N WARREN HILL (non-tt): race meetings; op 20 April 1885 *(Newmarket 25th)*; used for traffic from north *(RM November 1908)*; still in use October 1938, believed only horse specials after War *(AB)*. {Newmarket – Kennett}.

NEWMILNS [GSW] op 20 May 1850 *(co n Glasgow Gazette 18th)*; clo 6 April 1964 *(Irvine Herald 20 March)*. *Hb*: NEW MILNS before 1872.

NEWNHAM Forest of Dean [GW] op 19 September 1851 *(Gloucester J 20th)*; clo 2 November 1964 *(Cl)*.

NEWNHAM BRIDGE near Bewdley [GW] op 13 August 1864 *(Worcester 13th)*; BRIDGE added 1873 tt *(Cl)* but *hb* 1866a (dropped 1867, back 1872); clo 1 August 1962**.

NEWPARK [Cal] op 11 October 1869 *(co n Edinburgh Evening Courant 9th)*; clo 14 September 1959 *(Cl)*. *Hb*: NEW PARK before 1883.

NEWPORT near Middlesborough [NE]: line op late December 1830 (see Middlesbrough), nd, (not listed by *Whishaw* about 1840 but in S&D fare table for '1840', *RAIL 667/611*), first in *Brad* May 1847 (see 1825**); clo 8 August 1915 (Sunday) *(RCH)* but still shown 'P' in *hb* – 1956 for 'occasional excursions' – one such 15 August 1932 *(RM October)*; {still in *IA*}.

NEWPORT near Stafford [LNW] op 1 June 1849 *(Shrewsbury 8th)*; clo 7 September 1964 *(Birmingham Daily Post 11 July)*. At times N SALOP in some tables LNW co tt 1860s, 1870s, at least.

NEWPORT – see WALLINGFEN.

NEWPORT IoW
NEWPORT [FYN]: line op 20 July 1889, using IWC station, with reversal; FYN op station of own 1 July 1913 through carriages began to run between this and main station 11 May 1914, saving some passengers the walk (not all trains ran through); FYN station clo 9 August 1923 (Wednesday) *(FYN Oakwood)*; FYN reverted to using IWC station with reversal.
NEWPORT [IWC] op 16 June 1862 *(Hants Adv 21st)*; original terminus replaced by through station on/slightly before 20 December 1875 *(IWC)*; clo 21 February 1966 *(RM March)*. Became N GENERAL January/September 1876, N CENTRAL by end of 1876, N 1907 *(Brad)*. N for BRIGHTSTONE in *Brad* until 1955.
N PAN LANE [IoW Newport Junction] op 11 August 1875 *(Hants Adv 11th)* without BoT approval; ordered to cease – date? *(IWC)*; op with authority 6 October 1875 *(Hants Teleg 9th)*; clo 1 June 1879 (Sunday) *(Cl)*; {Shide – Newport}. Pan Mill in *Brad 1878.*

NEWPORT South Wales; all finally part of [GW]; {map 89}
For earliest service see 1822**.
From Blaina [Monmouthshire], Western Valleys, to **N COURTYBELLA** op 23 December 1850**; replaced on line extension by >

N DOCK STREET op 4 August 1852* *(co ½ Monmouthshire Beacon 20 November)*; Western Valleys trains transferred to High Street 12 May 1880 *(Merlin 14th)*; LNW trains from Sirhowy branch and BM transferred I June 1880 *(LNW co n Merlin 28 May; BM minutes, RAIL 65/7)*. This station then clo.

* = Move from **COURT-Y-BELLA** (*Merlin's* usual version) to **DOCK STREET**: *Merlin* of 6 October 1852 contained notice dated 5 August that passenger trains on Western Valleys 'will in future arrive at and depart from Dock Street station'. Is 4 August given by all in print last day of use of old?

From Pontypool [Monmouthshire], Eastern Valleys, to station at **MARSHES TURNPIKE GATE** op 1 July 1852 *(Merlin 2nd)*; replaced by >

N MILL STREET op 9 March 1853 *(co ½ T 23 May)*; service transferred to High Street 1 August 1880 *(co n Merlin 30 July)*; station then clo.

Main [South Wales] line to N op 19 June 1850**; still open as **N SOUTH WALES**. HIGH STREET was added *Brad* in different tables at different times, last seen 1938/9; became N S W 1 June 1997 tt.

Temporary platforms (non-tt):

14 July 1914 for opening of new dock, claimed to be largest in world by Prince Arthur of Connaught *(Western Mail 15th)*;

20 August 1914 for emigrants to U.S.A. and Canada embarking on Cunard's *Ascania (Western Mail 21st)*.

Non-tt: [ANSW]

EAST QUAY (of South Dock): *ANSW, p 44-5* has photos of American troops disembarking to waiting trains after end of First War and special passenger service to connect with Royal Mail Co's vessels (1919 at least).

SOUTH QUAY (of South Dock): about 1915 train service from Dock entrance to Salvage (or Box) Factory for women working on reconditioning shell cases and ammunition boxes returned from France *(ANSW p 43)*. Photo *ANSW p 41* shows passengers from a New Zealand liner being disembarked, train waiting, in 1936. *MT6/2542/8 dated 13 March 1919* says passenger service proposed between here and Queen Alexandra Dock.

QUEEN ALEXANDRA DOCK source cited confirms existence of platform for National Cartridge & Box Factory. GW workmen's trains from Newport withdrawn 17 July 1915 (replaced by service to next*) (wtt supp August 1915)* >

EBBW JUNCTION – service ceased?

Unlikely that passenger trains were restricted to those mentioned above.

NEWPORT ESSEX [GE] op 30 July 1845 *(Norfolk Chronicle Supp 2 August)*; ESSEX added 1 July 1923 *(hbl 12th)*; still open.

NEWPORT PAGNELL [LNW] op 3 September 1867**; clo 7 September 1964 (RM October).

NEWPORT ROAD – see PONTYPOOL.

NEWPORT-ON-TAY [NB]

N-on-T EAST op 12 May 1879 *(The Scotsman 13th)*; clo 5 May 1969 *(RM June)*.

N-on-T WEST op 12 May 1879 *(The Scotsman 13th)*; clo 12 January 1880, reop 20 June 1887; clo 5 May 1969 *(RM June)*.

Originally EAST and WEST NEWPORT; final versions of names advised in WR commercial circular dated 24 December 1955, though this did not give exact date when change had occurred / was to occur (B. Pask); LNE ticket exists from Newport East to Newport West *(DM)*.

Note on effects of collapse of first Tay Bridge 28 December 1879.

Dundee People's Journal Saturday 3 January 1880: interim tt has been issued by NB. Depart Dundee Craig Pier; steamer to old Tayport station, then train stopping at old Leuchars Station and Leuchars Junction. Trains will also run between Tayport and Newport stations and passenger boats ply from Broughty Ferry. Presume passengers walked from main station to Pier.

Dundee Courier Monday 12 January 1880: notice from NB that after Saturday West Newport station would be closed and block telegraph cabins at both ends of bridge, Wormit and Newton would be closed. Would result in about a dozen railway servants being thrown out of present employment.

Dundee Advertiser Monday 2 February 1880: trains run daily East Newport to Tayport and back. Broughty Ferry Pier now reopened.

Dundee Courier 16 May 1887: *NB co n* for excursion to Edinburgh on 18th (Queen's Birthday) – from Dundee Tay Bridge via Broughty Pier and East Newport.

Fife Herald 15 June 1887 has tt headed for June 1887 that includes branch Leuchars Junction to East Newport (assumed stops at Old Leuchars and Tayport?); not seen in earlier tts, including those for June; was this service already running or new one preparatory to reopening of bridge? – former more likely.

Dundee Courier 24 June 1887: reopening of bridge on 20th. Old Tayport station closed again now?

NEWQUAY [GW] op 20 June 1876 *(R Corn Gaz 24th)*; still open. Aot NEW QUAY *(hb)*.

Ticket platform: one of these abominations erected here within last year *(Royal Cornwall Gazette 4 February 1892)*. Perhaps in use October 1897; closed by July 1902 *(U)*.

NEWSEAT [GNS] op 3 July 1862 *(co n Banffshire Journal 1st)*; NEW SEAT until 1884 tt *(JS)*; made HALT 22 September 1930 *(Cl)*; clo 3 May 1965 *(RM May)*.

NEWSHAM [NE]: according to *BT* did not open with line; a photo-caption says station dates from 1850; included in 1 May 1851 tt *(Durham County Advertiser 2nd)*, earliest detailed tt so far seen for this line; clo 2 November 1964 *(Newcastle Journal 2nd- line)*. Used 3 July 1967 for Newlands School outing (photo p 55 in *Blyth*, by Blyth Local Studies Group, Chalford Publications, 1997). N JUNCTION 1854/5 to 1865/6 in *Brad*.

NEWSHOLME [LY] op 1 June 1880 *(Blackburn Standard 5th- line)*; clo 6 August 1957 (Tuesday) *(RM September)* – trainless Bank Holiday Monday previous day.

NEWSTEAD near Galashiels [NB] first in *Brad* November 1849; last October 1852; initially NEWBRIDGE in *Brad*; {Melrose – St Boswells}.

NEWSTEAD near Nottingham.

NEWSTEAD [Mid] op privately 1 April 1863 wtt *(Mid)*, to public 1 July 1883 *(Mid)*; clo 12 October 1964 *(RM November)*. An entry in *hb* October 1961a appears to suggest that passenger station was now N WEST but it was still just N in BR LM Region tts. An LNE-issued ticket exists thus *(JB)*, but strictly this was goods station – was passenger side now put under goods manager's control?

Also (non-tt) temporary platform for one of six excursions in special trains provided by Midland for British Association members meeting at Nottingham to visit Abbey and grounds here 25 August 1866 *(Derby Mercury 29th)*. Between Nottingham and Watnall?

NEWSTEAD op 17 May 1993 *(RM May)* – public open day running 8th *(BLN 703, 706, 707)*; old Mid station; still open.
N & ANNESLEY [GN] op 2 October 1882 *(Mansfield Reporter 6th)*; & A added 1891tt *(Cl)*; clo to public 14 September 1931 as N *(LMS PCC 218)* but railwaymen used until clo 10 September 1962, by when shown as N EAST *(wtt supplement)*.
NEWTHORPE, Greasley & Shipley Gate [GN] op 1 August 1876 *(GN)*; clo 7 January 1963 *(Birmingham Daily Post 7th)*. N, G & S G was RCH name – used *hb* always and in e.g. Distance Book 1914. In *Brad* opened as N & G and became N 1893/4 – but shown as N in GN wtt 1888.
NEWTON Glasgow [Cal] first in *Brad* November 1852; re-sited 19 December 1873 *(RCH Distance Book amendment, Whittle)*; 'new station' 23 January 1901 *(Cal)*; still open.
NEWTON near Droylsden – see 13 April 1846**.
NEWTON ABBOT [GW] op 31 December 1846 *(Trewman 7 January 1847)*; ABBOT added 1 March 1877 *(Cl)*; still open. N JUNCTION in *Brad* 1852/3 to 1877 but not thus GW co tt 1859, 1874.
Non-tt:
'A temporary platform over 100 feet long has been erected on down side to cope with excursionists' *(Western Times 25 April 1913)*.
N A GOODS: exhibition 24-31 July 1980 *(U)*.
NEWTON AYCLIFFE op 9 January 1978 *(RM March)*; still open.
NEWTON BRIDGE – see NEWTON-LE-WILLOWS.
NEWTON DALE – see 1835 B** and 6 April 2007**.
NEWTON FOR HYDE [GC] op 17 November 1841 *(co n N Manch 17th)*; still open. Op notice called it N & H and still thus notice *Manch 24 December 1842*; 'for H' added *Brad* 1848.
NEWTON HEATH
NEWTON HEATH [LY] op 1 December 1853 *(co n Manch 3rd)*; clo 3 January 1966 *(RM February)*.
Also see DEAN LANE.
NEWTON JUNCTION – see EARLESTOWN.
NEWTON KYME [NE] 10 August 1847 *(co ½ T 22 February 1848*; in inspection report dated 9 August), nd, July 1848; KYME added 1850 tt *(Cl)*; clo 6 January 1964 *(Cl)*.
NEWTON NOYES PIER [GW] (non-tt): troop trains WWII; {beyond Milford Haven} *(@JF)*.
NEWTON POPPLEFORD [LSW] op 1 June 1899 *(Sidmouth 7th)*; clo 6 March 1967 *(Express & E 6th)*.
NEWTON ROAD – see TIBSHELF.
NEWTON ROAD [LNW] op 4 July 1837 *(T 6th)*. Replaced 1 March 1863 *(co n Birmingham Daily Gazette 25 February)* by station short distance to north which op as WEST BROMWICH and was renamed N R for W B 1 May 1863 *(W Mid)*; 'for W B' dropped before/with LNW co tt April 1870. This is turn was replaced by station 30 chains south on 1 January 1902 *(co ½ Rly Times 15 February)*. This third station clo 7 May 1945 *(Railway Gazette 4th)*.
NEWTON ST CYRES [LSW]: see 12 May 1851** for opening; originally ST C, NEWTON added 1 October 1913 *(hbl 23rd)* but N St C in earliest tts *Trewman's*; aot request; still open.
NEWTON STEWART [PPW Jt] op 12 March 1861 *(Galloway 15th)*; clo 14 June 1965 *(RM July)*.
NEWTON TONY [LSW]: military use began 1 October 1901; op to public 2 June 1902 *(W Gaz, Wilts & NE Somerset edition 6th)*; N TONEY until 1903 tt *(Cl)*; see 1951**; clo 30 June 1952 *(RM August)*.
NEWTON-LE-WILLOWS near Manchester
NEWTON-LE-WILLOWS [LNW]: line op 17 September 1830**, nd, 1 January 1831 as NEWTON BRIDGE; renamed N-le-W 14 June 1888 *(Cl; RCG ref July)*; still open. *Whittle* said new station op 15 October 1876 – buildings or site?
N RACECOURSE [LM] (non-tt): op 20 June 1832 *(race)*; racing moved to Haydock Park in 1899 (magazine *Cheshire Today*, February 1988). S Greaves, *Newton's Story*, Newton 150 Committee, 1980 said was used into early 1900s; article in *Railway World, April 1985* says branch lifted 1902; {branch from Earlestown}.
NEWTON-LE-WILLOWS – see JERVAULX.
NEWTON-ON-AYR [GSW] op 1 November 1886 *(RCG; Irvine Herald 6th)*; still open.
NEWTONAIRDS [GSW] op 1 March 1905 *(RCG: Northern Whig28 February)*; clo 3 May 1943 *(Dumfries & Galloway Standard 1st* contained notice from Caledonian Omnibus Co of replacement bus service to Dumfries station from Monday 3rd until further notice).
NEWTONGRANGE
a) op [NB] op 1 August 1908 *(Dalkeith Advertiser 6th)*, as replacement for Dalhousie; see 13 August 1948**; clo 6 January 1969 *(BR clo notice)*.
b) op 6 September 2015**; still open; {less than ¼ mile south of (a)}.
NEWTONHEAD – see AYR.
NEWTONHILL [Cal] line op 1 February 1850 *(co n Aberdeen Journal 30 January)*, nd even local press; first seen in *co n alterations for fish train (did carry passengers) from 11 April 1851 (ibid 9th)*; first in *Brad* November 1850; clo 11 June 1956 *(Aberdeen Evening Express 28 May)*. *Hb*: NEWTON HILL before 1877.
NEWTONMORE [High] op 9 September 1863 *(Scotsman co n 9th, item 10th)*; still open.
NEWTOWN Yarmouth [MGN] see 17 July 1933**; HALT.
NEWTOWN near Abermule [Cam] op 11 August 1859**; replaced by new station to east 10 June 1861 when line extended to link with that from Oswestry *(R. A. Cooke, GW Atlas)*; still open. See ABERMULE for irregular service from here.
NEWTOWN ST BOSWELLS – see ST BOSWELLS.
NEWTYLE [Cal] op 3 April 1832 *(co n Dundee)*; see 1831 B**; re-sited on deviation 31 August 1868 *(Cl)*; clo 10 January 1955 *(T 28 December 1954)*; {map 8}.

NEYLAND [GW] op 15 April 1856 *(T 17th)* as MILFORD HAVEN; renamed N February 1859, NEW MILFORD November 1859 *Brad*, N 30 August 1906 *(hbl 25 October)*; clo 15 June 1964 *(Cl)*. GW co tt: 1859 N for M H, Pembroke, Pembroke Dock and Ireland; 1874 N M (M H), later N M for M H.

Ticket platform: earliest reference seen: 5.15 from London to be made to stop at Johnston [where tickets would be collected?] instead of ticket platform at New Milford *(Cardiff Times 23 November 1878)*. But still ticket platform here in 1890: reference in item about failure to replace dangerous crossing by a bridge *(S Wales Daily News 6 May)*.Also civil claim for accident 22 March 1899 *(S Wales Daily News 22 February 1900)*. Still in use October 1902; closed by January 1905 *(U)*.

NIDD BRIDGE [NE] op 14 September 1848** as RIPLEY; renamed 1 June 1862 *(Cl)*; clo 18 June 1962 *(RM July)*.

NIDDRIE [Ed & Dalk; NB];{map 18}

Also see map *D&C 6, page 249*.

Probably (a) and (b) best seen as single station to which extra platforms were added as needed. It was not uncommon for stations to be shown as 'X' in one table and 'X Junction' in another.

(a): see 1831 A**; perhaps short closure 1846/7 while line rebuilt, but unlikely; last in *Brad* October 1847. Usually in tt as N JUNCTION. This served early services from Edinburgh St. Leonards and would have been used again during the brief reopening of St Leonards, 1 June 1860; clo 1 October 1860.

(b) platforms for service from Edinburgh Waverley op 21 June 1847 *(Ed & Dalk)*; clo 1 October 1860 *(Cl)*, though last in *Brad* November – inertia?

There was a further use, op 1 December 1864 *(Cl* reop date; first in *Brad* January 1865); last in *Brad* January 1869, when trains only shown from Edinburgh. *G&S* says that this was new site south of earlier, though rudimentary nature of its service would hardly have seemed to justify new station and *Ed Sub* map for Newcraighall Colliery from 1914 OS, shows Niddrie Goods on part of old site, just east of main line; perhaps stop for convenience of goods station workmen.

NIGG [High] op 1 June 1864 *(Aberdeen People's Journal 4th)*; clo 13 June 1960 *(RM July)*.

NIGHTINGALE VALLEY [GW] op 9 July 1928 *(W D Press 7th, 9th)*; summers only; HALT; clo 12 September 1932 *(Cl)*; {Clifton Bridge – Pill}.

NINE ELMS – see LONDON.

NINE MILE POINT

See 1822** for earliest service.

NINE MILE POINT [LNW] first in *Brad* September 1868 and tt *Merlin* 5 September 1868*; clo 2 February 1959 *(Cl)*. GW co tt 1874, LNW co tt 1882: N M P (QUARRY MAWR) – also thus in *Brad* until 1879 *(JS)*. N M P for UPPER MACHEN in *Brad* at end but not thus LMS tt 1930 nor BR WR tt 1958.

* = not found earlier in any of tts seen in local papers but *Merlin* 5 August 1865 said that directors had given orders for 'immediate erection' of station here (line had opened 15 June) and at co ½ 30 August 1865 *(Star of Gwent 2 September)* it was reported that Capt. Rich (BoT Inspector) had come here by special train to inspect sites of 'stations' at Nine Mile Point; *Merthyr Express 25 November 1865* referred to it as though it was a station in existence in report of accident on 18th. *Merlin* 30 March 1867 had article that said passengers with ticket to / from here (then owned by Sirhowey Co) could use Risca station of Monmouthshire, whose line which Sirhowey had to use to reach Newport (but apparently had to have ticket for Newport). Further confusion is provided by *Star of Gwent 15 July 1865 (page 8)* which said that many had travelled here on Sirhowey Railway on 12th at excursion fares for Machen flower show – dropped at trackside?.

NINEWELLS JUNCTION – see DUNDEE.

NINGWOOD [FYN] op 20 July 1889** *(co n FYN)*; clo 21 September 1953 *(T 21st)*.

NINIAN PARK [GW] op for football 2 November 1912 but advertised for use by ordinary Sunday services from summer 1934 (certainly in 9 July 1934 *Brad* but not in 17 July 1933 issue) to last use 3 September 1939 *(Cl)*; PLATFORM; later intermittent use for football (just as N P in 1971 *BR handbill PR 2891)* – last regular was season 1976/7 – in *PSUL* then, not next year. Reop for full public use 4 October 1987**; still open. Pre-opening Leckwith Road *(RAC)*.

NISBET [NB] op 17 July 1856**; clo 13 August 1948**.

NITSHILL [GBK Jt]: op 27 September 1848** ; still open.

NO 5 PASSING PLACE [GC GI] op 15 May 1912 *(GC)*; clo 3 July 1961 *(co n G&I)*.

NO 5 PIT SIDING [MC] (non-tt): miners; pit coaled 1910, HALT (lacking platform) lasted until pit closed April 1942 *(JNMC)*; ticket as ASPATRIA NO 5 P S *(JB)*, ... SIDINGS *(@JF)*; {Aspatria – Bullgill}.

NO 56 PLATFORM [LNE] (non-tt): site unknown; perhaps for ROF at Risley; op by October 1943; clo after 1944 *(U)*; ticket from St Helens Central for week commencing 9 January 1944 *(JB)*.

NOCTON & DUNSTON [GN/GE] op 1 August 1882 *(GN/GE)*; clo 2 May 1955 *(RM June)*.

NOEL PARK & WOOD GREEN [GE] op 1 January 1878 *(Pall Mall Gazette 1st)* as GREEN LANES; renamed G L & N P 1 May 1884 *(RCG)*; final name 1 January 1902 *(hbl 23rd)*; clo 7 January 1963 *(RM January)*.

NOOK PASTURE [NB] op 2 January 1864 *(co n of alterations from 1 January 1864, Caledonian Mercury Thursday 31 December 1863)*; not in *Brad* until May 1864; Saturdays only; last in *Brad* December 1873; included *hb* 1865a to 1883, not 1890; John Foster was a substantial shareholder in the NB and his family owned several nearby farms, station probably closing when ceased to be a major shareholder (R. Darsley & D. Lovett, *Carlisle to Hawick*, Middleton, 2010); {2.2 miles north of Penton, 1.9 south of Kershope Foot (Col. Cobb, *RCHS Journal 170)*}.

NORBITON [LSW] op 1 January 1869 *(co n T 24 December 1868)*; still open. In *Brad* op as N and KINGSTON HILL; became N for N and K H [sic]1886/7, N 1890, N for K H and RICHMOND PARK 1894, N for K H 1914/5 (and thus 1925 *hb*), N 1955.

NORBURY London [LBSC] op 1 January 1878 *(London Daily News 15 December* – said it was to be called N Hill); still open.

NORBURY & ELLASTON [NS] op 31 May 1852 *(T 26 May, 1 June)* as N; renamed N & ELLASTONE 16 July 1901 *(JS)*; final version 2 April 1923 *(Cl)*; clo 1 November 1954** *(T 1 October)*.

NORHAM [NE]: op 27 July 1849 *(Newcastle Journal 28th)*; see 13 August 1948**; clo 15 June 1964 *(RM July)*.

NORLAND – see UXBRIDGE ROAD.

NORMACOT [NS] op 1 November 1882 *(NS-K)*; clo 2 March 1964 *(RM April)*.

NORMANBY PARK [NE] (non-tt): for Normanby & Eston Floral & Horticultural Show here 1 August 1865 passengers were booked to Eston Junction and then given free ride on open trucks used for carrying workmen, drawn by shunting engine belonging to Mines Company *(York Herald 5th)*. Dropped about where line to Eston Mines crossed road just west of Lackenby?

NORMANS BAY [LBSC] op 11 September 1905 *(Bexhill-on-Sea Observer 9th)*; HALT until renamed 5 May 1969 *(S App)*; still open. PEVENSEY SLUICE in some local press versions.

NORMANTON [Mid/LY/NE Joint]: line op 1 July 1840**.

Earliest tt evidence is in Manchester & Leeds notice for 5 October 1840 opening *(Leeds Mercury 3rd)*, where trains to and from Hebden Bridge were calling but arrangements were clearly primitive: item on opening *(ibid 10th)* said M&L were building a station 'a little to the north of the junction' for the exchange of carriages but made no mention of a North Midland structure – both companies to use same partly-built 'station'? Looks suspiciously as if NM had intended exchange with Y&NM to be made at Wakefield / Oakenshaw (earliest tts suggest this was happening in some cases) and had not planned an interchange with M&L but were pushed into station here by M&L; at a meeting at Wakefield on 12 November 1840 representatives of three companies (York & North Midland the third) agreed that the building of a joint station was desirable and on 11 December the NM Board agreed to this *(NOM 1/ 2)*; *co ½ ibid Leeds Mercury 6 March 1841* described Normanton as an 'additional station', the expense of which had not been foreseen (meeting previous August had made no mention); *Companion* in *Leeds Mercury 10 April 1841* and item *Leeds Intelligencer 28 August 1841* said a station for all three companies was then being built; *The North Midland Railway Guide* (R. Allen, Nottingham, 1842) said new station existed now for use of three companies. In earliest NM tts as N (Manchester & York Junction), perhaps suggesting that seen as interchange station rather than one for the locals. An agreement dated 23 January 1844 *(NER 3/104)* set up a joint committee to manage the station, though through lines remained NM property; RCH treated it as joint Mid, LY, NE station. Still open.

Ticket platform: only reference seen: *Leeds Mercury 1856*: accident (fog).

See WARMFIELD for unlikely early station hereabouts.

NORTH ACTON

NORTH ACTON [GW] op 1 May 1904 *(Uxbridge & West Drayton Gazette 16 April)*; HALT; clo 1 February 1913 (Saturday) *(Acton Gazette 24 January)*.

NORTH ACTON [Cen] op November 1923 (contradictory GW documents – *GW Annual Report 1924* says 5th, *wtt supp* 11th – *Middlesex Gazette 10th* said opened Monday, 5th); 20 chains east of earlier station; GW platforms closed 30 June 1947 *(Cl)*; Cen still open.

NORTH BERWICK [NB]

Temporary station, Williamstown/Williamstone in many modern works, op 13 August 1849 *(Edin)**; was N B in *Brad* and *Edinburgh tt*; replaced by permanent >

NORTH BERWICK op 17 June 1850 *(Edin)*; still open. N B JUNCTION in *Reid* 1904.

* = a special train ran from Edinburgh to 'North Berwick' 8 August 1849 for the final of the 'Great Golfing Match' between a pair from St. Andrews and one from Musselburgh *(Edinburgh Evening Post 11th)*.

Ticket platform: only references seen: BoT report on accident 9 September *(Dundee Courier 20 October 1884)*. 17 November 1904: young lady jumped from train between ticket platform and station; survived *(Scotsman 18th)*.

NORTH CAMP

NORTH CAMP [SE] first in *Brad* August 1857; successively in *Brad* (other variations elsewhere) as ALDERSHOT N C, N C A, A C, A N C, A for N C and SOUTH FARNBOROUGH, N C for ASH VALE and S F; re-sited south, to Guildford side of level-crossing, probably before 1892 *(C/W*, based on early version of *Cl)*; name settled 13 June 1955 *(Cl)*; still open.

Also see ASH VALE.

NORTH CAVE [HB] op 27 July 1885 *(op tt NER I)*; clo 1 August 1955 *(RM September)*.

NORTH CONNEL [Cal] op 7 March 1904 (J Thomas, *The Callander & Oban Railway*, D&C, 1966); clo 28 March 1966 *(Aberdeen Press 11th)*. Became HALT 6 June 1921 *(hbl 66)* and thus *Brad* to 1933/4 but *hb* retained HALT until dropped September 1962a.

NORTH DEAN – see GREETLAND.

NORTH DOCKS – see SANDHILLS.

NORTH DROVE [MGN] first trains in *Brad* September 1866*; clo 15 September 1958 *(RM October)*.

* = line op 1 August; table for line first shown in *Brad* August, this station listed but no trains calling.

NORTH DULWICH [LBSC] op 1 October 1868 *(T 28 September)*; still open.

NORTH EALING op [Dist] 23 June 1903 *(RCG)*; transferred to [Picc] 4 July 1932; still open. *Hb* 1904 until altered 1938: N E for HANGER HILL, but not seen thus *Brad*.

NORTH EASTRINGTON [HB] op 27 July 1885 *(op tt NER I)* as E; NORTH added 1 July 1922 *(hbl 13th)*; became HALT 1938/9 *Brad*, *hb* 1941a; clo 1 August 1955 *(RM September)*.

NORTH ELMHAM [GE] op 20 March 1849 *(Norfolk Chronicle 24th)* as E; aot request; NORTH added 1 September 1872 *(Cl; RCG ref October)*; clo 5 October 1964 *(RM September)*.

NORTH END (Hampstead area) – see BULL & BUSH.

NORTH END near Fenny Compton [East & West Junction]: first in *Brad* August 1872; last June 1873, back April 1874 but see 2 March 1885**, unlikely that it 'closed'; clo 23 July 1877; shown 'P' in *hb* 1877-95, not 1904; {Fenny Compton – Warwick Road}.

NORTH END FULHAM – see WEST KENSINGTON.

NORTH END OF BLEA MOOR TUNNEL [LMS] (non-tt): workman's ticket from Hawes *(JB)*; dates ?; {Ribblehead – Dent}.

NORTH ESK – see DALKEITH.

NORTH FAMBRIDGE [GE] op 1 July 1889 *(Essex Standard 6th*, where 'at N F') as F; became N F 20 May 2007 tt; still open.

NORTH FILTON [GW] op 12 July 1926 *(Bristol notice S1248)*; PLATFORM on site of earlier Filton; clo 23 November 1964 *(Bristol E P 21st)*; workmen continued to use to 9 May 1986; {map 121}.

NORTH GREENWICH

NORTH GREENWICH [GE] op 29 July 1872 *(L)*; at opening 29 July 1872, carriages horse-drawn from Millwall Junction boundary of Millwall Docks property, then locomotive took over; fully locomotive-hauled 23 August 1880 *(Millwall)*; clo 4 May 1926**. Sometimes N G CUBITT TOWN (thus GE co tt 1914). First Island Gardens just north of here later.

NORTH GREENWICH [Jub] op 14 May 1999 *(LRR 20)*; still open.

NORTH GRIMSTON [NE] op 1 June 1853**; clo 5 June 1950 *(Cl)*.

NORTH HARROW [Met/GC] op 22 March 1915 *(The People 21st)*; still open.

NORTH HAYLING [LBSC] op 15 July 1867 *(see Hayling Island)*; last in *Brad* December 1868 (January 1869 'discontinued'); back August 1869 – but see note for Hayling Island; clo 4 November 1963 *(Cl)*.

NORTH HOWDEN – see HOWDEN.

NORTH KELSEY [GC] op 1 February 1849 *(co n Hull Advertiser 26 January)*; clo 1 November 1965 *(RM December)*.

NORTH KENT JUNCTION [SE] op 1 September 1849, exchange only, not shown in *Brad*; would not have been needed for a while following accident 21 August 1850; perhaps replaced at some point by New Cross [SE]; relevant service last ran 1852. See London Bricklayers Arms for fuller details; {map 105}.

NORTH KILLINGHOLME – see KILLINGHOLME ADMIRALTY.

NORTH LEITH – see under LEITH.

NORTH LLANRWST [LNW] op 17 June 1863 *(LNW Officers 381; North Wales Chronicle 28th)*, at 10 m 17 ch, as L; re-sited as through station 6 April 1868 *(Cobb)*; second platform added 1878; became L & TREFRIW 1884 *(Cl; RCG ref April)*, reverted 6 May 1974 *(BR notice)*; became N L when new L (under 'L') added 29 July 1989 *(BLN 616)*; aot request; see 2015/16**; still open.

NORTH LONSDALE CROSSING [Fur] first in *Brad* June 1888; clo June 1916 *(Cl)* {on Conishead branch, south from Plumpton Junction, near Ulverston}.

NORTH QUEENSFERRY [NB] {map 10}

NORTH QUEENSFERRY (a) op 1 November 1877 *(Dundee Evening Telegraph 1st)*; clo 5 March 1890 when Forth Bridge line opened. Reopened 29 July 1912 (see below) after line had been brought up to passenger standard; not known when service ended.

NORTH QUEENSFERRY (b): new station on Forth Bridge line op Sunday 1 July 1890 *(Scotsman 2nd)*. Still open. Also workmen's service (non-tt) from and to Leith Central added 1 July 1912 for Admiralty work connected with Rosyth Dockyard; transferred to N Q (a) 29 July 1912 *(Superintendent of Line's Circulars 28 June, 22 July)*.

Also see ROSYTH DOCKYARD and D. Cattanach's article in *From Scotland to the Somme...*, Scottish Railway Preservation Society, 2018.

NORTH RHONDDA [GW] (non-tt): HALT; service for miners, sanctioned by BoT, started 5 March 1917 (internal GW mem); op as BLAENCORRWG & N R PLATFORM, later N R HALT; use not continuous – no service shown wtt July 1923 *(RAIL 937/135)*, back before / with September wtt supplement; clo probably 23 March 1963 when line closed (wtt erroneously showed even later trains); {northern terminus of South Wales Mineral line}.

NORTH ROAD – see DARLINGTON [S&D].

NORTH RODE [NS] op 18 June 1849 – see MACCLESFIELD HIBEL ROAD; clo 7 May 1962 *(RM May)*. N R JUNCTION in *Brad* until 1881/2.

NORTH SEATON [NE] op 7 November 1859 *(co ½ RAIL 1110/227)*; clo 2 November 1964 *(Newcastle Journal 2nd- line)*. At first N S & NEWBIGGEN in *Brad*; spelling soon amended, then N S for N until latter had own station.

NORTH SHEEN [SR] op 6 July 1930 *(T 30 June)*; still open.

NORTH SHIELDS {map 26}

NORTH added erratically; seen as early as June 1841 *Brad* but not consistently until 1874.

NORTH SHIELDS [NE] op 22 June 1839**(NE)*; clo 11 August 1980 *(RM October)* for conversion to >

NORTH SHIELDS [TWM] op 14 November 1982 *(Newcastle Journal 12th)*; still open.

NORTH SHIELDS [BT; NE] op 27 June 1864** as TYNEMOUTH; renamed N S 1 April 1865; clo 3 July 1882 *(Cl)*.

NORTH SKELTON [NE] op 1 July 1902 *(RCG; Daily Gazette for Middlesbrough 1st)*; clo 15 January 1951, reop 18 June 1951 *(Cl)*; clo 10 September 1951 *(Cl)* – see 1951**.

NORTH STOCKTON – see STOCKTON.

NORTH SUNDERLAND [North Sunderland] op non-tt 14 December 1898 *(Newcastle Daily Chronicle 17th)*; available to all, first day free; first in public tt August 1934; clo 29 October 1951 *(Yorkshire Evening Post Saturday 27th* – closes this evening). Added *hb* 1900a; present 1925; omitted 1929; back 1936a (since 1930a); really closed for a while or removed as non-public in tidying-up exercise?

NORTH TAWTON [LSW] op 1 November 1865 *(Tavistock 3rd)*; clo 5 June 1972 *(Cornish & DP 11th)*.

NORTH THORESBY [GN] op 1 March 1848 *(co n, item Hull Packet 3rd)*; clo 5 October 1970 *(T 16 July)*.

NORTH UNION JUNCTION – see LOWTON; PARKSIDE.

NORTH VALE – see ASH near Aldershot.

NORTH WALSALL [Mid] op 1 November 1872 *(Mid; co n T 1st- line)*; clo 13 July 1925 *(LMS notice Walsall Observer 13 June)*. Briefly used evening of Saturday 22 August 1925 when flooding of Walsall station caused passengers to be set down here *(ibid 29th)*.

NORTH WALSHAM

NORTH WALSHAM [GE] op 20 October 1874 *(T 21st)*; was N W MAIN 27 September 1948 *(RM November)* to 14 June 1965 tt *(AB)*; still open.

N W TOWN [MGN] op 13 June 1881 *(co n Eastern Daily Press 10th)*; became N W TOWN 27 September 1948 *(RM November)*; clo 2 March 1959 *(T 2nd)*.

NORTH WATER BRIDGE [NB] op 1 June 1866 *(co n Montrose ... 22 June)*; clo 1 October 1951 *(RM November)*.

NORTH WEALD op [GE] 24 April 1865 *(Herts Guardian 9 May)*; legally transferred to [Cen] 25 September 1949 *(T 26th)* but BR continued to provide trains until electric services began 18 November 1957; clo 3 October 1994 (last train 30 September) *(RM November)*.

NORTH WEMBLEY op [LNW] 15 June 1912 *(T 14th)*; still open. Also [Bak] use from 16 April 1917 to 27 September 1982** and 4 June 1984 on *(Ug)*. Pre-opening East Lane *(L)*.

NORTH WINGFIELD COLLIERY [Mid] (non-tt): miners; in 1914 wtt as ALMA COLLIERY *(@JF)*; clo 9 November 1927; {near Clay Cross} *(Mid)*.

NORTH WOOLWICH [GE] op 14 June 1847 *(co ½ T 13 August)*: new station 1854; clo 29 May 1994 *(LMR WON CSE 11)* in connection with Jubilee line extension; reop 29 October 1995 *(RM February 1996)*; clo 10 December 2006 – last train Saturday 9th *(RM February 2007)*. Early tts and company notices called it just W; sometimes trains apparently terminated at W ROFF'S WHARF / PIER or W TOWN – ferry terminus on south bank – no mention of rail terminal at all. NORTH first seen 1850 / 53 *Brad* but not consistently added until later; W NORTH in EC co tt 1894.

(Non-tt) **temporary platform** at **Albert Docks** 10 January 1881 for embarkation of Inniskilling Dragoons for First Boer War *(Kentish Independent 8th)*.

NORTH WOOTTON [GE] op 3 October 1862 *(T 6th)*; NORTH added 1869 tt *(Cl)* but main entry *hb* 1863a was N W; clo 5 May 1969 *(RM July*, photo caption).

NORTH WYLAM [NE] op 13 May 1876 *(co n Nhumb)*; although on map it appeared to be a through station, in reality it was western terminus for most of its existence; passengers going west of here had to cross road bridge and travel on from Wylam; was treated as through station from 1954; clo 11 March 1968 *(RM April)*.

NORTHALLERTON [NE]; {map 37}

NORTHALLERTON op 31 March 1841 *(co n E Cos Her 25 March)*; still open. N JUNCTION 1851/2 to ?, *Brad*, and thus NE co tt 1880. Also briefly N MAIN – see below.

Emergency Second World War platforms on avoiding lines (on site of N Low), scheme completed June 1941, were used by diversions (East Coast trains sent via Teeside) until 1960s (J. P. McCrickard, *Wartime Emergency Connections – the Northallerton Avoiding Line*, in *WW II*, May and July 1992 issues).

N TOWN op 25 May 1852**; clo 1 January 1856 (see N Low, below).

N LOW op between 31 July 1854 (when Bill permitting its building was passed) and 2 September 1854 (GM's speech implying it was in use). *Brad* December 1854 to December 1855 has trains on Leeds & Thirsk/Leeds Northern line calling at both TOWN and MAIN. New spur op 3 December 1855 allowed diversion of service from Stockton to main station here and then along main line to Thirsk (main) *(e.g. Leeds Intelligencer 8th)*; LOW then left as northern terminus of local service to Melmerby. Clo during afternoon of 9 February 1901 when new link allowed all trains to use main station (see R. Maund, *Chron October 2017)*. LOW not shown separately in *hb* before 1904, deleted by/before 1910a. After diversion, *Brad* referred to main station as N HL only for connection to Melmerby service.

NORTHAM near Bideford [BWA] op 18 May 1901**; clo 28 March 1917**.

NORTHAM [LSW]

N ROAD – see SOUTHAMPTON.

NORTHAM op 1 December 1872, a Sunday *(Hants Advertiser 4th)*; at/near site of earlier N ROAD?; at first tickets only available from it; passengers to it bought tickets to Southampton, for which it acted as ticket platform *(LSW)*; clo 5 September 1966 *(Cl)*.

NORTHAMPTON

NORTHAMPTON [LNW] op 16 February 1859 *(Northampton Mercury 19th)*; N CASTLE until renamed 18 April 1866; still open. Aot *Brad* had N C Station Black Lion Hill.

N BRIDGE STREET [LNW] op 13 May 1845 as N *(LNW Record* – letter from CR Clinker citing *Northampton Mercury 17th)*; in *Brad* this became N 'COTTEN' END 1867, N B S 1872 *(JS)*; clo 4 May 1964 *(RM June)*.

NORTHAMPTON [Mid] temporary op 1 October 1866 *(co n T 27 September)*, at Far Coton; replaced by >

N ST JOHNS STREET [Mid] op 10 June 1872 *(Northampton Mercury 15th)*; ST J S added 2 June 1924 *(Rly Gaz 23 May)*; clo 3 July 1939 *(RM August)* – trains diverted to N Castle.

NORTHENDEN [CLC] op 1 December 1865 *(Stockport 1st)*; clo 30 November 1964 *(RM March 1965)*. Became N for WYTHENSHAWE 1933? *(hbl ref February)* and thus *Brad* until 1955.

NORTHFIELD [Mid] op 1 September 1870 *(Mid)*; still open.

NORTHFIELDS op [Dist] 16 April 1908 *(Lloyd's Weekly Newspaper 12th)* as NORTHFIELD EALING; renamed NORTHFIELDS & LITTLE E 11 December 1911, NORTHFIELDS 19 May 1932 *(L)*; rebuilt east 18 December 1932; [Picc] added 9 January 1933; Dist use ended 10 October 1964; Picc service continues.

NORTHFLEET [SE]: line op 30 July 1849; this station not listed by *The Times* at opening; was included in *SE notice of alterations* for 1 November 1849 *(T)*, added to tt *Kentish Gazette 13 November* (absent 6th – paper's tt not up to date?); still open.

NORTHIAM [KES] op 2 April 1900 *(Sussex Agricultural Express 3rd)*; clo 4 January 1954 *(T 2nd- last train Saturday 2nd)*. *Brad*, *hb* 1904 on and SEC co tt 1914: N for BECKLEY and SANDHURST.

NORTHOLT

NORTHOLT [GW] op 1 May 1907 *(Windsor & Eton Express 4th)*; HALT until renamed 23 September 1929 *(Cl)*; replaced by >

NORTHOLT [Cen] op 21 November 1948 *(T 20th)*; still open.

N JUNCTION – see SOUTH RUISLIP.

N PARK [LNE] op 19 July 1926 *(T 17th)* as SOUTH HARROW & ROXETH; renamed N P for N VILLAGE 13 May 1929 *(LMS PCC 100)*, N P 13 June 1955*(JS)*; temporary clo 22 September 1990, reop 8 October 1990 for resignalling *(NSE pamphlet)*; still open.

NORTHORPE near Gainsborough [GC] op 2 April 1849 *(Lincs Times 3rd)*; clo 4 July 1955 *(RM August)*.

NORTHORPE near Dewsbury:

N HIGHER [LNW] op 1 October 1900 *(LNW Officers 39764; Leeds Mercury 2nd)*; clo by fire evening of 11 July 1921 *(Yorkshire Post 13th)*; temporarily reop 25 July 1921 *(LNW dates, no authority)*; rebuilt station on original site op 6 August 1923 *(Cl)*; HIGHER

added 2 June 1924 *(Rly Gaz 23 May)*; clo 5 October 1953 *(Yorkshire Post Monday 5th* – last train Saturday). *LNW dates* says was briefly N DARK LANE before N HIGHER.

N NORTH ROAD [LY] op 1 December 1891 *(RCG; Yorkshire Evening Post 2nd)*; clo 2 April 1917 *(Leeds Mercury 22 March)*; reop 5 May 1919 *(RCH)*; NORTH ROAD added 2 June 1924 *(Rly Gaz 23 May)*; clo 14 June 1965 *(RM June)*.

NORTHUMBERLAND PARK

NORTHUMBERLAND PARK [GE] probably op April/October 1841 (see 1841**); op as MARSH LANE, alias M L TOTTENHAM. Probably closed for a few months end 1842/early 1843; still in *Brad*, notes, November 1842 (one train each way, 3.30 pm down, 2.30 pm up); trains involved did not stop at Tottenham or Edmonton; omitted December 1842 – 3.30 now stopped at Tottenham, 2.30 at Edmonton; back in tt June 1843, now in body of tt, some trains stopping at Edmonton and Tottenham as well as here. Renamed PARK 1 June 1852 *(L)*, N P 1 July 1923 *(hbl 12th)*; still open. GE co tt 1914: P for NORTH TOTTENHAM.

N P STAFF PLATFORM (non-tt): London Transport workers; two platforms, one op 25 August 1968 with Victoria Line (probably staff training earlier), second 24 September 1995; second still in full use, former only one train per day.

NORTHUMBERLAND PARK [TWM] op 11 December 2005; slightly west of Backworth, clo 1977 *(AB)*; still open.

NORTHWICH [CLC] op 1 January 1863 *(co ½ T 26 February)*; station replaced end May 1868 by one, south of previous, that became through station when line extended 22 June 1870 *(CLC Portrait)*; still open. *Northwich 3 January 1863* confirms opening date and refers to temporary as station at WITTON (shown somewhat east of town centre on map in Gazetteer of 1860s); note that *CLC Portrait* says original thought to have become goods – left as terminus of short branch.

Non-tt. Temporary workers' platform nearby to serve WD factory on Salt Branch No. 2 during WWI; factory op 1916 or 1917, clo. c.1919 (Alan Wilkinson, *Scenes from the Past: 41 (Part One): Railways across mid-Cheshire*, Foxline pp 10, 32). Perhaps same as OLLERSHAW LANE *(JF)*.

NORTHWICK PARK [Met] op 28 June 1923 *(Pall Mall Gazette 27th)* as N P & KENTON; renamed 15 March 1937 *(L)*; still open.

NORTHWOOD [GW] op 17 June 1935 *(Cl 29)*; HALT. Would appear to have been summer only until 1942; co tts 1937-8 show 'commences April 11th 1938' and 6 October 1941 'commences March 30th 1942'; *wtt supps* give reopening dates for 3 April 1939 and 7 April 1941; co tt beginning 5 October 1942 includes a few without restriction, others not to call until spring. Clo 9 September 1963 *(T 9th)*; {Bewdley – Arley}.

NORTHWOOD London:

NORTHWOOD [Met/GC] op 1 September 1887 *(Marylebone Mercury 3rd)* by Met; GC use began 15 March 1899; electrification meant line had to be quadrupled with new lines here to east of original so station had to be moved to these (quadrupling completed 17 June 1962 – station perhaps moved earlier) *(S. Smith, Chron July 2014)*; still open.

N HILLS [Met/LNE] op 13 November 1933 *(T 11th)*; still open.

NORTON near Doncaster [LY]: line op 6 June 1848**, nd, September 1848 *(Topham)*; clo 10 March 1947 *(Cl)*.

NORTON near Runcorn [Birkenhead]: first seen in co tt for February 1852 *(Chester Chronicle 7 February)*, not in January tts *ibid*; clo 1 September 1952 *(RM October)*. Runcorn East here/near later. Became N CHESHIRE 1926 (20 March according to *LNW dates* and *hbl* July but 17 September according to *GW circular 3011*); *Brad* added C briefly – dropped 1932/3.

NORTON near Worcester

NORTON [GW] originated as a **ticket platform**: *Worcester Herald 26 September 1857* said new station had been constructed here about three miles south of city, arrangements still not quite complete but would open on 1 October; *ibid 3 October* still not complete but expected that most trains from London and intermediate stations on the OWW would stop here, as well as Midland trains from Gloucester. This is only instance so far seen of press announcement of opening of a ticket platform. Likeliest interpretation is that it would be available for public use, but only northbound (joining and / or alighting?), which would explain why it did not appear in *Bradshaw* until October 1879. First certain passenger use so far found is a special excursion from Shrub Hill to here on 18 August 1862 for the Bromsgrove Literary and Mechanics' Institution fete at Spetchley Park (their notice *Worcester Journal 16th 4b)*; this was also scheduled to return from here (arrangements?). First in *Brad* as N JUNCTION; renamed N HALT 7 September 1959 *(Cl; hbl December)*; clo 3 January 1966 *(RM February)*. Also see WORCESTERSHIRE PARKWAY.

NORTON [Mid] op November 1841** *(Mid)*; last in *Brad* August 1846 – *notice headed 'Bristol and Birmingham Railway' in, Worcestershire Chronicle 2 September* 'No Passengers will be booked at NORTON LODGE ... after the 1st September next' – literal interpretation of railway usage would be that did stop on 1st – unlikely? (1st a Tuesday); {north of later GW station}.

NORTON-on-Tees [NE]

N JUNCTION: lines through here opened 11 July 1835 [Clarence] (see 1835 A**) and 10 February 1841 [Stockton & Hartlepool] *(NE maps)*. Probably primitive stopping arrangements on both, from start or soon after; perhaps briefly two stations; if so arrangement short-lived since S&H soon took over working of Clarence; early timetables lacked detail; first tt evidence seen is March 1850 *(Topham)*. According to C. Fox, *An Illustrated History of Norton, The Iron Road*, Fearns & Co, 2000, original Norton Junction 'station' was south of triangle of lines, in what would be the angle formed between line to Coxhoe and East Curve of 1870s; it was replaced around 1837 by stone platforms a little further north, in angle between Coxhoe line and original East Curve. In the sketch-maps latter only shown on Coxhoe line, others presumably added later on East Curve. *Topham* only shows stops by trains to/from Coxhoe; by June 1853 *Brad* was showing stops on Hartlepool line as well; however, given sketchy nature of early tt information for this area, might not be whole story. Early 'stations' might well have been more for use of railwaymen brought to the area by the creation of the junction than for general public. Replaced about ¾ mile east, thus losing service towards Ferryhill, by >

N-on-T op July 1870* *(Cl)*; at first still N JUNCTION in *Brad*; -on-T added 1 October 1901 *(hbl 24th)*; clo 7 March 1960 *(RM April)*.

* = 'halt' at/near here, originally provided for Warner, Lucas & Barrett's Iron Works, existed by 1851; also used by locals; seems to have evolved into this station (C. Fox).

NORTON BRIDGE

NORTON BRIDGE [LNW] op 4 July 1837 *(co n Gore's Liverpool General Advertiser 29 June)*; re-sited about 300 yards south 14 October 1876 *(LNW minutes)*; temporarily closed 23 May 2004**. Became N B for ECCLESHALL 1907? *(hbl ref 3 July)* and thus NS co tt 1910 and *Brad* to 1955, but not LMS tt 1930; *hb* 1938 applied this to goods only.

NORTON BRIDGE [NS] temporary station op 17 April 1848 *(NS; co n T 13th)*; clo 1850 *(NS)*.

NORTON FITZWARREN [GW] probably opened Monday 2 June 1873 (no exact date found but *Wellington 5th* 'now open'; first in *Brad* June; no Sunday service); clo 30 October 1961 *(RM December)*.

NORTON ROAD Swansea [SIT] first in *Brad* March 1878 (see 25 July 1860**); re-sited on deviation line 26 August 1900; last in *Brad* February 1910; back April 1910 only – error?; back April 1929 (reop 2 March 1929 with electrification?), but not back in *hb* until 1938 (absent 1912 to 1929, inclusive); clo 6 January 1960**; {map 88}.

NORTON-IN-HALES [NS] op 1 February 1870 *(Staffs Advertiser 5th)*; clo 7 May 1956 *(RM June)*.

NORWICH

NORWICH [GE] op 1 May 1844 *(T 14 April)*; re-sited adjacent 3 May 1886 *(Cl)*; N THORPE from a little after opening until 1969/70 – last in public tt for May 1969 to May 1970 but dropped from tickets before end of November 1969; temporarily clo during electrification work 1986 – see TROWSE below; still open.

Ticket platform(s), only references seen: leaving this to try and avoid payment, train from Swaffham *(Norfolk News 15 October 1859)*. Accident when platelayer tried to jump onto 'new' ticket platform to avoid being hit by train going to Wells *(ibid 11 January 1873)* [additional or replacement?]. About quarter mile from station; evidence at trial of railwayman, following serious accident previous year *(Norfolk Chronicle 10 April 1875 Supplement)*.

N CITY [MGN] op 2 December 1882 *(co n Norwich Mercury 2nd)*; clo 2 March 1959 *(T 2nd)*.

N TROWSE [GE] op 30 July 1845 *(co n T 23rd)*; new station on extension to Thorpe 15 December 1845* *(Cl)*; last in *Brad* May 1848; back September 1851; in the only local press tts so far found (for October and December 1848) it was included without trains. However, there was clearly use during this period. Advertisement for residential property *(Norfolk Chronicle 2 September 1848)* said there were several daily conveyances to here. Duke of Cambridge arrived here by a special train on 11 September 1848 *(Globe 12th)*. Nearest station for sale 27 March 1849 *(Norwich Mercury 24th)*. Advert *(Norfolk Chronicle 5th)* said that Pilot Coach from Southwold would start on14 May 'for the season' to meet trains here on Monday, Wednesday and Saturdays. *Morning Post 17 July 1849* advised visitors to the Royal Agricultural Society's Show (18th & 19th) to get off here, though EC notices for special trains only referred to 'Norwich'. Pilot Coach began again 27 May 1850. Eclipse Coach from Halesworth advertised to connect Monday, Wednesday, Friday and Saturday *(Norfolk Chronicle 12 July 1851)*. Was it open all / most of the time, with one 'Norwich' time left to cover both (see e.g. Stockton and Yeovil)? Back in *Brad* as result of opening of Trowse branch, connecting Norfolk and Eastern Counties lines to the Eastern Union on 8 September 1851 *(Norfolk Chronicle 30 August)*? Also unusual use: item 8 February 1851 said that some passengers detained here when level crossing gates were closed got out and walked on to terminus to avoid stench from abattoir nearby *(Norfolk News)*.

Temporarily extended for Royal Agricultural Show, week beginning 12 July 1886; clo 22 May 1916**, reop 1 April 1919 *(RCH)*; clo 5 September 1939 (Tuesday) *(Cl)*. Initially just N in tt (was briefly terminus), then N T, then usually just T – thus *Brad* and GE co tt 1914. Used for Royal Norfolk Show at Crown Point in June 1946 *(Divisional Manager's Report, RAIL 390/1276)*. Later used in 1950s for Norwich City F C home games; and during electrification work 1986 – used 28 to 31 March 1986 (inclusive) for all 'Thorpe' services, 26 April and 3 May for evening coast services (stopped to set down for connections then continued to main), evenings 3 August and 13 September *(GE Journal July 2000*; G. Kenworthy).

* = originally opened as terminus from Yarmouth, passengers for London taken by road to Thorpe; line through provided by swing bridge, inspected (satisfactory) on 5 December 1850; company advertised through service for Monday 15th in paper of 13th (date used by all secondary works seen) but in paper of 20th said it would open on Tuesday 16th (all from *Norfolk News);* no explanation found. By invitation of Directors a party of leading individuals, including the bishop had passed over it on the 6th.

N VICTORIA [GE] op 12 December 1849 *(T 11th)*; clo 22 May 1916** (GE minutes 4 May said had reached agreement with corporation for this); {still shown *IA*}. Was V station at N in notice of formal opening *(Ephemera)* but *Brad* only added 1854/6.

Ticket platform, only reference seen: item *Norwich Mercury 6 August 1856* – welcome given to General Wyndham (Crimean hero).

CROWN POINT [GE] (a): (non-tt): for 1886 Agricultural Show, as well as the extensions to Trowse, a separate terminal station, Crown Point in local press, was provided on a spur 400-500 yards east of main line, south of River Wensum; used by Prince of Wales when he arrived for visit 16 July (returned to London from Thorpe) (G. Kenworthy from *MT6/426/2* and local press).

CROWN POINT [GE] (b) (non-tt): for passengers, livestock and machinery, Royal Agricultural Show, 26 to 30 June (inclusive) 1911; {on line bypassing Thorpe} *(RM July, September)*.

N TRACTION DEPOT (non-tt): open day; 24 September 1983 *(@JF)*.

NORWOOD

N JUNCTION [LBSC] op 5 June 1839 *(co n T 6th)*; initially JOLLY SAILOR/J S N; became N 1846/8 *(Brad)*; re-sited about 80 yards south 1 June 1859 as N J *(co n London Evening Standard 2nd)*; N J & SOUTH NORWOOD for SOUTH WOODSIDE 1 October 1910 *(hbl 27th)* to 1944/5 *(hba January 1945)* but N J for S N in LBSC co tt 1912; still open. Until July 1844 *Brad* described it as J S near Beulah [Bewlah one month] Spa and that part of Norwood; but press notices transferred this tag to Anerley 1 July 1839 while adverts in press of the 'house near station' variety would suggest gradual transition from one name to the other spring / summer 1848.

East London added 23 May 2010**; still open.

Also see WEST NORWOOD.

NOSTELL [WRG Jt] op 1 February 1866 *(Leeds Times 3rd* – N Priory); clo 29 October 1951 *(Cl)*; 18 June 1961 wtt shows weekday calls when required for railway staff. Only seen as NOSTEL on tickets issued by 'West Riding Railway' (D. Geldard).

NOTGROVE [GW] op 1 June 1881 *(co n Cheltenham Chronicle 31 May)* as N & WESTFIELD (but just N in op notice); renamed 24 June 1896 *(Cl)*; clo 15 October 1962 *(Birmingham Daily Post 10th)*.

NOTTAGE [GW]: erection PORTHCAWL GOLFERS/GOLF PLATFORM (non-tt) authorised 21 July 1897 *(GW Traffic Committee)*; though ready earlier, not opened until August (probably 13th) 1898 because linked to building of new clubhouse in more convenient place *(South Wales Daily News 13th, 16th* – now open); all trains stopped on request; Nottage / Newton Nottage station in paper. September 1917 wtt said trains would not call until further notice (no exact clo date given); reop, now public, as N 14 July 1924 *(Porthcawl News 17th)*; aot request; all tts seen (*Brad* and company) say trains to Pyle call to take up, from Pyle to set down but *Pask GW Fares* includes fares to Porthcawl (limitation probably applied to second use only – Porthcawl paper told same story); HALT; clo 9 September 1963 *(RM October)*; {Pyle – Porthcawl}.

NOTTING HILL – see LADBROKE GROVE.

NOTTING HILL GATE

NOTTING HILL GATE [Met] op 1 October 1868 *(T 16* and *30 September)*; [Dist] added 1 November 1926 >
NOTTING HILL GATE [Cen] op 30 July 1900 *(London Evening Post 31st)* >
Rebuilt as one, completed 31 July 1960; still open.

NOTTINGHAM

NOTTINGHAM [Mid] op 4 June 1839 *(co n Nottingham Review 7th)*; original terminus was in Carrington Street; from 4 August 1846 trains from Lincoln also used it, with reversal; replaced by through station in Station Street 22 May 1848 *(Mid)*; renamed N CITY 25 September 1950, N MIDLAND 18 June 1951 *(Mid)*, N 4 May 1970 tt; still open. [due to close 20 July 2013 for six weeks *(RM July)* for resignalling and track improvement. Not confirmed.]
Excursion platform: only reference seen: Midland excursion platform used for demo of Pullman coaches on 17 April 1874 *(Nottingham Journal 18th)*. Actually platform in main station?
Ticket platforms:
East: earliest reference seen *Nottingham Journal 20 May 1862*: fatal accident, train from Lincoln.
West: earliest reference seen *Nottingham Journal 28 December 1860*: fatal accident to traveller from Derby. At Carrington Street Bridge *(Nottingham Journal 15 August 1876)*.
Made closed station 12 February 1917 *(Mid Trains Office Diary)*,
Also see Nottingham Express Transit (Section 6).
N ARKWRIGHT STREET [GC] op 15 March 1899 *(Nottingham Post 15th)*; clo 4 March 1963, reop 4 September 1967 *(RM October)* as northern terminus of service from London Marylebone; clo 5 May 1969 *(Coventry Evening Telegraph, Saturday 3 May* – last train today). For most of existence (1900 tt *(JS)* until 1963) just A S.
N LONDON ROAD HL [GN] op 15 March 1899 *(co n T 14th)*; clo 3 July 1967 *(Cl)*.
N LONDON ROAD LL [GN] op 3 October 1857 *(GN; Herapath 3 October* – 'will be opened this day'), but *co ½ T 22 February 1858* says 2 October; GN had previously used Mid station, but op own as result of dispute with Mid; LL added 15 March 1899; clo 22 May 1944 *(RM September)*.
N RACECOURSE [GN] (non-tt): op 19 August 1892 *(race)*; last used Tuesday 8 December 1959 *(Rly Obs May 1960)*; originally N RACE COURSE SIDING; {London Road – Netherfield}.
N VICTORIA [GC/GN] op 24 May 1900 *(Nottingham Journal 24th)*; clo 4 September 1967 *(RM October)*. At first both called it N JOINT, in GC case in *co circular 5199*, for station opening; Nottingham's Town clerk suggested N Victoria as a compromise on opening day, Queen Victoria's birthday *(GC)*; according to *BR letter, 21 February 1956 Cl pap, Joint Station Committee* agreed change 12 June, first *Brad* October.
Excursion Platform: only reference seen: excursion platform Victoria used for excursion to Portsmouth & Southsea early today *(Nottingham Journal 7 August 1930)*. Actually platform in main station?

NOTTINGHAM ROAD – see under DERBY.

NOTTON & ROYSTON [GC] op 1 September 1882 *(Leeds Mercury 2nd)*; & R added 1 December 1896 *(co tt supp December 1896, RAIL 958/28)*; clo 22 September 1930 *(Leeds Mercury 11th)*.

NOVAR – see EVANTON.

NUMBER – where a station was 'Number …' it will be found under 'NO', before 'NOCTON …'.

NUNBURNHOLME [NE]: line op 4 October 1847 *(co n York Herald 2nd)* but this not included; first seen June 1848 *(Topham)* where added after others on line; opened as BURNBY, renamed 1 January 1873 *(RCG)*; clo 1 April 1951 (Sunday) *(Cl)*.

NUNEATON

NUNEATON [LNW] op 15 September 1847 *(co n T 13th)*; became N TRENT VALLEY 2 June 1924 *(Rly Gaz 23 May)*, N 5 May 1969 *(Cl)*; still open. N HINCKLEY ROAD in *Brad* 1867 to 1878/9.
N ABBEY STREET [Mid] op 1 November 1864 *(co n Coventry Standard 11th)*; re-sited 7 chains west 1 September 1873 *(Mid)*; clo 4 March 1968 *(Coventry Evening Telegraph 5 February)*. Co tt and *Brad* called it N until renamed 2 June 1924 *(Mid)*; *hb* called it N ABBEY from 1873 and *RAIL 393/151* amended it from ABBEY to ABBEY STREET 2 1924.
N BRIDGE [Mid] op 1 March 1866 wtt *(Mid)*; clo 1 October 1887 wtt *(Mid)*. Main evidence for existence comes from working tts – did not appear in public tt. Also appears 'P' in *hb* 1877 to 1895 (present 1872, when no facilities were shown; deleted 1896 appendix – inertia involved?) and on late 1870s Airey Map of Staffordshire District (clearly added as afterthought so no distance information available). Exact site and purpose unknown (passenger use cannot be guaranteed); was between Abbey Street and South Leicester Junction; also some LNW trains shown calling until 1 April 1868 wtt *(Mid)*. Perhaps provided fairly easy passenger interchange with LNW station, perhaps only mail/parcels exchange point.

NUNHEAD [LCD] op 18 September 1871* *(co n T 16th)*; clo 1 January 1917 *(RM February)*; reop 1 March 1919 *(T 22 February)*; re-sited slightly north 3 May 1925 *(Cl)*; still open. N JUNCTION 1904 *hb*, J deleted *hba* May 1950 but not seen thus *Brad*.
* = junction station for line to Blackheath Hill, which opened this day. Intention had been to open line on 1st but delayed so contractors could 'finish line more completely' *(T 2nd)*. This would not have prevented opening of Nunhead on 1st but notice makes it clear that would open with line on 18th;

NUNNINGTON [NE] was first used 10 August, passengers free and at own risk, for Ryedale Agricultural Show at Helmsley *(Yorkshire Post 12th)* so clearly available when line op 9 October 1871 *(Yorks Gaz 14th- line)*; clo 2 February 1953 *(RM March)*.

NUNTHORPE [NE] op 25 February 1854 *(co ½ T 25 August- line)*; still open.

NURSLING [LSW] op 19 November 1883 *(Hants Advertiser 21st*)*; clo 16 September 1957 *(Hants Chron 21st)*.
* = paper of Saturday 10th said it would open 12th ('next Monday').

NUTBOURNE [LBSC] op Sunday 1 April 1906 *(Hampshire Telegraph 24 March)*; HALT until renamed 5 May 1969 *(S App)*; still open.

NUTFIELD [SE] op 1 January 1884 *(co n Morning Post 26 December 1883)*; clo 25 July 1992 for work on Bletchingly Tunnel in connection with electrification, reop 31 August 1993 *(Network SouthEast North Downs pamphlet)*; still open.

NUTHALL [Mid] (non-tt) one of six temporary platforms for excursions in special trains provided by the Midland for British Association members meeting at Nottingham to visit extensive coalpits of Mr. North 25 August 1866 *(Derby Mercury 29th)*. Site ?

OAKAMOOR [NS] op 1 September 1849 *(Churnet)*; clo 4 January 1965 *(Birmingham Daily Post 4th)*.

OAKDALE [GW] op 14 March 1927 *(Brecon County Times 3rd)*; HALT; clo 12 September 1932 *(Cl)*; {map 87}.

OAKENGATES

OAKENGATES [GW] op 1 June 1849 (see 1849**); renamed O WEST 18 June 1951 *(Sc reg comm circ FK48/3), Cl pap cite a circular of 24 September 1955 for* back to O but first in tt 11 June 1956 *(Cl)*; became O for TELFORD 16 May 1983; still open. *Brad* made two words of it, late 1850s, early 1860s,

O MARKET STREET [LNW] op 10 June 1861**; M S added 18 June 1951; clo 2 June 1952 *(RM August)*. Later excursions *(SU)*.

OAKENSHAW [Mid] op 1 July 1840**, probably as WAKEFIELD*; renamed O for W between 1 January and 6 April 1841 co tts, O 1861/3; clo 1 June 1870 (Wednesday) *(Mid)*; {Royston – Normanton}.

* = earliest usage seems to have been flexible: Engineer's Report on progress in *co ½ Leeds (7 March 1840)* called it 'The Wakefield station at Oakenshaw'; all the press items on opening called it Oakenshaw – because it was there? Earliest printed tt seen (24 August 1840) uses Wakefield.

OAKHAM [Mid] op 1 May 1848 *(Leicester Chronicle 6th)*; still open.

OAKINGTON [GE] op 17 August 1847 *(Cambridge Indep Press 21st)*; aot request; clo 5 October 1970 *(RM October)*. O for COTTENHAM in *Brad* 1906/7 to 1955 but not thus *hb*, LMS tt 1930.

OAKLE STREET [GW] op 19 September 1851 *(T 10th)*; clo 31 March 1856 *(co n Gloucester J 29th)*; co n ibid* 2 July 1870 'is now open' (i.e. reopened); clo 2 November 1964 *(Cl)*.

* = 'business of Oakle Street Station will be transferred to Grange Station on 31st March next, from which date Oakle Street Station will be closed'. Usual practice then would have meant closure dated 1 April but 31 March was a Monday.

OAKLEIGH PARK [GN] op 1 December 1873 *(L)*; still open. Became O P for EAST BARNET 24 May 1927 *(hbl July)*; thus LNE tt 1927, *hb* 1938 and *Brad* to 1955.

OAKLEY near Basingstoke [LSW] op 10 March 1856 *(Hants Chron 8th)*; clo 17 June 1963 *(Cl)*.

OAKLEY near Bedford [Mid] op 8 May 1857** *(Mid; co ½ T 13 August)*; clo 15 September 1958 *(LNW Record)*.

OAKLEY & ALREWAS – see CROXALL.

OAKLEY FIFE [NB] op 28 August 1850 *(Stirling Journal co n, item 30th)*; FIFE added 9 March 1925 *(hbl April)*; clo 7 October 1968 *(RM October)*.

OAKSEY [GW] op 18 February 1929 *(wtt supp)*; HALT; clo 2 November 1964 *(Cl)*; {Kemble – Minety}.

OAKWELLGATE – see under GATESHEAD.

OAKWOOD [Picc] op 13 March 1933 *(T 14th)* as ENFIELD WEST; renamed E W O 3 May 1934 *(L)*, O 1 September 1946 *(RM November)*; still open.

OAKWORTH [Mid] op 15 April 1867**; clo 1 January 1962 *(RM March)*.

OATLANDS [CW Jc] op 3 July 1883 *(D&C 14)*, all days; last in *Brad* December 1883; back September 1888 (and *West Cumberland Times Saturday 25 August* referred to new market train, presumably with September tt), Saturdays only hereafter; last July 1892; *co n Workington Star 17 September 1909* said market service had begun on 11 September but not back in *Brad* until November; last December 1916; back July 1917; last September 1922. *Workington Star 29 September 1888 (Saturday)* said Moresby Colliery Co had begun that week to provide workmen's train every morning (and return?) for workmen at Arlecdon; miners' service to 1 January 1927 *(U)* but continuity not guaranteed. There was also occasional excursion use, e.g. 4 July 1891 to Carlisle *(co n West Cumberland Times 1st)*, 9 August 1891 for Edinburgh Exhibition and Forth Bridge, tickets for 1, 3 or 8 days *(co n ibid 2nd)*. Also see *RM September 1912*.

OBAN [Cal] op 1 July 1880 *(T 2nd)*; still open.

Ticket platform: earliest reference seen: minor accident *(Dundee Advertiser 17 April 1894)*. In use July 1926 *(U)*; see Tony Jervis *Chron April 2019* where it is suggested it might have acted as terminus for last train of the day at one time.

OCCUMSTER [High] op 1 July 1903 *(Dundee Evening Post 1st)*; clo 3 April 1944**.

OCHILTREE [GSW]

OCHILTREE op 1 July 1872 *(co ½ T 18 September- line; alterations notice Ardrossan ... Herald 29 June)*; clo 10 September 1951 *(RM October)*.

Special Platform for Territorial Camp in 1912: Camp, about 100 yards away, opened fully 28 July, when all trains from Ayr and Muirkirk would stop; perhaps used for advance party 25th; camp ended 11 August but not certain this used then *(Southern Reporter 18 July)*. 'The remainder' would arrive by special train leaving (where?) at 8.45 a.m., arriving Belston Junction at 1.30p.m.; by *ibid 1 August* was two special trains. Presumed 'special platform' and 'Belston Junction' same – no mention of facilities at latter. According to *Berwickshire News, 30 July*, camping ground was at Auchencloigh, shown on *Cobb Atlas* south of Belston Junction.

OCKENDON [LTS] op 1 July 1892 *(RCG; Essex Newsman 2nd)*; still open.

OCKER HILL [LNW] op 1 July 1864 *(co n Aris 2nd)*; clo 1 November 1890 (Saturday) *(co n Walsall Advertiser 28 October)*; reop 1 July 1895 *(Cl)*; clo 1 January 1916 (Saturday) *(Birmingham Daily Gazette 31 December 1915)*; {Wednesbury – Princes End}.

OCKLEY [LBSC] op 1 May 1867 *(London Daily News 2nd)*; became O & CAPEL 1 July 1869, reverted 1 April 1887, O & C again 15 September 1952, reverted 12 May 1980 tt *(Cl)*; still open.

ODDINGLEY [Mid] op September 1845 *(Mid/ BG)*; clo ? (line's stopping passenger service ceased 1 October 1855, but lack of mention of this station in *Brad* makes it likely that it closed well before this); {Dunhampstead – Spetchley}.

ODDINGTON [LNW]

ODDINGTON (a): line op 1 October 1850**; last in *Brad* January 1851.

ODDINGTON (b) op 9 October 1905 *(Oxford Chron 6th)*; see October 1905**; clo 1 January 1917 *(T 22 December 1916)*; HALT in LNW list of closures then. Reop 5 May 1919 *(RCH)*. Clo 1 November 1926 *(co n Buckinghamshire Advertiser 25th* - 'on and from Monday 1 November'); *Cl* closure date of 25th probably newspaper not event date.

OFFORD & BUCKDEN [GN] listed as one of stations in item *Hertford Mercury 10 August 1850* describing line opening on 7th but not included in other items relating to this, so probably a delay in opening to passengers; op about October 1850 (HV Borley, letter, RCHS *Journal 140, p 334)* though not in *Brad* until September 1851; & B added 1 August 1876 (Borley; *RCG ref July*); clo 2 February 1959 *(RM March)*.

OGBOURNE [MSWJ] op 27 July 1881**; clo 11 September 1961 *(T 9th)*.

OGILVIE

O COLLIERY [BM] (non-tt): HALT/PLATFORM; miners; op 8 June 1925 *(Cardiff Division Annual Report)*; supplement to wtt 2 Dec 1926 (*RAIL937/146*) shows then served by Powell Duffryn Company's workers' trains; clo 31 December 1962 *(U)*; {O Village – Fochriw}.

O VILLAGE [GW] op 16 May 1935 *(Merthyr Express 18th)*; HALT; clo 31 December 1962 *(T 31st)*.

OGMORE VALE [GW] op 12 May 1873 *(co ½ T 7 August- line)* as TYNEWYDD; renamed T O V 22 August 1884 *(GW source Cl pap)*, O V 1 January 1902 *(hbl 23rd)*; clo 5 May 1958 *(BR WR notice Western Mail 2nd)*. *Hb* spelling was Ty-newydd until 1904.

OKEHAMPTON [LSW]

OKEHAMPTON op 3 October 1871 *(Tavistock 6th)*; clo 5 June 1972 *(Cornish & DP 11th)*; summer Saturday services ran 25 May, 27 July, 10 & 24 August 1985 *("Devon Rail" leaflet)*; pre-Christmas shopping excursions 30 November and 14 December 1985 *("Devon Rail" leaflet)*; *Dartmoor Rambler* charter service 26 July, 2, 16 and 23 August 1986 *(BLN 541)*. Occasional troop train. LSW co tt 1914: O for HATHERLEIGH and thus *Brad* 1893/4 to 1925. *(BLN 541)*.

OKEHAMPTON reop 25 May 1997 (official trip 24th); summer Sundays only (21 September last for 1997) *(RM June)*. Similar Sunday use continues.

O MILITARY SIDINGS: used by passengers on Car Carrier service from Surbiton, 1960-64 inclusive; short distance on Plymouth side of main station. (E. Youldon, article in *British Railways Illustrated Summer Special No 12, 2004*, Irwell).

OKEHAMPTON ROAD – see SAMPFORD COURTENAY.

OLD BARCOMBE – see BARCOMBE MILLS.

OLD BESCOT – see WOOD GREEN.

OLD COLWYN [LNW] op 9 April 1884 *(LNW Officers 25884)**; OLD added 22 May 1885 *(LNW circular of that date,* 'in future will be known as'); clo 1 December 1952 *(RM January 1953)*.

* = *LNW Record* says op 9 April 1883 but that was when original name of intended station was settled.

OLD CUMNOCK – see CUMNOCK.

OLD DALBY [Mid] op 2 February 1880 *(RCG)*; clo 18 April 1966 *(Mid)*.

OLD DEER – see MINTLAW.

OLD DOCK HALT – see PORT TALBOT.

OLD FORD East London.

OLD FORD [NL] op 1 July 1867 *(co n E London Observer 29 June)*; clo 15 May 1944, though replacement bus service provided by railway until 23 April 1945 *(Cl)*.

Also see BOW & BROMLEY; COBORN ROAD.

OLD FORD – see GATESHEAD STADIUM.

OLD HILL [GW]

OLD HILL op 1 April 1867 *(Birmingham Daily Gazette 25 March)* – prior to this Cradley Heath was passenger terminus; still open.

O H HIGH STREET op 21 August 1905 *(Birmingham Mail 21st)*; HALT; clo 15 June 1964 *(Birmingham Daily Post 6 May)*; {Old Hill – Windmill End}.

OLD JUNCTION – see GASCOIGNE WOOD JUNCTION.

OLD KENT ROAD & HATCHAM [LBSC] op 13 August 1866 *(T 14th)*; & H added 1 February 1870 *(Cl)*; clo 1 January 1917 *(T 22 December 1916)*; {South Bermonsey – Queens Road Peckham}.

OLD KILPATRICK [Cal] op 1 October 1896 *(co n Glasgow Herald 28 September)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*.

OLD KINBRACE – see 1957**.

OLD LEAKE [GN] op 2 October 1848 *(Stamford 3rd)*; early HOB HOLE, L & WRANGLE, O L & W; settled 1852 *Brad*; clo 17 September 1956 *(RM October)*. *Hb*: just L 1872 to 1935a.

OLD MALDEN – see WORCESTER PARK.

OLD MILFORD – see MILFORD HAVEN.

OLD MILL LANE [LNW] op 1 August 1906* *(Ormskirk 26 July)*; see 1905** (a); last in *Brad* April 1907; reop 1 October 1911**; clo 18 June 1951 *(RM August)*; {Crank – Rookery}.

* = *LNW Officers 41880*, list of tt alterations, has 1 September – catching-up exercise?

OLD NORTH ROAD [LNW] op 7 July 1862 *(Beds Mercury 12th)*; clo 1 January 1968 *(Coventry Evening Teleg 11 November 1967)*. O N R for CAXTON in *Brad* 1906/7 to 1955 but not thus *hb*, LMS tt 1930.

OLD OAK

O O COMMON [GW] (a) (non-tt): workmen's service to/from Westbourne Park began 18 May 1906 *(wtt supp)*; ended? {Westbourne Park – Acton}.

O O COMMON (b) (non-tt): Open Days; used at least 15 July 1967 as O O PLATFORM FOR DIESEL DEPOT *(U; JB)*; shuttle train service from Paddington 2, 3 September 1972 *(advert Railway World)*; 20 September 1981 *(U)* and 18 September 1991 *(JB)* as O O C; {spur from Westbourne Park}.

O O LANE [GW] op 1 October 1906 *(L)**; HALT; clo 1 February 1915**, reop 29 March 1920 *(RCH; Middlesex Co Times 3 April)*; see April/May 1921**; clo 30 June 1947 *(Cl)*.

* = in *Brad* from July or August 1906 and *RCG ref* June but since it was only listed in footnotes in former it is impossible to be sure trains were calling.

OLD ORMISTON – see KIRKBANK.

OLD ROAN

OLD ROAN (a) [LY] op 1 May 1907 *(Ormskirk 2nd)*; HALT; clo 1 October 1909 (Friday) *(Cl)*.

OLD ROAN (b) [LMS] op 17 February 1936 *(Ormskirk 13th)*; same site as (a); still open.

OLD STREET

OLD STREET [Nor] op 17 November 1901 *(T 16th)*; see 1922**; still open.
OLD STREET [Met GNC] op 14 February 1904 *(Globe 15th)*; clo 5 October 1975 for line reconstruction *(T 30 August)*.
OLD STREET [BR] op 16 August 1976 *(T 16th)*; reopening of Met GNC station; still open.

OLD SWAN – see KNOTTY ASH.

OLD TRAFFORD

OLD TRAFFORD (a) [MSJA] op 20 July 1849 *(Manchester Courier 21st)*; clo 27 December 1991 *(BLN 671)* for conversion to Manchester Tramlink (Section 6), where reop as Trafford Bar, together with new Old Trafford.
Special 'station' for the Art Treasures Exhibition (see above), to enable ordinary traffic to run without interruption *(Manchester Courier 2 May 1857)*; 800 foot platform to take trains from both directions, with footpath connection to the Exhibition.
O T CRICKET GROUND – see MANCHESTER EXHIBITION.

OLD YNYSYBWL [TV] op 17 October 1904 *(Cardiff T 22nd)*; 'permanent closure' 25 April 1921 *(RCG)*; reop 22 August 1921 *(RCG)*; see 1904**; clo 28 July 1952 *(Cl)*.

OLDBURY

OLDBURY [GW] op 1 May 1885 *(co n Birmingham Daily Post 30 April)*; clo 3 March 1915 (Wednesday) *(RCH)*; {shown *IA*}.
O & BROMFORD LANE – see SANDWELL & DUDLEY.
Also see LANGLEY GREEN.

OLDFIELD PARK Bath [GW] op 18 February 1929 *(Bath Chron 16th)*; still open. PLATFORM on GW ticket *(JB)* and in 1938 *hb* but not in tts (early service so poor that usually in footnotes only). Pre-opening: East Twerton *(RAC)*.

OLDFIELD ROAD [LY] first in *Brad* February 1852; at times SALFORD all or part of name – until 1865 trains from Manchester Victoria could not stop at Salford so this acted as its station; clo 2 December 1872 *(Cl)**; {Salford – Pendleton}.
***** = RCH Distance Books amendment, *Cl pap*, said 30 November which Clinker converted to 2 December, the following Monday.

OLDHAM {map 51}

O CENTRAL [LY]
First station of this name opened with line to Mumps, 1 November 1847. Inspection report, 16 October *(MT6/4/71)* says Mumps was the only station and no tt seen included it until it appeared in *Brad* July 1861; however, *LY* and some local historians say it opened with the line and *Manch 3rd* refers to the 'dissatisfaction ... at the amount of the advance which has taken place in the fares from all the **three** stations at Oldham' and local expectation that fares would be kept the same for '**the** old station' [compiler's emphasis], though there is no direct reference to a CENTRAL station. *Manch*, of 23 October 1847, says that Town Station would be of a temporary character and would be improved later; said was situate at the bottom of Clegg Street, then under construction and, until that completed, road to station would be along front of gas works and through Greaves Street'.
It was not on LY Distance Diagram 1851, nor in LY co tt January 1854, *RAIL 942/2* (which gives just Werneth and Oldham), nor on Macaulay's maps prior to 1861. Furthermore a duplicated booklet, *The First Railway to Oldham*, produced by T. A. Fletcher in 1972 makes no reference to Central; the 6 inch OS Map of the area, dated 1863, does not include the station and shows that the area around Clegg Street was still undeveloped (a station there would have been no nearer to the Market Place than Mumps). Thus the probability is that this was something of an experiment, perhaps resulting from threat of a competing line (The Oldham Alliance) which did not then materialise, attracted little custom and was soon closed. *Manch 15 January 1848* contains report of the prosecution of man for an incident between Werneth and Mumps stations on 11 January; does this mean Central now closed – or not significant enough for mention?
Second station op 1 July 1861 *(co n Oldham Chronicle 29 June)*. *LY* says first station, just beyond tunnel from Werneth, was replaced by one at junction with OAGB (Junction Diagrams show station just west of junction, handy for passenger exchange with Clegg Street); architect for this announced 23 March 1864, final cost published 15 August 1866. Clearly there was a link between its opening and coming of Clegg Street. N. Fraser in *Rly Obs June 1963* says aim was to prevent OAGB from extending further into Oldham as they first intended. This would suggest that 'first' was really the second and it was probably a temporary, replaced 1864/6 by one at / near site of first. (Oldham press information from E. Bredee, general local information A. Brackenbury.)
Clo 18 April 1966 *(RM June)*.
Also see *The Oldham Loop, Part I*, (J. Wells, Foxline, 2002).
O MUMPS [LY] op 1 November 1847 *(co n Manch 3rd*, which said line extended from Oldham station known locally as Werneth to Mumps and item in paper said for the populous suburb of Greenacres Moor); clo 4 October 2009**.
O WERNETH [LY] op 31 March 1842 *(Manch 2 April)*; clo 4 October 2009. Though the line was closed for conversion to [Manch], this station was not replaced.
Brad did not provide separate mentions for Mumps LY and Werneth until March 1849; inspection report *(MT6/4/71)* just called Werneth 'Oldham' but did use 'Mumps'. Co tt January 1854 *(RAIL 942/2)* has just WERNETH; OLDHAM.
Extra stop: *Oldham Standard 24 August 1861*, included notice from The Cow Hill and Hollinwood Tonic Sol-fa Association that certain trains from Mumps would set down at the bottom of the Werneth Incline (west of Werneth station) to set down passengers for their Monday Wakes Week Concert (2 September) in a field adjoining Mr Councillor Hamilton's residence, Spring Bank, Chadderton; delights offered included the Oldham Brass Band and a Galvanic Battery.
O CLEGG STREET [OAGB] op 26 August 1861 *(co n Oldham Chronicle 4th)*; clo 4 May 1959 *(RM June)*.
O MUMPS [LNW] op 5 July 1856 *(co n Oldham Chronicle 5th)*; just OLDHAM in op notice and *Brad* January 1861 so perhaps 'MUMPS' is addition of later historians; original terminus from Greenfield, replaced by >
O GLODWICK ROAD [LNW] op 1 November 1862 *(co n Oldham Standard 1st)*; clo 2 May 1955 *(T 11 March)*. At first *Brad* had just one time for OLDHAM, with note showing that entry was for this and Clegg Street.
According to a local resident there was a Second World War stop for a prisoner-of-war camp between here and Lees, name unknown; no supporting evidence has so far been found – see R. Coulthurst, *Chron January 2019*.
Also see Manchester Tramlink (Section 6).

OLDHAM JUNCTION – see MIDDLETON JUNCTION.

OLDLAND COMMON [LMS] op 2 December 1935 *(T 28th)*; clo 7 March 1966 *(BR Alterations to Passenger Services leaflet P11-449)*; {Bitton – Warmley}. *Cl* has it as HALT (unstaffed 7 December 1964) but still O C BR tt 4 June 1965 and BR clo leaflet.

OLDMELDRUM [GNS] op 1 July 1856 *(Banffshire Journal 1st)*; clo 2 November 1931 *(LNE notice, Aberdeen Press 26 October)*. OLD MELDRUM in *Brad* until 1894 and *hb* before 1904 but one word *Cornwall* 1860.

OLDWOODS [GW] op 3 July 1933 *(GW source Cl pap)*; HALT; clo 12 September 1960 *(Cl)*; {Leaton – Baschurch}.

OLLERSHAW LANE [CLC] (non-tt): signalling plans show temporary platform on siding to Davies Works from Salt Branch No. 2 at Northwich, from which platform would have been reached by reversals at east junction and sidings entrance. Described as in use, having been inspected 29 November 1916. No other information. Perhaps same as one of entries under NORTHWICH *(JF)*.

OLLERTON [GC] op 15 December 1896 *(Derbyshire Times 19th, which calls it Overton)*; clo 19 September 1955 *(BR ER internal notice August)* except for advertised summer Saturday use, which continued to 5 September 1964 (last train). Later excursions: e.g. 28 April 1956 to Sheffield for football (GC Society's *Journal*, Autumn, 2002); Whit Monday 3 June 1963 *(AB)*; one to Skegness 12 August 1972 *(Rly World June 1974, p 262)*; 6 and 7 July 1991 to High Marnham Power Station (which see for details).

OLMARCH [GW] op 7 December 1929 *(Western Mail 2nd)*; aot request; HALT; clo 22 February 1965 *(BR public notice)*; {Pont Llanio – Llangybi}.

OLNEY [Mid] op 10 June 1872 *(Northampton Mercury 15th)*; clo 5 March 1962 *(RM March)*.

OLTON [GW] op 1 January 1869 *(Cl corr)*; still open.

OLYMPIA – see KENSINGTON.

OMOA – see CLELAND.

ONGAR op [GE] 24 April 1865 *(co n T 24th)*; legally transferred to [Cen] 25 September 1949 *(T 26th)* but BR provided trains until electric service began 18 November 1957; clo 3 October 1994 (last train 30 September) *(RM November)*.

ONIBURY [SH Jt] op 21 April 1852 *(co n Hereford Times 24th)*; clo 9 June 1958 *(BR notice Kington Times 6 June)*.

ONLLWYN [N&B] op 3 June 1867 *(Brecon County Times 8th)*; see 15 July 1880**; clo 15 October 1962 *(BR WR notice Port Talbot Guardian 12th)*.

ORBLISTON [High] op 18 August 1858 *(co n Inverness Courier 19th)* as FOCHABERS; became O JUNCTION 21 October 1893 *(hbl 26th*, but 23 October according to *co n Northern Scot ... 28th*, dealing with opening of Fochabers branch), O 18 June 1962 tt – but just O *hb* 1904 on; clo 7 December 1964 *(BR notice Aberdeen Press 12 November)*.

ORCHARD BANK – see under PERTH.

ORDENS [GNS] op 1 October 1859 *(co n Banffshire Journal 11th)*; see 30 July 1859**; aot request; last in *Brad* October 1863, disappearance coinciding with tt rearrangement; later use as private station, perhaps not continuous. GNS wtt 1 July 1905 says open for passenger traffic only, worked under charge of guard; no restrictions on use stated. Back in *Brad* January 1917 as HALT, back LNE tt 14 July 1924; clo 6 July 1964 *(Aberdeen Press 5 June)*. In *hb* 1877 and 1883 as O SIDING, no facilities shown; omitted 1890 and 1895; back 1904, O PLATFORM passenger only; 1938 O HALT.

ORDNANCE FACTORY – see ENFIELD LOCK.

ORDSALL LANE [LNW]: line op 17 September 1830**; no early sign of this station in tt. However, *LM* says was in intermittent early use: op ? Probably pick-up point only: clo after opening of line to Manchester Victoria (4 May 1844 – *Leeds Mercury 11th* – trains no longer stop to pick up passengers). Local petition for station mentioned *Manchester Courier 10 August 1844*. *Co n Manchester Times 6 September 1845* said that from the 15th all second and third class trains from Manchester would stop to pick up passengers at 'station' here, perhaps in addition to stop already resumed for setting down: report *ibid 11 October 1845* described death on 8th of man employed to collect tickets here. Fuller use after opening of Manchester & South Junction line 20 July 1849. *Brad* did not include until March 1850 when westbound only; by June 1854 two way service – still not in eastbound table but footnotes show it acting as junction station for South Junction Line, both ways. Clo 4 February 1957 *(RM March)*. *Brad* took until about 1900 to make up its mind that this was ORDSALL L rather than ORDSAL L. LNW co tt 1908, LMS tt 1947: O L for SALFORD; thus *Brad* from 1890/1.

ORE [SE] op 1 January 1888 *(SE)*; still open.

ORESTON [LSW] op 1 January 1897 *(W Morn N 2nd)*; clo 15 January 1951 *(T 12th)*, reop 2 July 1951 *(D&C 1)* – see 1951**; clo 10 September 1951 *(RM October)*.

ORGAN ROW – see TOWNELEY.

ORGREAVE COLLIERY [GC] (non-tt): miners; op 1902 *(U)*; trains ran from Sheffield Victoria to Treeton via here, worked by GC engines on main line and by Rothervale Colliery Company's on branch; buses took over when floods severed line 22 May 1932 (mostly from K Grainger, *Scenes from the Past No 43, Sheffield Victoria to Chesterfield Central*, Foxline, 2002, p 45); {Darnall – Woodhouse}.

ORIEL ROAD – see BOOTLE.

ORMESBY – see GREAT ORMESBY; MARTON.

ORMISTON [NB] op 1 May 1872 *(Edin)*; clo 3 April 1933 *(Scotsman 15 March)*.

ORMSIDE [Mid] op 1 May 1876 *(Cumberland & Westmorland Herald 6th)*; clo 2 June 1952 *(RM July)*.

ORMSKIRK [LY] op 2 April 1849 *(Preston Chronicle 7th)*; still open, as terminus of separate services from opposite directions.

ORPINGTON [SE] op 2 March 1868 *(L; co ½ T 21 August- line)*; still open.

ORRELL [LY] op 20 November 1848**; O & UPHOLLAND 1 September 1882 *(Cl)* to 13 October 1900 *(RCG)*; still open. LY co tt 1899: O & UP HOLLAND.

ORRELL PARK [LY] op 19 November 1906 *(?; first in Brad December)*; HALT until 1925 / 1938; still open.

ORTON [High] op 18 August 1858 *(co n Inverness Courier 19th*, where was O JUNCTION and no indication that exchange only); replaced 1859 *(High)* – first station at junction with line to Rothes *(Banffshire Journal 24th)*, second a few hundred yards north of it *(BackTrack February 2011)**; clo 7 December 1964 *(BR notice Aberdeen Press 12 November)*; {map 3}.

* = no exact date has so far been found. No mention in April co ½ report *(Elgin Courier 29 April)*; has been opened *(co ½ ibid 14 October)*. Not helped in that Aberdeen & Inverness Co (later High) tts in local press had O Junction into the early 1860s and Morayshire Co (later GNS) just Orton from start; further confusion from advert for excursion 4 August 1859 *(Banffshire Journal 2nd)*: tickets would be issued at 'Orton Station' but passengers would need to rebook at 'Orton Junction', time being allowed for this – probably just casual naming since Moryshire's circular to shareholders about financial differences between the two said that had to get out and rebook at 'Orton' *(Elgin Courier 14 October 1859)*. Originally

Morayshire had been allowed to run its own trains to Elgin over Aberdeen line but from 15 September had to hand its carriages over to latter at Orton; as a result it built its own line to Rothes.

ORTON WATERVILLE [LNW] op 2 June 1845 *(Northampton Mercury 5th)* as OVERTON; renamed 1 August 1913 *(hbl 23 October)*; clo 5 October 1942 *(LNW Record)*; railwaymen used until June 1962 or later *(U)*.

ORWELL [GE] op 1 May 1877 *(Ipswich Journal 3rd)*; clo 15 June 1959 *(T 18 May; Cl)*.

OSBALDWICK [Derwent Valley] op 21 July 1913 *(Yorkshire Post 21st)*; clo 1 March 1915 *(Cl)*; {Layerthorpe – Murton Lane}.

OSMONDTHORPE [LNE] op 29 September 1930 *(Brad 22 September* – 'commences 29th'); HALT until renamed 3 May 1937 tt. Clo 7 March 1960 *(RM April)*; later excur; {Marsh Lane – Cross Gates}.

OSSETT [GN]

OSSETT (a) op 7 April 1862 *(Leeds 12th)*; this was actually at FLUSHDYKE, which see; replaced on extension of line by >

OSSETT (b) at Ossett op 2 April 1864 *(D&C, Cl note 1333)**; clo 7 September 1964 *(Cl)*.

* = preferred to date previously given because Saturday as opposed to a Thursday; '7' perhaps copied in error from earlier opening.

OSTERLEY

O & SPRING GROVE [Dist] op 1 May 1883 *(L; Rtn- line)*; originally O FOR S G *(hb)*, LSW ticket for O PARK *(JB)*; [Picc] added 13 March 1933; replaced to south east by >

OSTERLEY op [Dist/Picc] 25 March 1934 *(RM May)*; since 10 October 1964 Picc only; still open.

OSWESTRY

OSWESTRY [Cam] op 1 May 1860 *(co n Shrewsbury Chronicle 4th)*; clo 7 November 1966 *(RM January 1967)*.

OSWESTRY [GW] op 1 January 1849 *(Shrewsbury 5th)*; replaced by new station 1866; clo 7 July 1924 *(ceased to be used as from 5th, Asst Dist Traffic Mgr Oswestry letter 13 August, Cl pap)*, service diverted to ex-Cam station.

Ticket platform, only mentions seen: *Montgomery County Times ... 1 June 1895*; *Shrewsbury Chronicle 20 August 1901*.

OTFORD [LCD]

OTFORD op 1 August 1882 *(Sevenoaks Chronicle 4th)*; still open. O Junction until 1928/9 *(Brad)*.

O JUNCTION op 1 June 1874 *(T 2nd)*; exchange only, no public access, but in *Brad*; last there October 1880; {south of Otford}.

OTLEY [Otley & Ilkley] op 1 February 1865 *(T 3rd)*; clo 22 March 1965 *(RM April)*.

OTTERBOURNE [LSW] (non-tt) temporary platform for laying of foundation stone of pumping station for Southampton's water supply by city's Lord Mayor 29 July 1886 *(Hampshire Advertiser 3 July)*; {Shawford – Eastleigh}.

OTTERHAM [LSW] op 14 August 1893 *(W Morn N 15th)*; clo 3 October 1966 *(Cornish & DP 8th)*. Sometimes shown as HALT at closure – certainly unstaffed for last year. LSW co tt 1914: O for CRACKINGTON HAVEN. By then *Brad* had O for DAVIDSTOW and C H, later (until 1955) O for WILSEY DOWN and D and C H.

OTTERINGTON [NE]: op 1 August 1841 *(Leeds 21st)*; clo 15 September 1958 *(RM October)*.

OTTERSPOOL [CLC] op 1 June 1864 *(Manchester Times 4th)*; clo 5 March 1951 *(Liverpool Echo 14th said station had been closed on 5th but that day (14th) train had broken down 200 yards beyond here and passengers had had to walk on to here to wait for relief)*. OTTERS POOL until 1866 *(Brad)*, 1904 *(hb)*.

OTTERSTON-LEE [NB] (non-tt): 7 and 8 May 1862 certain trains to stop both ways for those attending sale of farm animals (especially Cheviot sheep) and household furniture; stop at the Law, quite near and directly opposite the place of sale, temporary provision for crossing the river; about three miles from Falstone *(Newcastle Courant 25 April, Carlisle Journal 2 May)*; see *Cobb Atlas p 484*, 6787 and 6788.

OTTERY ROAD – see FENITON.

OTTERY ST MARY [LSW] op 6 July 1874 *(Trewman 8th)*; clo 6 March 1967 *(Express & E 6th)*. Until 1883 O S M TOWN *(hb)*.

OTTRINGHAM [NE] op 27 June 1854 *(co ½ T 4 September- line; in description of formal op on 26th, Hull Packet 30th)*; clo 19 October 1964 *(Cl)*. According to *RM January 1960* would become HALT on 4th; not thus tt, but note added there that no staff were in attendance.

OUGHTERSIDE COLLIERY [MC] (non-tt): miners' PLATFORM; pit into use 1904, out of use 1932 *(JNMC)*; alias WARTHOLE SIDING; {Arkleby – Bulgill} *(U)*.

OUGHTY BRIDGE [GC] op 14 July 1845 *(co n Sheffield 12th)*; clo 15 June 1959 *(RM July)*. OUGHTIBRIDGE in *op notice.*

OULTON near Leeds – see WOODLESFORD.

OULTON BROAD [GE]

O B NORTH: op 1 July 1847 *(Norfolk News 3rd)*; moved from west to east of level crossing – approved by BoT 25 July 1901 (G Kenworthy, from *MT6/1022/8)*; op as MUTFORD but OULTON in paper; renamed O B M 1 July 1881 *(Cl)*, O B 1915 tt *(Cl)*, O B N 26 September 1927 *(hbl October)*; still open.

O B SOUTH op 1 June 1859 *(T 2nd)* as CARLTON COLVILLE; renamed 26 September 1927 *(hbl October)*; aot request; still open.

OUNDLE [LNW] op 2 June 1845 *(Northampton Mercury 5th)*; clo 4 May 1964 *(RM June)*; schools specials at start/end of term ran until 1975 *(Railway Archive December 2002, p. 95)*.

OUSE BRIDGE [GE] first in tt *(Topham)* May 1848; OUZE B in EC co tt 1851 and until 1854 *(Brad)* but OUSE B in *Truscott's EC tt* 1 January 1853; aot request; clo 1 January 1864 (Friday) *(Cl)*; {Denver – Hilgay}.

OUTWELL [GE]

O BASIN op 20 August 1883**; clo 2 January 1928 *(Bury Free Press* Suffolk *17 December 1927)*.

O VILLAGE op 8 September 1884 (see 20 August 1883**); clo 2 January 1928 *(Bury Free Press* Suffolk *17 December 1927)*.

OUTWOOD op 12 July 1988 *(BLN 607)*; on opposite (Leeds) side of road bridge from earlier Lofthouse, part of which extended under bridge; still open.

OVAL [Nor] op 18 December 1890 *(London Daily News 19th)*; at first THE OVAL/ KENNINGTON O – latter in *Brad* until 1900; see 1922**; still open.

OVENDEN [Halifax & Ovenden] op 2 June 1881 *(Leeds Times 4th)*; clo 23 May 1955**.

OVER & WHARTON [LNW] op 3 July 1882 *(Northwich Guardian 5th)*; clo 1 January 1917 *(T 22 December 1916)*; reop 12July 1920 *(Widnes Examiner 3 July,* dealing with changes in new tt beginning 12th*)*; clo 16 June 1947** - *Winsford Chronicle 26 April* said hoped it would be temporary, mainly used by ICI workers.

OVER BRIDGE: internal notice said would be available 8 February 1990 but *RM April* said first train used on 6th; temporary terminus set up when floods cut line west of Gloucester – passengers taken past flooded rail stretch by road; clo 21 February 1990 (Wednesday) when line reopened but site retained in case needed again. Alias GLOUCESTER OVER JUNCTION.

OVER DARWEN – see DARWEN.

OVERPOOL op 15 August 1988 *(Birkenhead)*; still open.

OVERSEAL & MOIRA [AN Jt] op 1 September 1873 *(LNW Officers 10205, 10207)*; clo 1 July 1890 (Tuesday) *(Mid)*; was a terminus.

OVERSTRAND [Norfolk & S] op 3 August 1906 *(RCG; co n Eastern Daily Press 1st)*; clo 7 April 1953 *(RM May)*.

OVERTON near Basingstoke [LSW] op 1 December 1854 *(Hants Chron 9th)*; still open.

OVERTON – see ORTON WATERVILLE.

OVERTON-ON-DEE [Cam] op 2 November 1895 *(Wrexham 2nd, 9th)*; clo 10 June 1940**, reop 6 May 1946 *(T 16 March)*; clo 10 September 1962 *(RM October)*.

OVERTOWN [Cal]

OVERTOWN (a) op 8 May 1843 *(D&C 6)*; last in *Brad* March 1848*; back April 1850 (March 1850 'no information, accuracy uncertain – see Middleton Press reprint – warning of forthcoming change?); clo 1 October 1881 (Saturday) *(Wishaw Press 8th* – traffic transferred to Waterloo station – not popular locally); {map 12}. Alias O ROAD early.

* = Probably was closed; previously acted as junction for a Glasgow to Edinburgh service (see 1848**, Morningside lines); now new route provided by newly opened to Carlisle (15 February) led to closure of old. This probably needed general improvement; A. Lauder has suggested that perhaps relevant (Caledonian) part had not been regauged. Reappearance suggests it was ready for reopening of old route. It was mentioned as the station where the new line began in description of Directors' trial trip on 14 February *(Glasgow Chronicle 16th)* but no reference to it in description of new lines *(Caledonian Mercury 17th)* but latter perhaps oversight.

OVERTOWN (b): op 1 June 1880 *(co n Glasgow Evening Citizen 29* May, where just O; trains first shown January 1881 *Brad* where O WATERLOO until 1886 but *Cl* says 1 October 1881, perhaps deduced logically from clo of (a); clo 1 January 1917 *(RM Febru*ary*);* reop 1 January 1919 *(RCH)*; clo 5 October 1942 *(Motherwell Times 18 September, from LMS announcement)*.

OX HOUSE [GW] (non-tt): private station for Lord Bateman of Shobdon Court; op 20 August 1857; clo ?; {Kingsland – Pembridge} *(U)*.

OXCROFT COLLIERY NO. 1 [Mid] (non-tt): op 25 February 1907; clo 15 April 1918; {branch from Staveley} *(Mid)*.

OXENHOLME LAKE DISTRICT [LNW] op 22 September 1846 *(co n Lancaster 26th)*; still open. Opened with main line as KENDAL JUNCTION, before it could act as junction station (in *Brad* October); at first O/K J indiscriminately in *Brad* (e.g. K J for Lancaster & Carlisle, O/OJ for Kendal & Windermere); settled as O by 1868 (LNW co tt), 1895 *(hb)*, 1897/8 *(Brad)*; L D added 11 May 1987 tt (branch table and index; main table later).

OXENHOPE [Mid] op 15 April 1867**; clo 1 January 1962 *(RM March)*.

OXFORD

OXFORD [GW]: original terminus op 12 June 1844 *(London Evening Standard 15th)*; when line extended to Banbury trains from London going further north had to reverse; replaced by through station 1 October 1852 *(co n Oxford University & City Herald 2nd)*; platform for service to Marylebone op 12 December 2016 *(Oxford Today, Trinity Term 2017)*; still open. Tickets exist for O GENERAL (intended name).

BANBURY ROAD (alias OXFORD ROAD) [LNW], temporary terminus, op 2 December 1850* *(co n T 30 November)*; replaced by >

OXFORD (REWLEY ROAD) [LNW] op 20 May 1851 *(T 20th)*; clo 1 October 1951 *(RM February 1952,* photo-caption), service diverted to GW station. *Brad* added ROOLEY R 1865/7, amended to REWLEY 1887/8; only seen as O in LNW co tts and thus LMS tt 1930.

* = station used earlier, 22 November 1850, for special train to take clergy to meeting called by Bishop of Oxford to protest against 'Papal Aggression' (Pope had just appointed first Roman Catholic bishops to English territorial sees since Mary I's reign) *(co n T 19th)*.

Ticket platform, only mentions seen: *London Evening Standard 12 January 1853*, accident enquiry – all trains to Oxford must stop at ticket platform. Derailment just short of station *(Oxfordshire News 24 August 1892)*.

O ROAD [LNW] op 9 October 1905 *(Oxford Chron 6th)*; see October 1905**; near earlier (Oxford) Banbury Road; clo 1 January 1917 *(T 22 December 1916)*; HALT in LNW list of closures then. Reop 5 May 1919 *(RCH)*. Clo 1 November 1926 *(co n Buckinghamshire Advertiser 25th* - 'on and from Monday 1 November'); *Cl* closure date of 25th probably newspaper not event date.

O PARKWAY op 26 October 2015 (fare-paying passengers on test trains 25th) (M. Searle *Chron January 2016)*; on site of 1851-2 station; still open.

OXFORD CIRCUS

OXFORD CIRCUS [Bak] op 10 March 1906 *(co n Westminster Gazette 10th* – opens at one o'clock to-day); see 1922**; still open.

OXFORD CIRCUS [Cen] op 30 July 1900 *(London Evening Post 31st)*; see 1922**; still open.

Combined entrance and ticket hall 16 August 1925 *(L)*.

OXFORD CIRCUS [Vic] op 7 March 1969 *(T 8th)*; still open.

OXFORD STREET – see TOTTENHAM COURT ROAD.

OXHEYS [LNW] *LNW Officers 4727*, 20 October 1869 said platforms at Oxhey Cattle Siding (for Preston cattle market) would be ready for use November 1; recommended stopping two trains each way, Tuesdays and Saturdays; if followed first trains would have called Tuesday 2nd. First in *Brad* April 1886, when Thursdays and Saturdays; 1887 Wednesdays; by 1890 Wednesdays and Saturdays; 1894/8 to Wednesdays and Fridays; thus to clo – last in *Brad* September 1925.

OXLEY (non-tt): 17 June 1957 *wtt* shows Sunday stop northbound to pick up trainmen; {table has 'Oxley Sidings North' between Dunstall Park and Birches & Bilbrook}.

OXSHOTT [LSW] op 2 February 1885 *(co n T 31 January)*; still open. Variously and erratically O & FAIR MILE/ O & FAIRMILE/O for F M/O for F in *Brad*; settled as O 13 June 1955 *(Cl)*. *Hb*: 1890 O & F; 1914a O for F.

OXSPRING [MS&L] probably op soon after line date (5 December 1845) *(GC; in Brad January 1846);* clo 1 November 1847 *(co n Manch 27 October)*; {Penistone – Wortley}, occasional later use – e.g. stops arranged for sales 11 & 12 April 1850 at Blackmoor "short of ten minutes walk" from here *(Leeds Mercury 6th)* and 15 & 16 March 1852 *(Sheffield Independent 28 February)*.

OXTED [CO Jt] op 10 March 1884 *(co n Pall Mall Gazette 8th)*; still open. *Brad* had O & LIMPSFIELD in index 1909-14 but only O in table, 1914 until 1955 in table also; just O in *hb*.

OXTON [NB] op 2 July 1901 *(Edinburgh Evening News 2nd)*; clo 12 September 1932 *(Southern Reporter 18 August* – after September 10).

OYNE [GNS] op 20 September 1854 *(co n Aberdeen Herald 23rd)*; clo 6 May 1968 *(BR notice Aberdeen Express 5 April)*.

OYSTERMOUTH {map 88}.

For first service see 25 March 1807**.

OYSTERMOUTH [SIT] op 11 November 1860 as MUMBLES (see 25 July 1860**); in tt *Cambrian* 26 August 1870 as MUMBLES, NORTON ROAD – clearly one stop, at Mumbles end of Norton Road (now part of Mumbles Road); other sources make it look like two stations; renamed M by 1878 *(tt Cambrian)*. Replaced about 50 yards south when line extended to Southend (6 May 1893). Though *Cambrian* said old had been 'disposed of', it continued in use for mixed trains and ELMS was used to show these were using original; second Oystermouth had no goods and run-around facilities, first did and not at first enough traffic to justify running mixed trains to / from Southend; replacement originally 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. Replacement clo 6 January 1960**.

PADARN [LMS] op 21 November 1936 *(LNW Record)*; HALT; for closure and other details see September 1939**.

PADBURY [LNW] op 1 March 1878 *(LNW Officers 18209*; Oxford Chronicle 2nd)*; clo 7 September 1964 *(RM October)*.

* = *LNW Record*: op 1 February – copying error?

PADDINGTON

For main line station and BISHOPS ROAD [HC] see London.

PADDINGTON [Met] op 1 October 1868 *(T 30 September)* as PRAED STREET/P PRAED STREET; [Dist] service added 1 November 1926 *(Ug)*; subway connection to main station 22 October 1887 *(L)*; renamed 11 July 1948 *(L)*; still open.

PADDINGTON [Bak] op 1 December 1913 *(T 1st)*; still open.

PADDOCK WOOD [SE] op 31 August 1842 *(co n T 27th)* as MAIDSTONE ROAD; renamed 1844 in railway sources but locals seem to have made some use of P W from start; still open. P W JUNCTION in *Brad* 1851/2 to 1909 and SE co tt 1864 and SEC co tt 1914 (last two main line, but just P W branch).

PADESWOOD & BUCKLEY [LNW] first in *Brad* October 1850; & B added 1 February 1894 *(RCG)* – but *LNW dates* 16 February; clo 6 January 1958 *(RM February)*.

PADGATE [CLC] op 1 September 1873 *(co ½ T 21 January 1874- line)*; still open.

PADIHAM [LY] op 1 September 1876 *(Burnley Gazette 2nd)*; initially terminus from Rose Grove; clo 2 December 1957 *(RM January 1958)*; certainly excursions Easter 1962 *(AB)*; used Wakes Weeks until 1963 (LY Society, *The North Lancs Loop – Branch Line Series No 10)*.

PADSTOW [LSW] op 27 March 1899 *(W Morn N 28th)*; clo 30 January 1967 *(Cornish & DP 4 February)*.

PAGE BANK [NE] (non-tt): from 1 September 1868 Bell Bros, colliery owners, rented line to carry workmen from Spennymoor to Page Bank Colliery; service still going 1891; colliery closed about 1921 *(D&C 4, pp 169-70)*.

PAIGNTON [GW] op 2 August 1859**; still open.

PAISLEY {map 12}

PAISLEY [Paisley & Renfrew] terminus in Hamilton Street op 3 April 1837**; clo 1 February 1866 (Thursday) for line reconstruction *(co n Paisley Herald ... 3rd* – road coach in lieu); line reop via >

P ABERCORN [GSW] op 1 May 1866 *(GSW; 'is now open' co n Paisley ... Herald 5th)*; A added 1880 tt; June 1933 *Brad* has note that used as halt by two trains – 12.52 and 8.12 p.m., except Saturdays, from St Enoch – rest presumably normal station. Clo 5 June 1967** *(Cl)*.

P CANAL (a) [GSW] op 1 July 1885 *(co n Glasgow Herald 6 June)*; clo 10 January 1983 *(RM March)*. Pre-opening use by special trains 13 June by Renfrewshire Rifle Volunteers; also 20 June for Glenfield workers excursion to Largs and Middle Parish Sabbath School trip to Crookston *(Paisley & Renfrewshire Gazette 13th, 20th, 27th)*.

P CANAL (b) op 30 July 1990 – trains at half-fare Saturday & Sunday 28th & 29th *(BLN 640)*; 250 yards east of (a); still open.

P EAST [Cal]: built about 1902 for suburban service that never materialised *(U)*. Was open for visitors (no trains) to Caledonian Railway Ambulance Train 1, 2 and 3 October 1915; see *The Paisley & Barrhead District Railway*, Jack Kernahan, Lightmoor Press, 2016 p 87/88 and Red Cross fund-raising adverts *(Daily Record* – 30 September and 2 October).

P GILMOUR STREET [GP Jt] op 14 July 1840 *(Scotsman 11th)*; G S added 1 March 1883; still open.

P POTTERHILL [GSW] op 1 June 1886 *(Glasgow Herald 2nd)*; clo 1 January 1917 *(RCH)*.

P ST JAMES [Cal] op 1 December 1882 *(Paisley & Renfrewshire Gazette 2nd)*; to be closed 23 May 2010 to 7 August 2010 for rebuilding *(First Insight* – ScotRail's customer newsletter). Still open.

P WEST [GSW] op 1 June 1897 *(RCG); Paisley & Renfrewshire Gazette 5th)*; clo 14 February 1966 *(Cl)*.

PALACE GATES WOOD GREEN [GE] op 7 October 1878 *(L)*; clo 7 January 1963 *(RM January)*.

PALLION

PALLION [NE] op 1 June 1853 *(Durham Chronicle 3rd)*; clo 4 May 1964 *(Cl)*. Staffed Halt from 14 August 1961 *(Cl)*; 9 September 1963 tt – no staff in attendance but not shown as Halt.

PALLION [TWM] op 31 March 2002**; on deviation from original line because latter covered by new road *(Rly Obs May)*; still open.

PALMERS GREEN [GN] op 1 April 1871 *(North Londoner 8th, Daily News (London) 3rd)*; P G & SOUTHGATE 1 October 1876 to March 1971**; still open.

PALMERSVILLE [TWM] op 20 March 1986 *(RM June)*; still open.

PALNURE [PPW Jt] op 1 July 1861 *(GSW)*; clo 7 May 1951 *(RM July)*.

PALTERTON & SUTTON [Mid] op 1 September 1890 *(Mansfield Reporter 5th)*; clo 28 July 1930 *(Derbyshire Times ... 12th)* but non-public services continued until start of 14 September 1931 wtt *(Mid)*.

PAMPISFORD [GE] op 1 June 1865 *(Cambridge Independent Press 3rd)* as ABINGTON; renamed 1 June 1875 *(RCG)*; clo 6 March 1967 *(RM April)*.

PANDY near Abergavenny [GW] op 2 January 1854 *(T 29 December 1853 - line; co n Hereford Times 24 December)*; clo 9 June 1958 *(BR notice Western Mail 9 May)*.

PANDY near Pontypridd [TV] op 1 May 1861 *(Cardiff T 10th)*; at 17 m 23 ch; replaced at 17 m 40 ch by Dinas 2 August 1886.

PANDY [Corris] (ng) see 1874**.

PANDY [Glyn] (non-tt): SIDING; quarry workmen; dates ?; {beyond Glynceiriog} *(U)*.

PANGBOURNE [GW] op 1 June 1840 *(Oxford University & City Herald 6th)*; still open.

PANMURE [DA] (non-tt): SIDING; use ?; op by 1893, clo by October 1934; {Barry – Carnoustie} *(U)*. No passenger use traced (but not proof there never was); locals tried at least five times vainly to get station for west end of Carnoustie (extremes found – *Arbroath Herald 2 March 1893, Broughty Ferry Guide 11 April 1959)*; at some time in the (distant?) past a private individual had put up a platform nearby, beside Dalhousie Golf Club (named after Marquess not place) and received similar refusal *(Dundee Evening Post 31 May 1904)*. Could any of this have led to confusion?

PANNAL [NE] op 14 September 1848**; still open.

PANS LANE [GW] op 4 March 1929 *(RM May)*; HALT. Clo 6 October 1941; still no trains in co tt for 6 May to 6 October 1946; trains shown co tt 6 October 1947 (N Bray, *Devizes Branch*, Picton, 1984; R. Priddle & D. Hyde, *GWR to Devizes*, Millstream, 1996; *Brad* no help since P L in footnotes, cannot tell if trains called). Clo 18 April 1966 *(Coventry Evening Telegraph 4th)*; {Patney & Chirton – Devizes}. *Brad notices 8 July 1929* said had been renamed from P L BRIDGE HALT but not seen thus.

PANT [BM] op 19 March 1863** as DOWLAIS P/D OR P (thus Brecon & Merthyr tt 1865); name settled 1869; clo 31 December 1962 *(T 31st)*. Station on two levels; logically upper platforms should have op first since aim was to go on to Dowlais Top but inspection report shows that lower part (original station here about 15 chains south of later) op first and initially Dowlais Top service used this with reversal; top level op ? (certainly before lower level's service to Dowlais Central began, 23 April 1869) *(RAC)*. P JUNCTION 1888/9 to 1911 *(Brad)*.

PANT near Wrexham [GW] op 1 May 1905 *(GW H)*; HALT; clo 29 March 1915**; {map 75}.

PANT GLAS [LNW] first in *Brad* March 1869 for markets and fairs; full use June 1872; clo 7 January 1957 *(RM March)*. Initially P G SIDING/ CROSSING (before 1912) *(hb)*. See 2 September 1867** for possible earlier non-tt use. Occasional reference as PANTGLAS (e.g. *LNW dates*).

PANT SALOP [Cam]: isolated reference seen in very detailed tt *(Shrewsbury Chronicle Supplement 1 March 1861)* where in note headed 'THE PANT' details are given for market day stops at 'the Pant Crossing' Mondays, Wednesdays, Saturdays; first in *Brad* February 1862; for similar service, full use *Brad* October or November 1865; aot request; SALOP added 1 July 1924 *(GW circular 18 June)*; clo 18 January 1965 *(RM March)*.

PANTEG [GW]

PANTEG op 21 December 1874 *(Co Obs 26th- line)* as SEBASTOPOL; renamed 1875; replaced on Cwmbran line by >

P & GRIFFITHSTOWN op 1 August 1880 *(co n Merlin 31 July)*; & G added 20 October 1898 *(hbl 27th)* – but perhaps slightly earlier – *GW circular of that date* 'has been altered'; clo 30 April 1962 *(T 6 April)*.

PANTYDWR [Cam]: excursions 19 and 20 September 1864 to Talyllyn for Brecon races; public op 21 September 1864 *(co n Hereford J 24th – line)*; clo 31 December 1962 *(T 31st)*.

PANTYFFORDD [GW] op 2 September 1929 *(GW letter 27 March 1945 Cl pap)*; HALT; clo 15 October 1962 *(BR WR notice Port Talbot Guardian 12th)*.

PANTYFFYNNON [GW]: line op 24 January 1857** and trains divided here for Garnant and Lland(e)ilo but not in *Brad* until June 1857 – perhaps initially exchange only; still open.

PANTYSGALLOG

P HL [BM] op 1 October 1910 *(RCG)*, but not in *Brad* until June 1911; September 1939 'service suspended' (was operating August 1939); still suspended January 1940; trains December 1940; HALT from 1945 *(Brad)*; HL added 1950; clo 2 May 1960 *(RM July)*. *Brad*: intermittently PANTYSCALLOG.

P LL [LNW] op 2 February 1914 *(RCG; Western Mail 3rd)*; HALT from 1932/3 *(Brad)*; LL added 1950; clo 6 January 1958 *(Western Mail 6 January 1958* – last Saturday).

PANTYWAUN [GW] op 22 December 1941 *(hbl 16)*; HALT; clo 31 December 1962 *(T 31st)*; {Fochriw – Dowlais Top}.

PAPCASTLE [MC] op 1 June 1867 *(D&C 14)*; aot request; clo 1 July 1921 (Friday) *(RCG)*; unadvertised use to after 1923 *(U)*; {in *IA*}.

PAR [GW]

PAR op 4 May 1859**; still open.

P BRIDGE (non-tt): op July 1897; clo 1908; HALT serving Par beach (C. H. Bastin and G. Thorne, *The Railway Stations and Halts of Cornwall*, C. H. Bastin Publishing, 1994); used alternate Wednesdays in summer *(RAC)*; {Par – St Blazey}.

Also see ST BLAZEY.

PARADISE [GNS] (non-tt): SIDING; workmen; in use at least 1884 to 1938 *(U)*; GNS wtt 1 July 1905 one stop each way for Mr Fyfe's workmen; present 'P' 1938 *hb*; {Kemnay – Kintore}

PARBOLD [LY] op 9 April 1855 *(Southport Vis 5th)* as NEWBURGH; renamed P for N 1 May 1879 and thus LY co tt 1899 and LMS tt 1930, P 5 May 1975 *(RM July)*; still open. 'Newbrough' in *Wigan Examiner 6 April 1855*.

PARCYRHUN [GW] op 4 May 1936 *(wtt supp)*; HALT; clo 13 June 1955 *(Cl)*.

PARHAM [GE] op 1 June 1859 *(T 2nd- line; in Brad* June and tt *Ipswich Journal 4th)*; clo 3 November 1952 *(Diss Express Friday 7th* – last train Saturday – line).

PARK near Aberdeen [GNS] op 8 September 1853 *(co n Aberdeen Press 14th)*; clo 28 February 1966 *(BR notice ibid 1st)*.

PARK – see NORTHUMBERLAND PARK.

PARK near Manchester [LY] op 26 September 1846 *(co n Manch 26th)* – see 13 April 1846**; resited westwards as result of 1889 deviation for addition of goods lines (R. F. Hartley, *The Ashton – Stalybridge Branch*, LY Society); last train Friday 26 May 1995 *(BLN 754)*.

PARK BRIDGE [OAGB] op 26 August 1861 *(co n Oldham Chron 4th)*; clo 4 May 1959 *(RM June)*.

PARK DRAIN [GN/GE]: probably first used 21 February 1896 for sale at Haxey Grange (adverts *Epworth Bells ... 8th, 15th* said would be arranged; public 2 March 1896 (item on alterations *Long Eaton Advertiser 29 February)*. Clo 7 February 1955 *(BR notice, Yorks Post 8 January)*. Item *(Sheffield Independent 28 August 1896)* would suggest mainly used by anglers.

PARK HALL

PARK HALL [Cam] (non-tt) temporary platforms opposite entrance to Park Hall for Oswestry Fire Brigade fete 2 August 1886 *(advert and item Shrewsbury Chronicle 30 July)*. At / near site of later Tinkers Green?

PARK HALL[GW] op 5 July 1926 *(GW letter April 1945 Cl pap)*; HALT; clo 7 November 1966 *(Cl)*; {Gobowen – Oswestry}.

PARK HEAD [S&D]:

Services shown under CRAWLEY [S&D] would have gone through here; early S&D ticket exists, P H to Bishop Auckland and back, covered carriages *(JB)*. It is unlikely that Park Head was served by public passenger trains after December 1846, closure of line to Crawley.

Article by Dr. T. M. Bell, *NE Express, May 2002*, refers to unsigned and undated lease, filed under 1862, to let R. Cordner of Crawley House use a line from junction on Weatherhill & Rookhope, 3 miles from Park Head on ex-Stanhope & Tyne, to Low White Heaps (to north-west). Conditions included provision, weather permitting, of passenger train to Park Head and back on Darlington and Bishop Auckland market days. Not certain service actually ran, but evidence for this area is very patchy. Line to Low White Heaps probably closed before 1883, when lease would have expired. *Mountford* gives support and further detail: 'reported' passenger service three times a week from Rookhope [= Low White Heaps?] to Parkhead; old carriages bought from NE 1863 and 1871 but inclines probably travelled in open trucks; he suggests taken from Parkhead to Stanhope by horse-drawn waggon, to avoid further rail inclines, for shopping at Stanhope but, in view of earlier information, more likely that went on from Stanhope by train – would fit opening of its branch. Later usually Parkhead; surviving goods BLANCHLAND *(Cl)* – renamed to this 1923. {*IA*, goods}.

PARK LANE [LNE] (non-tt): workmen; HALT; op by 11 July 1920 (accident report *Lancashire Evening Post 11th)*, clo by July 1941; {West Leigh – Bickershaw} *(U)*.

PARK LANE INTERCHANGE [TWM] op 28 April 2002 for interchange with bus services *(Rly Obs June)*; still open.

PARK LEAZE op 4 January 1960 *(Wilts & Glos 8th)*; HALT; clo 6 April 1964 *(W D Press 6th)*; {Kemble – Cirencester}.

PARK PREWETT HOSPITAL [LSW] (non-tt): built but perhaps not used *(U)*; no evidence for passenger use; trial during Second War showed line not suitable for ambulance trains *(Hosp)*; {branch from Basingstoke}.

PARK ROYAL

PARK ROYAL [GW] was first used for Royal Show in June 1903; trains ran 15 to 22 June and 29 June to 4 July (Saturday) for exhibitors and employees, and 23 to 27 June for the public on the actual days of the Show (all dates inclusive) *(co n T 15th; Acton Gazette 26th)*. Permanent public use began 1 May 1904 *(London Daily News 28 April)*; clo 1 February 1915** *(RCH)*; reop 29 March 1920 *(RCH; Middlesex County Times 3 April)*; see April/May 1921**; clo 27 September 1937 *(GW source Cl pap)*.

P R & TWYFORD ABBEY [Dist] op 23 June 1903 *(RCG)*; & T A added 1 May 1904 *(RCG)*; replaced by >

PARK ROYAL op [Dist] 6 July 1931 *(L)*; transferred to [Picc] 4 July 1932; still open. *Brad* continued to call this P R & TWYFORD ABBEY until 1938/9, then just P R. According to L it was P R HANGER HILL from 1 March 1936 until 1947; this form not seen *Brad*; H H was added to Beck's Map 1935/7.

P R WEST [GW] op 20 June 1932 *(GW source Cl pap)*; for clo see 15 June 1947**. HALT in *hb* and on ticket *(JB)* but not thus *Brad*; PLATFORM in BR clo notice.

See ROYAL SHOWGROUND for LNW Royal Show station.

PARK STREET [LNW]: this and Bricket Wood both op 5 May 1858 *(Herts Guardian 11th* – description of opening). According to *British Railways Journal, Spring 1988* there were not enough passengers for both so P S clo at start of June 1858; on 1 August 1858 P S reop and B W closed except for picnic parties, who had to give a few hours notice to station-master at St Albans. However, local press differs: Brickett Wood still in June tt *(Hertford Mercury 5th)* and September tt *(ibid 5th)*. *Herts Guardian 12 June* reported 'Memorial' to company for reversal of decision. First clear evidence of return of Park Street is i*bid 16 October 1858*; in tt there and item that 'in future tickets will be regularly issued at the New Park Street at Sloman's Crossing and trains will cease stopping at "Bricket" Wood... If foxes travelled by train "Brickett" Wood might be a desirable place for a station but for human beings' ... Park Street more desirable. This shows site of Park Street station now altered, as in *Cobb Atlas*, and this could account for delay in implementing request. The New might have opened earlier: *ibid Saturday 25 September* described incident on Sunday afternoon week when a stoker had taken some 'fair companions' on an unauthorised trip on line and hit the level crossing gates at new Park Street which had been left set for road traffic because there was no Sunday service – but no guarantee that station in use. Replaced about ½ mile north 24 May 1890 *(LNW Officers 31762)* by P S & FROGMORE – according to *Cobb Atlas* this was return to first site and is given support by item in *Herts Advertiser 24 May 1890*, which says 1890 version on opposite side of railway bridge to first; unfortunately item not specific about exact dates – indeed it has line opened in 1857 – but does say originals were experiments to test market and find best place for one station to serve both, and suggests that second 1858 was a compromise that did not really satisfy either; & F dropped 6 May 1974 *(BR notice)*; still open. HOW WOOD later at site disused 1890.

PARK VILLAGE [NE] (non-tt): used from ?; probably to line closure, 3 May 1976; used by general public, saving long walk to/from Featherstone Park; no platform (A. Young); {Haltwhistle – Featherstone Park}.

PARKEND [SW Jt] op 23 September 1875**; clo 8 July 1929 *(Gloucestershire Citizen Monday 8th* – last train Saturday). Excursion use shown at 10 August 1961 *(BR pamphlet)*. Intitially P ROAD *(hb)*, amended 1876a.

PARKESTON QUAY – see HARWICH.

PARKGATE Wirral

PARKGATE [Birkenhead] op 1 October 1866 *(LNW co ½ T 13 February 1867)*; re-sited on extension to West Kirby 19 April 1886 *(hbl 25 August)*; clo 17 September 1956 *(Liverpool Echo Friday 14th* – last tomorrow). *Hbl January 1925* said had been renamed P CHESHIRE, and thus *hb* 1926a, but not seen *Brad*.

Also see NESTON.

PARKGATE

P & ALDWARKE [GC] first in *Brad* July 1873 as A*; renamed 1 November 1895 *(RCG)*; clo 29 October 1951 *(RM December* – 'excursions will continue').

* = at start of year railway co was asking for supply of mains water to its 'new station' here *(Sheffield Daily Telegraph 4th January1873)*; request likely to be made before / during building of station. Rawmarsh Board of Health decided mains should be laid on immediately *(Sheffield Independent 8 March)*. Often just Aldwark in local press.

P & RAWMARSH [Mid] op 1 May 1853 *(Mid)* as R; renamed R & PARK GATE 1 November 1869 co tt, P G & R 1 December 1869 co tt; P G to one word gradually, thus Swinton & Knottingley line from start, all by 1910 *(Mid)*; clo 1 January 1968 *(RM February)*.

Also see ROTHERHAM ROAD.

PARKHEAD Glasgow

Both sometimes GLASGOW P in tts.

P NORTH [NB] op 23 November 1870**; NORTH added 30 June 1952 *(Cl)*; clo 19 September 1955 *(RM October)*.

P STADIUM [Cal] op 1 February 1897 *(RCG; co n Glasgow Herald 29 January)*; STADIUM added 3 March 1952 *(Cl)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*. Hb 1899a on: P for CELTIC PARK; thus Cal co tt 1913 and *Brad* to 1952 but not *Murray* 1948.

PARKHILL Aberdeen [GNS] op 18 July 1861 *(co n Peterhead Sentinel 19th)*; clo 3 April 1950 *(BR notice Aberdeen Press 20 March)*. *Hb* PARK HILL until 1904.

PARKHILL – see KILDARY.

PARKHOUSE [LNE] (non-tt): HALT; op 7 July 1941 *(Cl 29)*; present 'P' *hb* 1944a and 1956; clo 6 January 1969 *(BR clo notice)*; served RAF No14 Maintenance Unit *(BR doc)*; {Carlisle – Harker}.

PARKSIDE, between Manchester and Liverpool, [LNW]: line op 17 September 1830**, nd, 1 January 1831, where listed as PARK SIDE; 11 October 1832 listed as PARKSIDE & WIGAN JUNCTION; originally just west of junction; moved to it 1839 *(Crewe to Carlisle)*; clo 1 May 1878 *(RCG)*; {physical junction *IA*}. Co tt March 1831: PARK SIDE; *Brad* 1839 and LNW co tts one word.

PARKSIDE near Wick [LMS] op 27 January 1936 *(RCH)*; HALT; clo 3 April 1944**; {Occumster – Lybster}.

PARKSTONE DORSET [LSW] op 15 June 1874 *(Salisbury & Winchester Journal 20th)*; DORSET added 12 May 1980 tt *(C/W)*; still open. Became P for SANDBANKS 1923? *(hbl ref 26 April)*; thus *hb* 1925 on and *Brad* to 1955.

PARLINGTON (HALL) – see 1837 A**.

PARRACOMBE [Lynton] (ng): market use began late 1898 *(Lynton)*, first in *Brad* July 1899; last there September 1899 (probably did close since Blackmoor became B for P); back May 1903 as P SIDING, became P PLATFORM 1904 tt *(JS)*; last in April 1906 (now omission perhaps result of alteration of tt layout); back June 1907 when table moved to different page; became P HALT 1908 tt *(JS)*; until 1910/11 restricted to daylight use only; last in *Brad* June 1917; back 14 July 1924 tt; clo 30 September 1935**.

PARSLEY HAY

For first service see May 1833**.

PARSLEY HAY [LNW] op 1 June 1894 *(LNW Officers 35402; co n Glossop-dale Chronicle 1st)*; re-sited on extension to Ashbourne 4 August 1899 *(Cl)*; clo 1 November 1954** *(Buxton Advertiser 29 October)*.

PARSON STREET [GW] op 29 August 1927 *(co n Western Daily Press 27th)*; PLATFORM until renamed 1933 *(GW H)*; still open.

PARSONS GREEN [Dist] op 1 March 1880 *(co n London Daily News 27 February)*; still open.

PARSONS PLATFORM [NB] (non-tt): private for Sir C Parsons, engineer (died 1931); had country house on Ray Estate from early 1900s; still in use 1937; in NB days RAY HOUSE, RAEFELL; {about 1½ miles north of Knowesgate} *(U; Nhumb Young; Sewell)*.

PARTICK

PARTICK [NB] op 1 December 1882** as P; renamed P HILL 28 February 1953 *(Cl)*; re-sited 17 December 1979 *(RM February)*, when reverted to P *(Weekly Operating Notice SW52)*, to act as exchange with underground, which had yet to reopen after modernisation – see next entry; still open. NB co tt 1900: P for GOVAN and thus *Brad* until 1953.

PARTICK [GU] op 16 April 1980 – see entry above; still open.

P CENTRAL – see KELVIN HALL.

P CROSS – see KELVINHALL.

P WEST [Cal] op 1 October 1896 *(co n Glasgow Herald 28 September)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*.

PARTINGTON [CLC] op 1 May 1874 *(co n Liverpool D P 24 April)*; re-sited on deviation for Manchester Ship Canal 29 May 1893 *(Cl)*; clo 30 November 1964 *(RM March 1965)*.

PARTON near Dumfries [PPW Jt] op 12 March 1861 *(Galloway 15th)*; clo 14 June 1965 *(RM July)*.

PARTON near Workington

PARTON [LNW] op 19 March 1847**; still open.

P HALT [WCE Jt] (non-tt): miners; alias LOWCA PIT; op 11 January 1915; clo 1 April 1929; {Whitehaven – Distington} *(U)*. HALT PLATFORM in unadvertised workers' calls LNW wtt e.g. October 1915 and October 1922. Colliery served had become UNITED STEEL COMPANIES Ltd from 1919.

PARTON – LOWCA WORKS PLATFORM [LNW] (non-tt): on northbound line only (almost opposite Parton No. 2 signal box and the Lowca Engineering Works, originally Fletcher, Jennings Ltd) only for VIP visitors to the works. Op date not known; factory destroyed by fire 1912 and demolished mid 1920s; halt removed by LMS by early 1929 *(LMS drawing 8161 – held by Cumbrian Railways Assn)*.

Also see 15 April 1912**; trains would have stopped here – main station?

PARTRIDGE GREEN [LBSC] op 1 July 1861 *(Brighton Guardian 18th, item and tt)*; clo 7 March 1966 *(RM March)*.

PASSING PLACE Swansea [SIT] first in *Brad* October 1878 (see 25 July 1860**); intermittently in *Brad* to June 1894 or later – also intermittently in *hb* (present 1879a, not 1883, back 1894a, present 1895, not 1904); {map 88}.

PASTON & KNAPTON [Norfolk & S] op 1 July 1898 *(RCG; Lincolnshire Echo 2nd)*; clo 5 October 1964 *(RM August)*. HALT at closure? – BR tt 10 September 1962 says tickets issued on train, but 'Halt' not added. Pre-opening intended to be K FOR P *(Mid Rly Goods Mgr's Circ. 1852, 18 June 1898)*

PATCHWAY [GW] op 8 September 1863 *(co n W D Press 7th)*; re-sited about ¼ mile south 10 August 1885 *(Bristol Times 11th – so that gradient could be lessened)*; became P & STOKE GIFFORD 'henceforth' *(Bristol Mercury 1 September)* but 1 November *(GWR GM Circ. 1073, 26 October)*; & S G dropped 27 October 1908 *(hbl 29th)*; still open.

PATELEY BRIDGE

PATELEY BRIDGE [NE] op 1 May 1862 *(T 5th)*; clo 2 April 1951 *(T 7 March)*.

Ticket platform, only reference seen: *Pateley Bridge Herald 20 September 1879, from 'Tourist Notes' in Bradford Chronicle*: description of excursion to here; about 20 minutes at Harrogate while tickets collected. On return left from siding because train too long for station; had to pick their way in the dark via a long ticket platform about 18 inches wide.

PATELEY BRIDGE [Nidd] op 12 September 1907 *(Rtn- line; in line description Leeds Mercury 11th)*; clo 1 January 1930 (Wednesday) *(LNER letter 13 April 1945 Cl pap)*. Use earlier and later by reservoir workmen (14 July 1904 to about 1936) *(U)*.

PATNA [GSW] op 7 August 1856 *(co n North British Daily Mail 8th)*; re-sited to south 1897 *(Cl)*; clo 6 April 1964 *(Irvine Herald 20 March)*.

PATNEY & CHIRTON [GW] op 1 October 1900 *(co n W D Press 3rd)*; clo 18 April 1966 *(Reading Evening Post 14th)*. *Hb* 1925 said goods only, 1926a add 'P'; presumed error – was included *Brad* August 1924, July 1925 and April 1926 – mistaken for a halt?

PATRICROFT [LNW]: line op 17 September 1830**, nd, 1 January 1831; still open.

PATRINGTON [NE] op 27 June 1854 *(co ½ T 4 September- line; in description of formal op on 26th, Hull Packet 30th)*; clo 19 October 1964 *(Cl)*. According to *RM January 1960* was to become Halt on 4th; not seen thus *Brad* but note was added that no staff in attendance.

PATTERTON [Cal] op 1 May 1903 *(RCG)*; clo 1 January 1917 *(RCH)*; reop 1 February 1919 *(RCH)*; still open. Cal co tt 1913: P for DARNLEY RIFLE RANGE and thus *Brad* until 1955.

PAULSGROVE [SR] (non-tt): HALT; pony race meetings at Wycherley Park; op 28 June 1933 *(SR sig inst 22/1933)*; last meeting 23 August 1939 *(AB)*, but still in *hb* 1956, inertia (September 1957a – 'closed').

PAULTON [GW] op 5 January 1914 *(Bristol NWR)*; HALT; clo 22 March 1915 *(RCH)*; reop 9 July 1923 *(Bristol notice S1153)*; clo 21 September 1925 *(Cl)*.

PEACOCK CROSS [NB] op 1 November 1878 *(co n Glasgow Herald 2nd)* as HAMILTON PEACOCKS CROSS; renamed 1882 tt *(Cl)*; clo 1 January 1917 *(RCH)*; {Burnbank – Hamilton NB}.

PEAK – see RAVENSCAR.

PEAK FOREST [Mid] op 1 February 1867 *(T 2nd- line*; in line description *Derbyshire Advertiser 8th)*; was P F for PEAK DALE 26 September 1893 *(hbl 26 October)* to 14 June 1965 tt *(Mid)*; clo 6 March 1967 *(Birmingham Daily Post 6 January)*.

PEAKIRK [GN] op 17 October 1848 *(co n T 16th)*; P & DEEPING in opening notice; in *Brad* first as P CROWLAND etc [sic], became P 1857, P & C by January 1864, dropped January 1871 GN tts *(Whittle)*; closed 11 September 1961 *(Peterborough Standard 28 July)*.

PEAR TREE HILL – see COLDHAM.

PEARTREE

PEAR TREE & NORMANTON [Mid] op 2 June 1890 *(RCG; Sheffield Daily Telegraph 3rd)*; clo 4 March 1968 *(Coventry Evening Telegraph 5 February)*.

PEARTREE op 4 October 1976 *(T 16th)*; reopening of P & N; still open but in 29 September 2002 public tt reduced to one Monday to Friday train, Crewe to Nottingham, but (2003) still trains both ways in local tt (A Brackenbury, *Chron January 2004)*; trains shown both ways in tt September 2020.

PEASLEY CROSS [LNW] see 1832 B** for line history; first in *Brad* November 1856 but clearly opened earlier: *Manchester Courier Saturday 19 May 1855* said that on Monday workmen from Newcastle engaged to replace strikers had left train here to avoid hostile reception from 'turnouts' waiting at St Helens, though does not prove full passenger use then; *Bolton Chronicle 15 December 1855* had advert for Sutton Court, within 300 yards of this station, trains run several times a day. Clo 18 June 1951 *(RM August)*. HALT in *hb* 1938 (*hb* 1914a 'delete' = reduced to halt?) but not thus in any *Brad* seen.

PEBWORTH [GW] op 6 September 1937 *(Evesham Standard 4th)*; HALT; at/near earlier Broad Marston; clo 3 January 1966 *(RM February)*; Honeybourne/Long Marston}.

PECKHAM

P RYE [LBSC platforms] op 13 August 1866 *(T 14th)*; still open.

P RYE [LCD platforms] op 1 December 1865 *(co n T 1st)*; still open.

All owned by LBSC – see 1866**.

Also see QUEENS ROAD PECKHAM.

PEDAIR FFORDD [Cam] op 6 January 1904 *(RCG)*; clo 15 January 1951 *(Cl)* – see 1951**. HALT in *hb* 1938 but not *Brad*.

PEEBLES

PEEBLES [Cal] op 1 February 1864 *(co ½ T 3 March)*; clo 5 June 1950 *(Carluke & Lanark Gazette 26 May)*.

PEEBLES [NB] op 4 July 1855 *(co ½ T 22 October)*; re-sited on extension to Innerleithen 1 October 1864 *(Cl)*; P EAST 25 September 1950 to 1958 *(SR circular 8 March, Cl pap)*; see 13 August 1948** and 1949**; clo 5 February 1962 *(RM February)*.

Non-tt: both companies made extra arrangements for the Royal Border Show, held here 17-20 July 1906. Cal added new passenger dock, NB used 1855 station (now goods) to receive passengers from Edinburgh *(Peebles)*.

PEEL CAUSEWAY – see HALE.

PEGSWOOD [NE] op 1 January 1903 *(Morpeth Herald 3rd)*; still open.

For unlikely early station see 24 March 1847**.

PELAW:

PELAW (a) [NE]: op 30 December 1839 ('on and after Monday 30th inst. Trains will stop near Pelaw Main Waggon Way to take up and set down passengers' *co n Newcastle Journal 28th*; station?; re-sited about 200 yards east before 1857 *(Cl)*; back to original site 18 November 1896 *(Cl)*; clo 5 November 1979 *(Cl)*, replaced by Heworth. *RCG ref January 1886* said had been renamed from P MAIN to P JUNCTION but *Brad* had P J by 1856 to 1893/4 and it was thus NE wtt 1861 and NE co tt 1880.

PELAW (b) [TWM] op Sunday 15 September 1985 *(co n Newcastle Journal 14th)*; still open.

PELHAM STREET Lincoln [LNE] (non-tt): used early 1940s; purpose ?; {Lincoln Central – Reepham} *(U)*.

PELLON [Halifax High Level] op 5 September 1890 *(RCG; co ½ Leeds Mercury 25th* Pellon-lane); clo 1 January 1917 *(RCH)*. GN ticket *(JB)* shows as HALIFAX P.

PELSALL [LNW] op 9 April 1849 *(co n & item Wolv Chron 11th)*; clo 18 January 1965 *(BR LM notice Walsall Observer 11 December 1964)*.

PELTON [NE] {map 34}

PELTON (a) see 1860**; Saturdays only.

PELTON (b) op 1 February 1894 *(Sunderland Daily Echo 1st)*; clo 7 December 1953 *(RM January 1954)*.

PEMBERTON [LY]: line op 20 November 1848**; this first in *Brad* January 1849; still open.

PEMBREY

PEMBREY [BPGV] op 2 August 1909** *(GW H)*; at first HALT; then P 1913 *(Brad)*; HALT restored 1 July 1924, *GW circular 18 June*); clo 21 September 1953 *(T 16th)*.

P & BURRY PORT [GW] op 11 October 1852 *(T 12th)*; still open. According to *RCH dist 17 May* had been renamed from P to P & B P 1 February 1887; GW co tt 1859 P, 1865 and 1886 P (B P), 1891 P & B P; *Brad* P (B P) to P 1875, to P & B P 1886/7.

Also see LANDO.

PEMBRIDGE [GW] op 20 August 1857**; clo 5 February 1951 *(Kington Times 3rd)* – see 1951**; reop 2 April 1951 *(Cl)*; clo 7 February 1955 *(BR WR notice Kington Times 7 January)*.

PEMBROKE [GW]

PEMBROKE op 1 August 1863**; still open.

For temporary platform for Pembrokeshire Hunt Steeplechases see MANORBIER NEWTON.

P DOCK op 12 August 1864 *(Welshman, Friday 18th)*: inspected Thursday and permission given to open at once – formal had been 10th, when only waiting for inspection before opening *(Pembrokeshire Herald 12th)*; original temporary replaced 1865 *(Pembroke)*; still open.

PEN-Y-BONT [LNW] op 1 December 1865**; unstaffed 28 September 1964 to 5 May 1969 but not Halt in tt; still open. PENYBONT until altered 12 May 1980 tt *(Cl)*, though *hb* used hyphenated form from 1877 to 1904.

PENALLT [GW] op 1 August 1931, Bank Holiday Saturday *(GWR Supt letter 29 March 1945 Cl pap)*; HALT; clo 5 January 1959 *(T 5th)*; {St Briavels – Redbrook}.

PENALLY [GW] line op 1 August 1863** (used for free trip for Sunday School pupils 4th – *Potter's Electric News 12th*), *Brad* previously nd; clo 15 June 1964, reop 29 June 1970 *(RM August)*, clo 16 November 1970, reop 5 April 1971, clo 13 September 1971, reop 28 February 1972 *(Cl)*; still open.

PENAR JUNCTION [GW] op 1 January 1913 *(South Wales Daily News 3rd – just Penar)*; HALT; clo 1 January 1917 *(GW notice dated 22 December 1916)*; {map 87}.

PENARTH [TV]

PENARTH op 20 February 1878 *(co n Western Mail 20th)*; still open. Aot P TOWN in *hb* – not seen thus *Brad*.

Excursion Platform north of here on 1915 O.S. Map (David G. Thomas).

P DOCK op 20 February 1878 *(co n Western Mail 20th)*; clo 1 January 1962 *(Cl)*; {map 87b}. P D & HARBOUR 1895 until dropped before 28 January 1928 *(GWR Genl. Insts. Circ. Cl pap said had been)* – not seen thus *Brad*.

Also see LOWER PENARTH.

PENARTH BRIDGE [Cam] (non-tt): for rifle range; first in wtt appendix after that of 1 May 1896 but before / with that of 1 July 1898; that of 1 June 1911 shows stops here all weekdays except Tuesdays for Territorials attending shooting-practice; {Newtown – Abermule}.

PENCADER

PENCADER [GW] op 28 March 1864 *(Welshman 1 April)*; clo 22 February 1965 *(BR public notice)*.

P JUNCTION [Manchester & Milford] op 1 January 1866 (date of line extension which created junction, and in tt for 12 January 1866, *Milford*); last in tt May 1880 – but there was later use. Certainly in tts *Carmarthen Journal 5 November* and *31 December 1880*; *ibid 23 August* and *13 September 1889*; presumably exchange only since in between *Aberystwyth Observer 8 March 1884* carried complaint about time passengers to/from Llandyssil had to wait for connection with Cardigan line and also made it clear that there were usually few of these, sometimes none; use lasted until ? Were there any passenger facilities? - nothing shown *RAC Atlas*. {at junction north of Pencader}.

PENCAITLAND [NB] op 14 October 1901**; clo 3 April 1933 *(Scotsman 15 March)*.

PENCARREG [GW] op 9 June 1930 *(GW source Cl pap)*; aot request; HALT; clo 22 February 1965 *(BR public notice)*; {Llanybyther – Lampeter}.

PENCLAWDD [LNW]: line from which this was a short branch op 14 December 1867; orders to open this station given 10 December 1867 *(RAIL 377/15)* so probably opened after main line, but information contradictory; orders were for a daily train but when trains first shown in *Brad* February 1868 (main line there January) they ran Wednesdays and Saturdays only, so either there was a change of mind or daily train ran briefly, then ceased; tts in *Welshman* told same story. April 1868 reduced to Saturdays only; full use August 1871. Clo 5 January 1931 *(LMS alterations notice for January)*.

PENCOED

PENCOED (a) [GW] op 2 September 1850 *(Cambrian 30 August)*; north of level crossing; clo 2 November 1964 *(Cl)*.

PENCOED (b) op 11 May 1992 *(RM July)*; still open.

PENDAS WAY [LNE] op 5 June 1939 *(Yorkshire Post 6th – regular service began immediately after special train)*; clo 6 January 1964 *(Cl)*; {Cross Gates – Scholes}.

PENDLEBURY [LY] op 13 June 1887 *(co n Manch Cour 11th)*; clo 3 October 1960 *(RM November)*.

PENDLETON [LY]

PENDLETON (a): op 11 June 1838 (see 29 May 1838**); usually P BRIDGE early. At first seems to have alternated with Windsor Bridge; P B in *Brad* 19 October 1839; present until about August 1841; back December 1842. Clo 5 December 1966 *(BR leaflet)*.

PENDLETON (b) op 13 June 1887 *(co n Manch Cour 11th)* as P BROAD STREET; briefly P NEW (thus *Brad* 1887-96 and still thus LY co tt 1899); renamed P 6 May 1968 tt; damaged by fire 18 July 1994 *(BLN 817)*, clo later officially backdated to this – could have been repaired but only two trains each way, weekdays, and authority presumably did not feel worth it.

Also see BRINDLE HEATH.

PENDRE – see TYWYN.

PENGAM

PENGAM [Rhy] op 31 March 1858 *(item, tt Cardiff & Merthyr Guardian 3 April)* as P; renamed P & FLEUR-DE-LIS 1 February 1909 *(RCG)*, P 1 July 1924 *(GW circular 18 June)*, P GLAM 29 March 1926 *(hbl April)*, P 6 May 1968 *(Cl)*; still open.

P MON [BM] op 14 June 1865 *(co n Newport 17th)* as P; renamed P & FLEUR-DE-LIS 1 February 1909 *(RCG)*, FLEUR-DE-LIS 1 July 1924 *(co tt)*, P (MON) 29 March 1926 *(hbl April)*, clo 31 December 1962 *(T 31st)*.

PENGE

PENGE [London & Croydon] op 5 June 1839 *(co n T 6th)*; clo 12 or 13 June 1839 (see ANERLEY). Site? According to *Cl* same as later Penge West – assumed?

PENGE [WELCP]: according to P. Kay, *LRR*, July 1999, there was a short-lived station between Beckenham Junction and Norwood Junction on the line op 3 May 1858 which faded out of use by end of 1860. A station at the site suggested is shown on both OS and Stanford's maps, well away from the village (though that is also true of known stations of the time; perhaps used because Penge was the nearest place without a station). *S E Gazette 11th* (a Maidstone paper), covering the opening of the line, said line went via Penge without specifying that there was a station here; no supporting evidence has been found in any timetable. All opening notices seen only referred to Crystal Palace; all adverts for premises in Penge cite Anerley and / or Sydenham as the nearest station(s).Too insignificant or service too poor for other mentions (Crystal Palace was main station on this section of line)? Misinterpretation of evidence such as that in paper cited, where perhaps journalist's error? Others in print refer to this as Beckenham Road, which would have been a more appropriate name, but no contemporary evidence seen for use under this name either. A. Jackson, (*RCHS Journal July 1995)*, suggested it was built in case they were denied use of Beckenham (Junction) but this did not happen because so P / BR was never used. The Croydon Tramlink station of this name now on site.

P EAST [LCD] op 1 July 1863 *(T 2nd)*; EAST added 9 July 1923 *(hbl 26 April)*; still open. P LANE in *Brad* 1864 to 1869 and in *hb* 1867 only.

P WEST [LBSC] op 1 July 1863 *(Cl)*; site? – see first entry; WEST added 9 July 1923 *(hbl 26 April)*; still open. P BRIDGE/BRIDGES in *Brad* 1864 to 1879 and *hb* 1867 only.

East London sevice added 23 May 2010**; still open.

PENHELIG

PENHELIG [Cam] (non-tt): a temporary arrangement existed hereabouts following problems during repair of No. 4 Tunnel, Aberdovey. At first falling material stopped engine getting right through but carriages could be pushed through from Aberdovey side and pulled from the other but erection of framework to allow repair of vital stretch meant that starting Friday 13 September 1889 passengers taken by road between here and Aberdovey; normal working resumed Wednesday 18th *(Cambrian News 20th)*.

PENHELIG [GW] op 8 May 1933 *(GW off Cl pap)*; originally HALT, HALT dropped 6 May 1968 *(GW H)*; aot request; still open.

PENICUIK

For first station of this name see POMATHORN.

PENICUIK [NB] op 2 September 1872 *(T 4th)*; see 13 August 1948**; clo 10 September 1951 *(RM October)*. *Hb*: PENICUICK until 1890.

PENISTONE (much from R. Brettle)

PENISTONE [MS&L] op 14 July 1845 *(co n Sheffield 12th)*. LY service began 1 July 1850, joining MS&L at junction east of station, so had to reverse into MS&L station (evidence of 1860s accident report)*. Became P (THURLSTONE) 1847/8, P & T 1848/50, P 1861/3 *(Brad)*; JUNCTION sometimes added 1850s. Replaced >

1 February 1874 *(GC dates)* by joint station [GC/LY], at junction, avoiding LY reversal; still open. *Brad* added 'The new station' until 1886/7.

* = supported by local Directories of time which only show MS&L stationmaster; J. N. Dransfield's *A History of the Parish of Penistone*, Don Press (Penistone), 1906, which refers to opening of both companies' lines but only to MS&L and 'New' stations – and a description of wool merchants from Thurlstone waiting to go to Huddersfield appears to relate to MS&L station; *National Gazetteer* (1868) – 'it is a station on the Manchester and Sheffield Railway'. *Brad*, November 1871, shows most trains allowed 10 minutes from Denby Dale to Penistone; December 1876 6 minutes to Penistone 'new station'. Macaulay's maps (1850s and 1860s) and Junction Diagrams of 1870 and 1872 show LY station here, in addition to MS&L, but this was an error – result of someone at the Clearing House basing maps on what he thought ought to be the case, rather than the actuality? Included in 1851 LY Distance Tables as a 'station' but tables did not list any junctions; diagram just has 'Penistone', without any separate mileage for junction with MS&L, so probably 'station' = 'junction'.

1850 6 inch OS map and press evidence show that originally line curved smoothly to junction further east than later one – change probably made in connection with 1874 station.

Ticket platform, only mentions seen: wooden ticket platform, theft case *(Sheffield Daily Telegraph 21 September 1875)*. On Sheffield side; accident to excursion 1 January 1885 *(Leeds Mercury 2nd)*.

P BARNSLEY ROAD [LY] op 21 February 1916 *(letter from co's official, Huddersfield Daily Examiner 21st)*; temporary terminus after viaduct collapse cut line short of main station part way through 2 February *(Sheffield Evening Telegraph 3rd)*; clo 14 August 1916 *(T 12th* confirms line reop then). LY ticket *(JB)* shows as B R HALT,

PENKRIDGE [LNW] op 4 July 1837 *(T 6th)*; still open.

PENMAEN [GW] op 14 March 1927 *(Brecon County Times 3rd);* HALT; clo 25 September 1939 *(Cl)*; {map 87}.

PENMAENMAWR [LNW] first in *Brad* November 1849; aot request; still open. Inspection report of 18 March 1850 used this spelling; but *Brad* PENMAENMAUR to 1860, LNW co tt also this 1852, but ...AWR 1864.

PENMAENPOOL [Cam] op 3 July 1865 *(Eddowes 5th)*; clo 18 January 1965**. PENMAEN POOL until 1889/90 *(Brad)*, 1904 *(hb)*. LNW co tt 1868: P P for DOLGELLEY.

PENMERE [GW] op 1 July 1925 *(GW Annual Report)*; PLATFORM until renamed 5 May 1969 *(GW H)*; still open. Added *hb* 1936a as P PLATFORM; 1938 P HALT; 1956 P PLATFORM.

PENN [GW] op 11 May 1925 *(Dudley Chronicle 14th)*; HALT; clo 31 October 1932 *(RM January 1933)*; {map 96}. Pre op Lower & Upper P *(RAC)*.

PENN: a number of publications have asserted that there was a Halt between High Wycombe and Beaconsfield on the GW&GC Joint line. No supporting evidence exists. See article by Tim Edmonds, RCHS *Journal*, December 2007, p 788. Perhaps source of trouble was that for a long time BEACONSFIELD was B for PENN; this would make it even less likely that Penn had its own stop.

PENNINGTON [LNW]: line op 13 June 1831**, nd, mid 1846 *(Huish list)* and mention in GJ notice of alterations from 1 May 1846 *(Bolton Free Press 25 April)* with nothing to suggest it was new stop, as BRADSHAW LEACH; renamed 1876/7; clo 29 March 1954 *(BR clo notice Sweeney)*.

PENNS [Mid] op 1 July 1879 *(Mid; LNW Record- line)*; clo 18 January 1965 *(BR LM notice Walsall Observer 11 December 1964)*. Became P for WALMLEY 5 October 1936 *(LNW Record)*; thus *hb* 1938 and *Brad* to 1955.

PENPERGWM [GW] op 2 January 1854 *(T 29 December 1853 - line; co n Hereford Times 24 December)*; clo 9 June 1958 *(BR notice Western Mail 9 May)*.

PENPONDS: see 23 May 1843**; {map 111}.

PENPONT [N&B] (non-tt): HALT/PLATFORM; private; line op 3 June 1867, in pre-opening inspection report; line clo 15 October 1962 but *Railways 1951* said PENPONTS appeared not to have been used for some time and no mention in *BR WR closure notice Port Talbot Guardian 12th*; {Aberbran – Abercamlais}. Mr Henry Williams was granted right to stop trains *(GW Deed 25920, dated 15 May 1873)*.

PENRHIWCEIBER

PENRHIWCEIBER op 3 October 1988, free publicity service on 2nd *(Aberdare)*; old LL reopened; still open.

P HL [GW] op 15 June 1899 *(RCG; S Wales Daily News 12th)*; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*.

P LL [TV] op 1 June 1883 *(S Wales 1st)*; clo 16 March 1964 *(Cl)*; later excur – see 15 June 1964**.

HL and LL added 1 July 1924 *(GW circular 18 June)*.

PENRHIWFELIN [Rhy]

PENRHIWFELIN: according to *Back Track*, September 1999, cited in *Chron January 2010*, this was never used, but according to *Pask*, with supporting evidence, it op 1 October 1911; clo 4 March 1912; HALT; {only stop on, and terminus of, Cylla branch going north from Ystrad Mynach; branch shown *IA* but not named }.

PENRHIWFELIN COLLIERY [Rhy] (non-tt): dates ?; pre op Melincylla *(RAC)*; {same site as above?}

PENRHYNDEUDRAETH

PENRHYNDEUDRAETH [Cam] op 20 September 1867**; see 3 November 2013**; still open. PENRHYN DEUDRAETH in *Brad* until 1880/1.

PENRHYNDEUDRAETH [Festiniog] (ng) op 6 January 1865* *(D&C 11)*; aot request; this station trainless July and August 1935 tt; clo 18 September 1939**. Usually just PENRHYN before 1 June 1912 *(hbl 3 July)* and from 5 April 1958.

* = passengers carried free and at own risk for some months before public opening; free use 5th, following formal opening *(Festiniog)*.

PENRIKEIBER COLLIERY [TV] (non-tt): miners; in use 1881; {Matthewstown – Penrhiwceiber LL} *(Trans)*. 1938 *hb* gave this and PENRIKYBER as alternative spellings.

PENRITH NORTH LAKES [LNW] op 17 December 1846**; still open. Became P for ULLSWATER LAKE 1904, P 6 May 1974 *(BR notice)*, P N L 18 May 2003 tt (earlier, on map with tt, June 2002 P THE N L).

PENRUDDOCK [CKP] op 2 January 1865 *(Carlisle Patriot 7th)*; clo 6 March 1972 *(Newcastle Journal Monday 6th* – last train Saturday).

PENRYN [GW] op 24 August 1863 *(R Cornwall Gaz 28th)*; re-sited nearby 24 June 1923 *(GW Plymouth Records)*; still open. GW co tt 1869, 1886: P for HELSTON.

PENSARN [Cam] op 10 October 1867 *(Cam; co n Merioneth 12th- line)*; became LLANBEDR & P 1 April 1885 *(RCH dist)*, reverted 8 May 1978 *(Cl)*; aot request; still open.

PENSCYNOR [GW] op 1 August 1929 *(GW letter 27 March 1945 Cl pap)*; HALT; clo 15 October 1962 *(BR WR notice Port Talbot Guardian 12th)*; {Neath Riverside – Cilfrew}.

PENSFORD [GW] op 3 September 1873 *(Bristol Merc 6th)*; clo 2 November 1959 *(Shepton 6th)*.

[NE]: line op 9 March 1840 *(NE maps)*, nd, 'trains call six times a day...', *(advert for sale of timber at South Biddick 15 – 18 June 1841 in Newcastle Journal 12th)*; original station north of road bridge; re-sited 10 chains south 1 July 1881 *(Cl)*; clo 4 May 1964 *(Cl)*. PENSHER until 1863 *(Brad)* and thus NE wtt 1861, then PENSHER OR PENSHAW until settled 1 July 1881 *(JS)* – thus NE co tt 1880. Used for Durham Miners' Gala trains 18 July 1964 *(Railway World, August 1973, January 1974)*.

PENSHURST [SE] op 26 May 1842 *(co n T 13, 20th)*; still open.

PENSNETT [GW] op 11 May 1925 *(Dudley Chronicle 14th)*; HALT; clo 31 October 1932 *(RM January 1933)*; {map 96}. Pre op Shut End *(RAC)*.

Wombourn refers to specials from here to Wembley on Cup Final days in '1930s' but no explicit post-1932 mention.

PENTEWAN [Pentewan Rly]: see 1830**.

PENTIR RHIW [BM]: authorised April 1897 (BoT report *MT6/979/*5) provided not advertised and no tickets issued (gradient too steep for normal authority); but associated work reported complete 10 December 1896; likely that had actually come into use 4 January 1897 *(engineer's report, RAIL 1057/146,* said new crossing place and siding into use). Used for market traffic to Brecon on Fridays and Dowlais on Saturdays; first in *Brad* June 1909, setting down, southbound only; stops both ways July 1912/ November 1913 *(Brad)*. Clo 31 December 1962 *(T 31st)*.

PENTNEY & BILNEY – see BILNEY.

PENTON [NB] op 1 March 1862 *(NB)*; clo 6 January 1969 *(BR clo notice)*.

PENTRAETH [LNW] op 1 July 1908 *(LNW Officers 42318; Carnarvon & Denbigh Herald 3rd)*; clo 22 September 1930 *(Liverpool Echo 13th)*.

PENTRE [TV] first in *Brad* October 1906; see 1904**; last in tt November 1912; perhaps used by troops during First World War.

PENTRE [SM] – see 13 August 1866**.

PENTRE BROUGHTON [GW] op 1 May 1905 *(GW H)*; HALT; clo 1 January 1931 (Thursday) *(T 20 December 1930)*; {map 75}.

PENTREBACH

PENTRE-BACH [TV] op 2 August 1886 *(S Wales Thursday 29 July – all trains stop from Monday next)*; hyphen added 12 May 1980; still open.

Also see ABERCANAID.

PENTRECOURT [GW] op 2 October 1911 according to *dist supp 847* but 1 February 1912 according to *RCG*, first in *Brad* March 1912. *RCG* date supported by press evidence: *Cardigan … Advertiser 8 September 1911* said was to open 16th inst but *22 September* said postponed to October – problem was that owner of access road and GW not agreed over terms; *Cambrian News 9 February 1912* said had now been opened and referred to excursion previous week. PLATFORM; clo 15 September 1952 *(RM November)*. GW ticket for P HALT *(JB)*.

PENTREFELIN near Oswestry [Cam] op 6 January 1904 *(RCG)*; clo 15 January 1951 *(Cl)* – see 1951**. HALT in *hb* 1938 but not seen thus *Brad*.

PENTREFELIN GLAM [GW] op 16 April 1928 *(GW H)*; HALT; clo 11 June 1956 *(T 8th)*; {Felin Fran – Morriston}.

PENTREMAWR [BPGV] (non-tt): COLLIERY SIDING; miners; from 1913 *(U)*; still in use 15 September 1952 wtt; {Pontyberem – Ponthenry} *(U)*. Ticket dated 18 February 1911 exists *(JB)* for CAPEL IFAN COLLIERY; according to *RAC* Atlas this was earlier name for this.

PENTREPIOD [GW] op 13 July 1912** co tt *(GW H)*; HALT; clo 5 May 1941 *(co handbill RAIL 1014/33)*.

PENTRESAESON [GW] op 20 March 1905 *(GW H)*; HALT; clo 1 January 1931 (Thursday) *(T 20 December 1930)*; {map 75}.

PENTWYN [GW] op 13 July 1912** co tt *(GW H)*; HALT; clo 5 May 1941 *(co handbill RAIL 1014/33)*.

PENTWYNMAWR [GW] op 8 February 1926 *(co n dated 'February')*; PLATFORM; clo 21 April 1952 and unstaffed except workers and (mainly) schoolchildren with season tickets; workers' service ceased from 31 January 1961; by 1963 only 4.39 p.m. called (R. Maund *Chron 94)*; fully clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*; {map 87}.

PENTYRCH [TV]: for op see 8 October 1840**; clo 22 June 1863 when this and first Taffs Well replaced by Walnut Tree Junction *(TV notice*, C. Chapman); {map 90}.

PENWORTHAM

PENWORTHAM – see 1882**.

P COP LANE [LY] op 17 April 1911 *(Southport Guard 19th)* as C L; HALT; P added 30 March 1940 *(Cl)*; clo 7 September 1964 *(RM October)*.

PENWYLLT – see CRAIG-Y-NOS.

PENYBONTFAWR [Cam] op 6 January 1904 *(RCG)*; clo 15 January 1951 *(Cl)* – see 1951**. Cam public tt July 1904 PENYBONT FAWR, but wtt one word (both tts included in modern reprint).

PENYCHAIN [GW] op 31 July 1933 *(GW off Cl pap)*; see 3 November 2013**; still open. Trains called all year, not just for campers. During War camp used as Admiralty Training Centre; shown in *Brad* throughout War but in footnotes so no guarantee trains calling. HALT until 1947 *(GW notice NW 612* detailed work needed to upgrade to station, to be carried out 29 March to 3 April or until completed); aot request. When became station 1947* briefly shown tt (and name-board) as PEN-Y-CHAIN; soon corrected at request of local council. HALT until 1947; then P for PWLLHELI HOLIDAY CAMP; became BUTLINS P 17 May 1993 tt *(AB Chron)*, reverted to PENYCHAIN 18 May 2001 tt (belatedly – had become a Haven Holiday Park April 1999; platform signs altered earlier) *(Butlin's)*.

* = *RM November 1947* refers to opening of 'new station' at Penychain, a few days after 10 May and *GW Mag June 1947* to formal opening 'mid-May';

PENYDARREN [GW] (non-tt); PLATFORM; miners; used at least 1928 to 1954; {Cwm Bargoed – Dowlais Cae Harris} *(Rhy)*.

PENYFFORDD [GC] op 1 May 1866 *(T 7th)*; still open. Opened as HOPE JUNCTION; renamed P for HOPE 1877 *(ref LNW circular 24 November* – spelling Peny-ffordd), P for LEESWOOD 1 March 1913 *(hbl 24 April)* – also ticket P for LEASWOOD *(JB)*, P 6 May 1974 *(BR notice)*. Penyffordd until 1891/3 *(Brad)*, then Pen-y-ffordd until settled 18 June 1951 *(Cl)*.

PENYGRAIG [GW] op 1 May 1901 *(RCG)*; P & TONYPANDY 12 July 1911 *(hbl 26 October)* to 13 July 1925 *(Cl)*; clo 9 June 1958 *(BR notice Western Mail 9 May)*. Dinas pre-passenger.

PENYGROES Usually Pen-y-groes early.

For first service see 1829 B**.

PENYGROES [Nantlle] (ng) op 11 August 1856; clo 12 June 1865; see 1829 B** for earlier service through here and sources for next.

PENYGROES [LNW] op 2 September 1867** *(co ½ T 10 October- line)*; clo 7 December 1964 *(N Wales Weekly News 19 November)*. Pen-y-groes until 1904 *(hb)*.

PENYRHEOL [Rhy] op 1 February 1894 *(S Wales Echo 2nd)*; clo 15 June 1964 *(RM August)*. Reduced to HALT status 1930; shown thus in tt from 1952/3 and on BR ticket *(JB)* but not in 1956 *hb*.

PENZANCE [GW] op 11 March 1852 *(co n R Cornwall Gaz 12th)*. Still open

Gale 26 December 1852 destroyed part of line just east, cutting station off *(co ½ Royal Cornwall Gazette 25 February 1853)*, replacement road transport from Marazion; 4 January 1853 temporary station at east end of viaduct *(ibid 7th)*; not known when line reopened – tts paper cited still included 'Viaduct' after 'Penzance' 18 February 1853, omitted next seen 18 March. Closed again by collapse of Ponsandane Viaduct just as a train was about to go over it on 3 February 1869 *(ibid 4th)*; temporary (re)opened 4th *(ibid 4th* – today have opened); not known when main line reopened – soon laying down temporary track inland, tts no use because all just said 'Penzance'..

Ticket platform: *Cornish Telegraph 4 March 1886* – GW at last putting up ticket platform here – previously collectors had to climb from carriage to carriage. In use July 1897 and October 1902; closed by January 1905 *(U)*.

PEPLOW [GW]: orders to stop a train here on market days given 30 December 1868 *(RAC)*; op for all days use 1 June 1870 *(Eddowes 1st)*; clo 9 September 1963 *(T 9th)*.

PERCY MAIN {map 26}

PERCY MAIN [BT] terminus op 28 August 1841 *(co n Durham Co Advertiser 27th)*; diverted 25 June 1844 to station alongside NE one *(NE maps)*; through service to Newcastle provided by time line first appeared in *Brad*, November 1852; clo 27 June 1864**, service diverted.

PERCY MAIN [NE]: through station on North Shields line op 22 June 1839**; clo 11 August 1980 (Saturday) for conversion to >

PERCY MAIN [TWM] op 14 November 1982 *(Newcastle Journal 12th)*; still open.

Boat trains

Stations shown as owned by NE/LNE but trains would have had to use privately owned dock lines to reach them. Map evidence from S Bragg.

ALBERT EDWARD DOCK (non-tt): used from ? – in *hb* 'G' only by 1890; shown in NE diagram at 74 chains from junction, on line to Northumberland Dock; OS 1/2500 plans of 1897 suggest platform at NZ 349668, supported by photograph on cover of Alan Godfrey reprint of Tyneside sheet 8. Certainly inward MWFO service from Newcastle, summer 1908 wtt.

Replaced by >

TYNE COMMISSION QUAY op 16 June 1928 (15th formal) *(LNER Magazine July)*, where described as new Riverside Quay at Albert Edward Dock. Added *hb* 1930a, under heading of Albert Edward Dock, 'G' only (still this 1956); about 1 m 23 ch from junction, at NZ 354669; first in *Brad* May 1939; clo 2 October 1939, reop November or December 1945 *(Cl)*; trains from Newcastle turned north onto old Backworth Colliery line just before Percy Main and then reversed to here *(Rail Forum, internet)*; clo 4 May 1970 *(Cl)*. LNE and BR tickets for NEWCASTLE T C Q *(JB)*.

PERIVALE

PERIVALE [GW] op 1 May 1904 *(Uxbridge & West Drayton Gazette 16 April)*; clo 1 February 1915**, reop 29 March 1920 *(Middlesex County Times 3 April)*; see April/May 1921**; for clo see 15 June 1947**. HALT until 1927 *(Brad)*; not included in *hb* until 1938, when given as P Halt; just P *co tt 1939*. PLATFORM in BR clo notice.

PERIVALE [Cen] op 30 June 1947 *(T 1st)*; replacement for, and adjacent to, GW station; still open.

Also see ALPERTON.

PERRANPORTH [GW]

PERRANPORTH op 6 July 1903 *(R Cornwall Gaz 9th)*; clo 4 February 1963 *(W Briton 4th)*.

P BEACH op 20 July 1931 *(Cl 29)*; HALT; clo 4 February 1963 *(W Briton 4th)*; {Perranporth – St Agnes}. PLATFORM in *hb* 1938.

PERRANWELL [GW] op 24 August 1863 *(R Cornwall Gaz 28th)* as PERRAN; renamed 19 February 1864 *(Cl)*; still open.

PERRY BARR [LNW] op 4 July 1837 *(co n Gore's Liverpool General Advertiser 29 June)*; at first P BAR (but P BARR in *Gore's)*; altered LNW co tt by 1864 (later index and map), *Brad* 1872; still open.

PERSHORE [GW] op 3 May 1852**; still open.

PERSLEY [GNS] op 1 June 1903 *(Aberdeen Press 3rd)*; HALT from 16 July 1926 *(hbl 61)*; clo 5 April 1937 *(Aberdeen Press 5th*, last 3rd).

PERTH

From south to **PERTH** [Scot Cent; Cal/NB/High], op 23 May 1848**; original temporary station replaced by permanent 2 August 1848; see PRINCES STREET, below; still open. GENERAL was added in Aberdeen table by 1848 *Brad* but it was some years before this was done in all tables; ceased to be P G 30 June 1952.

Ticket platforms:

North or Glasgow Road: see P GLASGOW ROAD, below.

South. Earliest reference seen: accident to passenger who had arrived at ticket platform by a Scottish Central train *Montrose ... Advertiser 4 November 1858, copied from Perthshire Advertiser*. Then many more references (it seems to have been an accident-prone area). Most useful ones: Accident between Carscroft and Perth General *(Scotsman 30 May 1872)* - other papers e.g. 'Carr's Croft'. About 200 yards south of General station *(ibid 30 July 1883)*. Wooden staging which runs for nearly 100 yards alongside down rails *(Dundee Courier 31 July 1883)*. 303 yards south of south end of platform *(Dundee Evening Telegraph 14 January 1884)*. Plans for enlarged station include two new ticket platforms; that on south 700 ft. Work to begin about end of next month, to be finished July 1885; also mention of suite kept for use of Queen and Royal Family (to be enlarged) *(Dundee Evening Telegraph 13 September 1884)*. Probably rebuild rather than new site. On Caledonian down main line opposite ticket platform at St. Leonard's Bridge *(official notice of public enquiry into fatal accident on 5th, Perthshire Advertiser 11 August 1897)*. Still ticket platform at south end *(Aberdeen Press 21 October 1913)*. *True Line, October 2005, p 25* mentioned use of Ticket Platform 31 December (only) 1934 and 1935 by one northbound train; unlikely for ticket check since believed practice had ceased about ten years earlier – for New Year revellers to alight? *Perthshire Advertiser 11 December 1937*: has been demolished. Passenger use for alighting not established.

Barnhill – see next entry.

Temporary platform in Friarton gasworks 26 April 1901 for special train to take those involved in opening ceremony to luncheon at Station Hotel *(Perthshire Advertiser 29th)*; Friarton Junction shown on *Cobb Atlas*.

From Dundee to **P BARNHILL** [DPA] op 24 May 1847 *(Perthshire Courier 27th)*; referred to as Whitehouseland Mansion (opposite Barnhill signal box) in *True Line, October 2004, p 16* – at one stage first-class passengers from Dundee carried in omnibus to General, others had to make own way (also true after 1849 extension?); clo when line extended to PRINCES STREET, below. See *Glasgow Herald 17 October 1876* referred to accident at **ticket platform** near Barnhill – site of temporary station (below) or nearby? Only reference seen.

P PRINCES STREET [Cal] op 1 March 1849 *(Perthshire Advertiser 8th)*; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCH)*; clo 28 February 1966 *(Cl)*. This was at first a terminus; through service on to General first in *Brad* October 1862; this had to use 'Dundee Dock', a terminal platform which required reversal and then running on to main line south of General for trains going further; article in *Perthshire Advertiser* 17 April 1862 described changes being made at General and implied that not yet in use by Dundee & Perth ('wooden ticket offices ... giving place to elegant stone structures' for the D&P); at Special Co Meeting called to support raising of extra money, 11 August 1862 *(ibid 14th)* reference made to extension of line to General and provision of a covered platform there, implying that recent but not specifying that actually in use. General rebuilt for through running 1885/87 (G. Biddle, *Great Railway Stations of Britain*, D&C, 1986).

At some stage, before the provision of the Dundee Dock at P General, platform was provided at **KING STREET**, between Princes Street and General, from which passengers made their way by road between stations; this is shown on the map included with a Note on Perth General Station provided for visitors to the Centenary [of rebuilding] Exhibition in 1987.

The Caledonian wtt for October 1883 includes **PERTH ORCHARD BANK**, 35 chains west of Princes Street. Its use was variable: not all stopped here, some stopped at General and/or Princes Street as well; terminus for some trains from west; 12.35 p.m. from Buchanan Street stopped at ticket platform south of General (no passenger use known) and then next called at Orchard Road;

1.30 p.m. from Waverley and 2.0 p.m. from Buchanan Street (combined at Larbert) apparently contrived to arrive at both General and Orchard Bank at 4.5 p.m. and at latter split into express and stopping portions for Dundee; those arriving at General at 8.15 a.m. apparently had to walk to Orchard Bank, leaving there at 8.25. *Brad* September 1883 and April 1885 (nearest presently available) give times involved as if for General. Likeliest explanation is that it was temporary provision used in connection with rebuilding of General station. Possible that it was the King Street platform brought back into use. Sectional Appendix March 1937 lists signal box at Orchard Bank.

P GLASGOW ROAD [Scottish North Eastern]: temporary terminus set up during dispute with Scottish Central about charges for use of General station and 320 yards of track north of it (also belonging to Central). On 8 August 1859 ScNE stopped its trains at G R on its side of boundary, leaving passengers to make own way ½ mile through streets between stations *(T 23 August)*. Through traffic restored by 25 August 1859 thanks to intervention of Caledonian *(Perthshire Courier 25th)* but dispute not finally settled until early 1860 (ratified by Special Meeting of ScNE Shareholders on 26 January – *T 27th*). Possible ScNE had already resumed use of General, relying on ratification as automatic.

Later use: probably survived as a **ticket platform** at which southbound passengers could alight. According to *T 6 December 1859*, ScNE intended to retain it as extra stop, more convenient to city centre and it is in 1862 *hb*, though at that time no facilities were shown so not certain it was passenger station in use; not in 1867 *hb* (tempting to think casualty of Caledonian take-over of lines); no firm evidence of use/non-use. *Brad* clouds rather than resolves the issue: did not add G R until November 1859 (northbound only), left it there at least until 1865; cannot be used as evidence of continued use since it was applied to terminus.

Many press references have been found but continuity of use cannot be guaranteed. Examples: at ticket platform north of Perth it is customary for some of passengers to alight (in this case from Meigle) *(Paisley Herald 15 January 1870)*. Plans for enlarged station include two new ticket platforms; that on north 655ft. Work to begin about end of next month, to be finished July 1885 *(Dundee Evening Telegraph 13 September 1884)*. *Dundee Advertiser 21* and 23 *April 1886* said old ticket platform to north had been replaced and included map for part of information; this shows new north one alongside Glasgow Road and suggests rebuilds on / near earlier sites. There is a reference to 'Perth Ticket Platform' (on line from north) in *RM July 1905, p 14.* LMS advert for special train to here for St Johnstone v Hibernian 25 December; return by any train from Perth General *(Perthshire Advertiser 22 December 1926)*. Picture of floods here *(Sunday Post, Lanarkshire. 14 August 1927)*. *Perthshire Advertiser 8 April 1939*: to be closed for a few weeks to allow new stairway to be built; making start early next week; in interval trains will call at Muirton Halt. *Ibid 20 May 1939*: will be reopened for public use on 1 June. *Railways Illustrated, March 2001, p 8*, has photograph of passengers alighting 'at the old Perth ticket platform … on 23 March 1957', using exit to York Place (near Glasgow Road). Use ended? – probably well after tickets had ceased to be collected there.

P YARD (non-tt): open days; 13 April 1985 and other days *(@JF)*.

PETERBOROUGH {map 65}

PETERBOROUGH [GN] op 7 August 1850 *(T 6th & 8th)*; NORTH 1 July 1923 *(hbl 12th)* to 1966; still open. P PRIESTGATE 1865-1901, P COWGATE 1901-12 *(Brad)* – only thus in GN tables.

Excursion Platform: only references found: *Bury Free Press 23 April 1887*: accident on 19th; collision as Midland train for Leicester was leaving GN excursion platform. *Stamford Mercury 13 September 1901* – reference to one in item about accident on 9th; victim was GN employee.

Ticket platforms:

North of station, only reference seen: two men from Spalding had a fight and damaged carriage, left at ticket platform to avoid consequences (officially allowed in other circumstances?), later came forward *(Lincolnshire Chronicle 23 October 1857)*.

South of station, only references seen: Accident, fatal, previous day, up express had just passed down ticket platform *(Nottingham Evening Express Standard 14 September 1880)*. Collision, involving LNW train from Northampton, a short distance from ticket platform on 24 December 1885 *(Stamford Mercury 1 January 1886)*.

P **CRESCENT** [Mid] first in *Brad* February 1858; clo 1 August 1866 (Wednesday) *(Mid)*.

P EAST [GE] 2 June 1845 *(Northampton Mercury 7th)*; EAST added 1 July 1923 *(hbl 12th)*; clo 6 June 1966 *(RM July)*. Station first used by L&B (later part of LNW); EC (later part of GE) began to use 14 January 1847.

Ticket platform, only reference seen: new ticket platform being erected outside GE station. *(Stamford Mercury 3 October 1890)* – first one or replacement?

Also see NEW ENGLAND.

PETERCHURCH [GW] op 1 September 1881**; finally clo 8 December 1941**.

PETERHEAD [GNS] op 3 July 1862 *(co n Banffshire Journal 1st)*; clo 3 May 1965 *(RM May)*.

Ticket platform in use June 1863 and September 1867 *(GNS)*; perhaps structure shown at BM 41.7 on OS map surveyed 1868, published 1869.

PETERSFIELD [LSW] op 1 January 1859 *(Hants Telegraph 8th)*; still open.

PETERSTON [GW] first in *Brad* September 1858, also in tt *Cardiff Mercury 4 September*, not in August tts there; from 15 June 1959 tt only included in footnotes; from 13 June 1960 tt had one morning call to pick up, one afternoon to set down; thus to clo 2 November 1964 *(Cl)*.

PETROCKSTOW [SR] op 27 July 1925 *(Bideford 28th)*; clo 1 March 1965 *(Express & E 1st)*; {map 116}. Excursion 9 September 1981 (R. Maund, from organiser, R. N. Joanes); PETROCKSTOWE until 1926 *(Brad)* and SR ticket thus *(JB)*.

PETTS WOOD [SR] op 9 July 1928 *(sig inst 25/1928)*; still open.

PETWORTH [LBSC] op 10 October 1859**; clo 7 February 1955 *(BR notice W Sussex)*.

PEVENSEY [LBSC]

P & WESTHAM op 27 June 1846 *(Sussex Advertiser 30th)*; originally WEST HAM & P; then variations on W, P; settled 1 January 1890 *(Cl)*; still open.

P BAY op 11 September 1905 *(Bexhill-on-Sea Observer 9th)*; HALT until renamed 5 May 1969 *(S App)*; still open.

PEWSEY [GW] op 11 November 1862 *(co n Marlborough 8th)*; still open.

PHILORTH [GNS]

PHILORTH op private for P House 24 April 1865 (in description of line – e.g. *Buchan Observer 16th* – mainly for convenience of and at expense of Lord Saltoun – described as pretentious building for a roadside station); in GNS wtt 1 July 1905, use by written permission of Lord Saltoun; in *Brad* from December 1924 but marked 'private station' and note as 1905 wtt; op to public 26 July 1926* as HALT *(GNS; hbl 61* confirmed as Halt) – note omitted from August *Brad*; aot request; clo 4 October 1965 *(Aberdeen Press 10 September* – last train will be Saturday 2nd).

* = *Aberdeen Press 3 April* said agreement between LNE and Messrs Anderson, then proprietors, to close station at early date; change of mind or preliminary to new status – perhaps demolition of original fancy buildings?

P BRIDGE op 1 July 1903 *(Fraserburgh Herald 7th)*; aot request; clo 3 May 1965 *(Sc Region notice Aberdeen Press 23 March)*. First in *Brad* as P B PLATFORM; altered to P B HALT 1914.

PHILPSTOUN [NB] op 12 October 1885 *(Edin)*; clo 18 June 1951 *(RM August)*. NB ticket for PHILIPSTOUN *(JB)*.

PICCADILLY CIRCUS

PICCADILLY CIRCUS [Bak] op 10 March 1906 *(co n Westminster Gazette 10th* – opens at one o'clock today); still open.

PICCADILLY CIRCUS [Picc] op 15 December 1906 *(co n T 14th)*; still open.

PICKBURN & BRODSWORTH [HB] op 1 December 1894 *(RCG);South Yorkshire Times 7th*; clo 1 February 1903 *(RCG)*, but still in *Brad* February – inertia?; {in *IA*}.

PICKERING

PICKERING (a) [NE]: for op see 1835 B**; clo 8 March 1965 *(T 19 January)*.

PICKERING (b): see 6 April 2007**.

PICKHILL near Thirsk [NE] first in *Brad* March 1875; at first Wednesdays and Thursdays, request; after July 1909, before/with February 1910 one each way daily for passengers going beyond Harrogate or Northallerton; full use May 1924; clo 14 September 1959 *(RM September)*. First in *hb* 1877 as P SIDING, no facilities; first shown 'P' 1938.

PICKHILL [GW] op 23 May 1938 for workers *(notice 195, RAIL 279/44)*; made public 30 May 1938 *(hbl 2)*; HALT; clo 10 June 1940**, reop 6 May 1946 *(Cl)*; clo 10 September 1962 *(RM October)*; {Bangor-on-Dee – Marchwiel}.

PICKLE BRIDGE – see WYKE.

PICTON [NE]: op 25 May 1852**; clo 4 January 1960 *(RM February)*. P JUNCTION in *Brad* 1856/9 to 1893/4 and thus NE co tt 1880.

PIDDINGTON [Mid] op 10 June 1872 *(Northampton Mercury 15th)* as HORTON; renamed P & H 1 May 1876 *(Mid; RCG ref April)*, P 1 April 1904 *(RCG)*; clo 5 March 1962 *(RM March)*.

PIE LANE – see BASSALEG JUNCTION.

PIEL [Fur] line op 24 August 1846**. At one time there were both 'town' and pier stations (or 'stops'?) here. This ended 1 October 1881 when steamer services ceased. See line note for details prior to then.

September 1914 no trains shown (clo 1 September, *co n Dr*. Andrews, *The Furness Railway* ..., 2012); trains again October 1914, with note added: Under Military Order, service between Rampside and Piel is available to Piel residents only; presumably result of use of Isle of Man for internment of 'enemy aliens'; note last included January 1919. Finally clo 6 July 1936 *(RM August)*.

PIER HEAD Liverpool [LO] op 6 March 1893**; clo 31 December 1956 *(T 29 September 1955)*.

PIERCEBRIDGE [NE] op 9 July 1856**; clo 30 November 1964 *(Newcastle Evening Chronicle 4th)*. *Hb* PIERCE BRIDGE until 1872, and LNE ticket thus *(JB)*.

PIERSHILL [NB] op 1 May 1891 *(Glasgow Herald 1st)*; clo 1 January 1917 *(RM February)*; reop 1 April 1919 *(RCH)*; clo 7 September 1964 *(Cl)*.

PILL [GW] op 18 April 1867 *(co n Bristol T 17th)*; clo 7 September 1964 *(W Daily Press 7th)*.

PILLING [KE] op 5 December 1870**; clo 11 March 1872; reop 17 May 1875; clo 31 March 1930 *(Lancs Evening Post co n 29th, item 31st)*. At start local press often called it Stakepool since Pilling itself some distance to the north.

PILMOOR [NE] was at junction of main line and Boroughbridge branch (op 17 June 1847); however inspection report shows branch then ran from Sessay; P op 20 or 21 September 1847 (accountants' records, P Howat, direct information). At first mainly interchange, until 1879 lacked road access, thus complaints of trespass by landowners as people crossed their fields to reach it; (P. Howat, *The Pilmoor, Boroughbridge & Knaresborough Railway*, Martin Bairstow, 1991). Clo 5 May 1958 *(RM June)*. Variously spelled PILLMORE/PILLMOOR/ PILMOR *(Brad* until settled 1859, *Topham)*; P JUNCTION until 1893/4 *(Brad)* and thus NE wtt 1861, NE public tt 1880, *Reid* 1904.

PILNING [GW] {map 121}

PILNING (a) op 8 September 1863 *(co n W D Press 7th)*; replaced on Severn Tunnel line by >

PILNING (b) op 1 December 1886 *(co n Bristol Merc 30 November)*; became P HL 9 July 1928 *(Cl)*, reverted 6 May 1968 tt *(offic)*; shown Saturdays only, one each way to/from Cardiff, in tt 14 December 2008; still open.

P LL used as **PILNING** 14 May 1917, non-tt, for GW workmen *(Notice 517)*; ceased from Thursday 24 May 1917 *(Notice 569)*; op to public 9 July 1928 *(W D Press 7th)*; on site of 1863 station; HALT on BR ticket *(JB)* but not in tt; clo 23 November 1964 *(Bristol E P 21st)*.

Hb 1938 and 1956 had only one entry: 'PILNING'.

PILOT [RHD] (ng) op 24 May 1928 *(RHD)*; see 16 July 1927**; last in tt end of summer service 1947 but use continued until after transfer to preservation – shelter demolished about 1946 but replaced 1968 *(Wolfe)*. THE PILOT until 1935/6 *(Brad)*; HALT by 1956; alias P INN; ticket DUNGENESS P *(JB)*. Much contradiction about details.

PILRIG [Cal]: shown 'P' (and only 'P') in *hb* 1904, 1912, 1925; 1927a 'delete'; see 1903** - 'delete' clearly long overdue. Was used 18th for Royal Volunteer Review of 18 September 1905; narrow platforms on Leith side of Bonnington Toll to detrain 6,000 troops *(Scotsman 16th, 19th; True Line 152 April 2021)*.

PILSLEY [GC] op 2 January 1893 *(RCG; Derby Daily Telegraph 3rd)*; clo 2 November 1959 *(RM December)*. Saturday excursions to Skegness 2 July to 27 August 1960 *(AB)*.

PILTON YARD [Lynton] (ng): *Brad* shows first train of day leaving from here, just beyond Barnstaple Town, instead of from latter, starting November 1898 but actually started earlier, exact date? - *North Devon Journal Thursday 23 June 1898* said mails will now go from here by train leaving at 6.37; last May 1904.

PIMBO LANE – see UPHOLLAND.

PIMHOLE [LY]: op 1 May 1848, as HEAP BRIDGE *(co n Manch Cour 3 May)*. Sparse information available. It only appeared in *Brad* November 1848, when shown as PIMHOLE, in small local table Manchester – Heywood – Bury; in December this was absorbed into larger table; experience with other tables at this time suggests possibility of longer survival of P. Possibility increased by fact that it appeared earlier in *Topham* (July 1848), also in local table, and stayed there at least until April 1849, though last two months' tables marked to show that no recent information sent by company; not present March 1850, but local table had also gone by then. Not on LY Distance Diagram 1851 so existence probably short. Note that Pimhole was on main line and later Heap Bridge on a branch. {Bury – Broadfield}.

PIMLICO

For main line station, see under LONDON.

PIMLICO [Vic] op 14 September 1972 *(Westminster & Pimlico News 15th)*; still open.

PINCHBECK [GN/GE] op 6 March 1882 *(co n Stamford Mercury 3rd)*; clo 11 September 1961 *(RM September)*.

PINCHINTHORPE [NE] op 25 February 1854 *(co ½ T 25 August- line)*; re-sited west of level crossing December 1876 *(Cl)*; PINCHINGTHORPE until 1919/20 *(RCG ref January 1920)*; clo 29 October 1951 *(RM January 1952)*.

PINEWOOD [GW] op 11 September 1933 *(GW off Cl pap)*; HALT; clo 4 August 4 1942**, reop 8 March 1943 *(Cl)*; clo 10 September 1962 *(RM October)*; {Hampstead Norris – Hermitage}.

See LITTLE HUNGERFORD for non-tt platform, here / near in 1880, when line being built.

PINGED [BPGV] op 2 August 1909**; HALT in *Brad* except for brief period 1921/2 but was included in *hb* 1912-29 as P; clo 21 September 1953 *(T 16th)*.

PINHOE

PINHOE (a) [LSW] op 30 October 1871 *(Trewman 1 November)*; clo 7 March 1966 *(RM April)*.

PINHOE (b) op 16 May 1983 *(RM August, p 366)*; still open.

PINKHILL [NB] op 1 February 1902 *(RCG; Dundee Evening Post 4th)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*; clo 1 January 1968 *(Cl)*.

PINMORE [GSW] op 19 September 1877** which see for early clo and reop; clo 6 September 1965 *(BR notice Belfast Telegraph 1 July)*. *RM June1962* said had become HALT; not thus September 1964 tt nor clo notice.

PINNER

For first station of this name see HATCH END.

PINNER [Met/GC] op Whit-Monday 25 May 1885 *(Hendon & Finchley Times 29th)*; op by Met, GC service added 15 March 1899; still open.

PINWHERRY [GSW] op 19 September 1877** which see for early clo and reop; clo 6 September 1965 *(BR notice Belfast Telegraph 1 July)*. P for BALLANTRAE in *Brad* until 1955 but not thus LMS tt 1930, nor in *hb*.

PINXTON

For first service see 1832 A**.

P & SELSTON [Mid] op 6 November 1851 *(Mid)*; clo 16 June 1947** *(Derby Daily Telegraph 28 May* made it clear that permanent); later, as P NORTH, advertised summer services 1960 and 1961 (last 9 September 1961) when just P; later excursions shown in special notices e.g. 19 June 1963 *(IU)*.

P SOUTH [GN] op 1 August 1876 *(Notts Guardian 4th)*; SOUTH added 1954; clo 7 January 1963 *(Birmingham Daily Post 7th)*. P WHARF 1904, 1912 *hb*. Became P for SOUTH NORMANTON 1914? *(hbl ref 23 April)*; thus LNE tt 1933 and *Brad* until 1954.

PIPE GATE [NS] op 1 February 1870 *(Staffs Advertiser 5th)*; clo 7 May 1956 *(RM June* – 'excursions and race use will continue'); used for annual race meeting – until last one, 1963? *(AB)*. NS co tt 1910: P G for WOORE and thus in *Brad* to clo but not thus LMS tt 1930.

PIRTON – see KEMPSEY.

PITCAPLE [GNS] op 20 September 1854 *(co n Aberdeen Herald 23rd)*; clo 6 May 1968 *(BR notice Aberdeen Express 5 April)*.

PITCROCKNIE [Cal] first in *Brad* June 1912 as PORTEROCHNEY; renamed/spelling corrected 1912 *(hbl ref 3 July)*; early notes suggest mainly for golfers – thus perhaps its apparently erratic existence in WW1. Signal stop, last trains November 1914 *Brad*; trains again July 1916. Clo 1 January 1917 *(RCH)*; trains again September 1919 *Brad*. Last trains shown May-15 June 1947 *(Brad)*; completely absent *Murray* 31 May 1948 though remained trainless in *Brad* at least as long as 5 June 1950 tt, but removed from index by then. PLATFORM to 1940 *(Brad)*, then SIDING (but HALT 1938 *hb*); {Alyth – Jordanstone}.

PITFODELS [GNS] op 2 July 1894 *(Aberdeen Press 2nd)*; made HALT 16 July 1926 *(hbl 61)*; clo 5 April 1937 *(Aberdeen Press 5th*, last train 3rd).

PITFOUR CURLING CLUB [GNS] (non-tt); PLATFORM; used 18 February 1888 for the 'bonshiel'; *(Aberdeen Press 17th)* platform was near South Lodge; again 23 January 1892 *(co n ibid 23rd)*; {Maud – Mintlaw }.

PITLOCHRY [High] op 1 June 1863 *(co n Banffshire Advertiser 2nd)*; still open. LMS tt 1930, *Murray* 1948 and *Brad* to 1955: P for KINLOCH-RANNOCH.

PITLURG [GNS] op 2 August 1897 *(co n Buchan Observer 3rd, item ibid 4th)*; closed 31 October 1932 *(LNE notice Aberdeen Press 12th* - said clo for winter months but in fact never reopened).

PITMEDDEN [GNS] op 1861 *(GNS)*, though not in *Brad* until November 1873*; clo 7 December 1964 *(Aberdeen Press 3rd)*. Shown 'P' in *hb* to 1895 (inclusive); no entry 1904; present 1925, no facilities listed; *hbl January 1927* 'add P'. HALT in *Brad* early 1930's to 1950's.

* = advert for letting in *Aberdeen Press 30 March 1864* refers to close proximity of Pitmedden Station; similar seen for 1867 and 1869 at least; all suggest for holiday-makers (particularly anglers) so likely to be passenger station.

PITMUIES MILL (non-tt): halt near here on 8 June 1878 by a special taking Oddfellows to their Gathering at Friockheim so that they could raise their standard; some also went to cart shed at back of toll house to change into appropriate dress {Guthrie – Friockheim} *(Dundee Courier 11th)*.

PITSEA [LTS] op 1 July 1855 *(co n T 28 June)*; re-sited nearby 1 June 1888 *(Essex Herald 5th* mentioned it as new station in its description of opening of Barking and Pitsea extension); still open. P for VANGE 18 July 1932 co tt to 1952 *(Mid)*.

PITSFORD & BRAMPTON [LNW] op 16 February 1859 *(Stamford Mercury 18th)*; originally B & P; renamed B 1860/1, P & B 1 December 1881 *(JS; LNW Officers recommended 15 November)*; clo 5 June 1950 *(Railway Executive notice Northampton Chronicle 26 May)*; later use by railwaymen *(U)* – 10 September 1951 wtt shows stop from Northampton Fridays and first weekday of each month.

PITTENWEEM [NB] op 1 September 1863 *(Scotsman 2nd)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*; clo 6 September 1965 *(Aberdeen Press 20 August)*.

PITTENZIE: op 15 September 1958**; request; HALT; clo 6 July 1964 *(BR notice Strathearn Herald 27 June)*; {Crieff – Highlandman}.

PITTINGTON [NE]: op before / on 1 November 1837 – see 1836 A**; clo 5 January 1953 *(RM March)*.

PITT'S HEAD [WH] (ng) op 1 June 1923 *(NGSC 2)*; request; see 31 July 1922** for details of service and closure; {map 76}.

PITTS HILL [NS] op 1 October 1874 *(RCG)*; clo 2 March 1964 *(RM April)*.

PLAIDY [GNS] op 4 June 1860 *(co n Aberdeen Press 6th)*; clo 22 May 1944 *(LNE notice Aberdeen Press 8th)*.

PLAINS [NB] first in *Brad* May 1882; clo 18 June 1951 *(RM August)*.

PLAISTOW near Barking: op [LTS] 31 March 1858 *(co n T 30th)*; [Dist] use began 2 June 1902; [Met] use began 30 March 1936; see 1 January 1969**: still open.

PLAISTOW near Bromley – see SUNDRIDGE PARK.

PLANK LANE

PLANK LANE [LNW] op 1 October 1903 *(RCG; Manchester Evening News 1st)*; clo 22 February 1915 *(RCH)*; {in *IA*}.
Also see WEST LEIGH.

PLANTATION – see STEWARTON PLANTATION.

PLAS [Festiniog] (ng) (non-tt): private for Oakley family; built about 1874; clo ?; {Penrhyndeudraeth – Hafod-y-Llyn} *(U)*.

PLAS MARL [GW] op 9 May 1881 *(South Wales Daily News 10th)*; see April/May 1921**; clo 11 June 1956 *(T 8th)*.

PLAS POWER {map 75}

PLAS POWER [GC] op 1 August 1889 *(Oswestry Advertiser 7th)*; clo 1 March 1917 (Thursday) *(RCH)*.

PLAS POWER [GW] op 22 January 1883 *(Wrexham 27th)*; unstaffed, thus halt in GW terms, 31 May 1925 *(hbl 56)*; clo 1 January 1931 (Thursday) *(T 22 December 1930)*.

PLAS-Y-COURT [Shrewsbury & Welshpool] op 3 November 1934 *(co n dated 'November')*; HALT; clo 12 September 1960 *(Cl)*.

PLAS-Y-NANT [WH] (ng) first in *Brad* April 1924; see 31 July 1922**; request; last train 26 September 1936; {map 76}.

PLASHETTS [NB] op 1 January 1862 (MD Greville, *RM January 1962- line)*; clo 15 October 1956 *(T 21 September)*. *Hb* 1862 P ROAD; 1867 P.

PLATT BRIDGE

PLATT BRIDGE [LNW] op 1 September 1864**; clo 1 May 1961 *(RM June)*.
Also see HINDLEY SOUTH.

PLAWSWORTH [NE] op 1 December 1868 *(Newcastle Journal 1st)*; clo 7 April 1952 *(RM June)*.

PLEALEY ROAD [Shrewsbury & Welshpool] op 14 February 1861 *(co n Shrewsbury 15th);* clo 5 February 1951 *(RM October)* – see 1951**. *Hb* 1862 PLEALY ROAD; 1867 PLEALEY R.

PLEAN [Cal] op 1 March 1904 *(RCG; Scotsman 18 February)*; clo 11 June 1956 *(Aberdeen Evening Express 2 March)*. Cal co tt 1913, LMS tt 1930 , *Murray* 1948, always *Brad* and *hb*: P for COWIE.

PLEASINGTON [LY]: op 1 June 1846**; still open.

PLEASLEY

PLEASLEY [GN] op 1 November 1901 *(RCG; Hucknall Morning Star 1st)*; clo 14 September 1931 *(LMS PCC 218)*. Later, as P EAST, advertised summer use 19 June 1954 (outwards), 26th (return) *(BR tt 14 June)* to 18 August 1962 (last) – *ER tt RAIL 908/22*; later excursions, including football to Nottingham, winter 1950/1 *(Rly Obs February 1951, p 42)* and to Cleethorpes 31 July 1952 *(BR ER working notice)*.

PLEASLEY [Mid] op 1 May 1886 *(RCG; Derbyshire Times 1st)*; clo 28 July 1930 *(Derbyshire Times ... 12th)*.

PLEASURE BEACH – see BLACKPOOL.

PLECK [LNW] op 1 October 1881 *(LNW Officers 22672)*; clo 1 January 1917 *(RM February)*; reop 1 May 1924 *(Cl)*; clo 17 November 1958 *(RM December)*.

PLENMELLER [NE] (non-tt): HALT; miners, later other workmen; first in wtt 1 April 1920 (not in previous, 1 October 1919); clo ? (colliery clo 1932) (S Jenkins, *The Alston Branch*, Oakwood, 2001); during Second War used (? – 1946) for Ministry of Supplies Depot, later by employees of Cascelloid Factory *(Nhumb Young)* {Haltwhistle – Featherstone Park}.

PLESSEY [NE] first in *Brad* July 1859*; from September 1955 tt only one train daily, northbound *(Nhumb Young)*; clo 15 September 1958 *(Shields Daily News 23 August)*. Early PLESSAY/PLESSY, settled 1864/5 *(Brad)*; became HALT 8 July 1951 according to *RM September* and thus in paper for closure, but not seen thus *Brad*.
* = certainly open earlier: cited in advert for a sale on 2 May 1859 *Newcastle Journal 30 April*; earlier advert, *same paper 26 June 1858* said Cramlington was nearest station for here. Support from *Newcastle Daily Chronicle 3 June 1859*: article that said no tt alterations for June suggested it would be in co's interest to issue cheap day tickets from Shields to 'Plessey for Hartford Bridge' so clearly existed by some time in May or earlier.

PLEX MOSS LANE [LY] op 1 July 1906 *(Wigan Observer 4th)*; see 1905** (b); clo 26 September 1938 *(RM November)*.

PLOCKTON [High] op 2 November 1897 *(Ross-shire Journal 5th)*; still open.
Also see Section 7, Non-rail.

PLODDER LANE [LNW] op 1 April 1875 *(LNW Officers 12593; Manchester Times 3rd)*; clo 29 March 1954 *(RM May)*. *LNW Officers 17 February 1878* recommended change to P L for FARNWORTH; thus LNW co tt 1908, LMS co tt 1930 and *Brad* to clo.

PLOWDEN [BC]: line op 1 February 1866** *(co ½ T 8 March- line)* and this station in tt February but perhaps not used, officially at least, from opening of line – Col. Yolland's inspection report suggests not ready – but see 'first use' in note; finally clo 20 April 1935.

PLUCKLEY [SE] op 1 December 1842 *(co n T 1st- line*; included in description of formal opening *T 30 November)*; still open.
(Non-tt) temporary platform, shooting party at Attorney-General's estate near Smarden 7 December 1884 *(East Kent Gazette 13th)*.

PLUM(B)LEY [CLC]
PLUMLEY op 1 January 1863 *(Manch Cour 3rd* – Plumbley for Tabley*)*; PLUMBLEY until altered 1 February 1945 *(Cl)*; still open.
PLUMBLEY WEST: really workmen's station; some sort of service began May 1917 or earlier: *Runcorn Guardian 29 May 1917* had item about fining of workman for drunkenness at works on May 16 – he had come off train from Manchester at Plumbley West sidings; similar offence reported *ibid 2 October 1917* – on 8 September man who had been refused entry to works boarded train at P W station; PLATFORM in railway sources; in *Brad* January 1918 to February 1919 (inclusive); service discontinued April 1919 *(CLC Portrait)*.

PLUMPTON near Brighton [LBSC] first in *Brad* June 1863; *Herapath 13 June/Sussex Express 6th* said station had been opened; still open. An extra platform, immediately west, with direct access to racecourse (opened 1884) was added after 1884 and ceased use ? (probably 1970s) *(AB)*.

PLUMPTON near Penrith [LNW] op 17 December 1846**; clo 31 May 1948 *(RM July)*.

PLUMSTEAD [SE] op 16 July 1859 *(Kentish Independent 23 July)*; still open.
Also (non-tt) party from Vestry visited SOUTHERN OUTFALL SEWER on 28 October 1865, using contractor's train *(Islington Gazetteer 31st)*.

PLUMTREE [Mid] op 2 February 1880 *(RCG; Leicester Chronicle 7th)*; P & KEYWORTH 1 June 1880 co tt *(Mid)* to 1 May 1893 co tt *(Mid; RCG ref January)*; clo 28 February 1949 *(Nottingham Evening Post Monday 28th* – last on Saturday). Excursion to Dudley 27 July 1958 *(RM November, p 765)*.

PLYM BRIDGE [GW] op 1 May 1906 *(GW Plymouth Area records)*; always PLATFORM in *Brad* and tts but *hb* 1938 (only) said HALT; clo 31 December 1962**.

PLYMOUTH {map 114}
P LAIRA GREEN [South Devon] op 5 May 1848 *(Woolmer 13th)*; temporary terminus (just L in *Brad* but L G South Devon co tt November 1848); clo when line extended to >
P MILLBAY [GW] op 2 April 1849 *(Trewman 5th)*; MILLBAY added 1 May 1877 *(Cl)* though GW co tt 1886 just P (1891 P M); clo 24 April 1941 *(wtt supp)* – closed by bombing. GW op notice for Ingra Tor 2 March 1936 had P MILL BAY but this seems to have been isolated use.
Excursion platform: old goods shed converted, originally for Royal Agricultural Show, 12 to 21 July 1865 *(Royal Cornwall Gazette 23rd)* co notice for use during Bath & West Show here 4, 5 and 6 June 1873 *(Exeter Flying Post 28 May)*; co notice for tickets 12, 13 and 14 August 1874 for a variety of events including opening of new Guildhall; platform said to be between goods and passenger stations *(ibid 5th)* [Millbay].
Ticket platform: earliest reference: sailor found dead here *(Western Daily Mercury 4 January 1862)*. Adverts said it was in Buckland Street. After accident *Western Morning News, 31 October 1887*, referred to Colonel Yolland's accident report of August 1884. This had said that ticket platform began at side of down line about 355 yards from buffer stops; 180 yards in length and about 72 yards from start of down main line arrival platform; at first very narrow, varying in width from 3 ft 6 ins to 6 ft 6 ins for 33 yards, total length about 84 yards. Last reference seen: pensioner killed when jumped out just before ticket platform, presumed because he had no ticket *(London Evening News 15 September 1887)*.
P MILLBAY DOCKS [GW] (non-tt): from 1882 passenger trains ran into docks, terminating at East Quay, next to boat passengers' waiting room – previously walk/cab to Millbay station. E.g. *GW Mag October 1909* says that 30 August 1909 passengers taken from *Kaiser Wilhelm der Grosse* by tender and joined their train at Millbay Crossing. *Great Western Ports* (1928) says main landing-place at south end of Millbay Pier, waiting and refreshment rooms adjoining, plus additional landing point to north of this. Last train called midnight 18/19 October 1963. Use of Millbay Docks by GW was continuous (apart from war interruptions) to closure (e.g. detailed description of arrival there 9 September 1955) *(Kittridge)*.
Separate **OCEAN TERMINAL** used 1952 to 1965 *(U)*.
PLYMOUTH [GW] op 28 March 1877 *(W D Merc 29th)* as P NORTH ROAD though GW co tt 1886 just N R (1891 P N R); provided so that through trains from Cornwall to the east did not have to reverse at Millbay; N R dropped 15 September 1958; still open.
(P) MUTLEY [GW] op 1 August 1871 *(W D Merc 2nd)* as P M. Served as terminus for LSW trains between the opening of independent LSW line 1 June 1890 and opening of Friary, 1 July 1891. P dropped by *GW circular* dated 13 April 1905. Clo 3 July 1939; according to *GW Mag July* 'will be closed from the night of 2 July in connection with the reconstruction of … North Road, which is almost adjoining'.
P FRIARY [LSW] op 1 July 1891 *(RCG; co n Western Morning News 27 June)*; clo 15 September 1958 *(Cl)*.
See under 'L' for later halt at Laira.
LAIRA DEPOT: (non-tt); Open Days 26 September 1970, 23 September 1972 (as L DIESEL DEPOT, *advert Railway World)*; 1985, 1991 and 17 July 1988 *(@JF)*. Shuttle service from Plymouth,
Also see DEVONPORT, especially for other boat train use.

PLYMPTON [GW] op 15 June 1848**; clo 2 March 1959 *(RM April)*. Was COLEBROOK in *Plymouth 17th*, *Trewmans 22nd June 1848.*

PLYMSTOCK [LSW] op 5 September 1892 *(W Morn N 6th)*; original platforms on line to Turnchapel; Yealmpton line platforms added 17 January 1898; clo 15 January 1951 *(T 12th)*, reop 2 July 1951 *(D&C 1)* – see 1951**; clo 10 September 1951 *(RM October)*.

POCHIN PITS

POCHIN PITS (non-tt): *LNW Traffic Committee, 18 January 1882*, decided to erect rough timber platform here for workmen while they considered moving Holly Bush to more convenient site; was this removed when Holly Bush was re-sited? Any connection with next entry?

P P COLLIERY [LNW]: first in *Brad* October 1893; PLATFORM; Saturdays only; sometimes just P P; at first apparently from Newport only; service shown both ways, still Saturdays only, October 1914; last in public tt September 1922; miners used to 13 June 1960 *(U)*; HALT in summer 1958 wtt; {Holly Bush – Bedwellty}.

POCKLINGTON [NE] op 4 October 1847 *(co n York Herald 2nd)*; clo 29 November 1965 *(RM December)*.

POINT PLEASANT [NE]: workmen's platform op ?; *Disused Stations item on internet (Alan Young)* gives earliest evidence as wtt of 1 October 1898, earliest press reference found is for 17 April 1899 when workman found dead in train from here *(Shields Daily News 19th)*; op to public 1 January 1902 *(RCG)*; clo 23 July 1973 *(BR Board notice Newcastle Evening Chronicle 22nd)*; {Carville – Willington Quay}.

POISON CROSS [EK] for op see March/April 1925**; perhaps served by earlier illegal service; first in *Brad* May 1925; Saturdays only at first; HALT; clo 1 November 1928. See 1 November 1948** for other details.

POKESDOWN [LSW] op 1 July 1886 *(Poole 8th)* as BOSCOMBE; resited to west 1856 *(Cobb)*; renamed P B October 1891, P 1 May 1897 *(SR)*; still open. Became P for EASTERN BOURNEMOUTH 1930 *(hbl ref 22 October 1930)* and thus *Brad* to 1955.

POLEGATE [LBSC] op 27 June 1846 *(Brighton Gazette 25th)*; re-sited about 300 yards east 3 October 1881 *(Cl)*, will open next month *(Brighton Herald 16 September)*; moved back to original site 25 May 1986 *(RM August)*; still open.

POLESWORTH [LNW] op 15 September 1847 *(co n T 13th)*; clo 23 May 2004**; reop 12 December 2005 but only for one northbound train, daylight only; still open – same service 9 December 2007 tt.

POLLICOTT [GW/GC] (non-tt): Possible that at one time trains stopped hereabouts. A typed document *(GW & GC Jt Misc 717)* signed by Albert and Pellie Heard, 26 May 1936, frees railway from any liability arising from their using, daylight only, auto-cars stopping near their cottage, although there was no normal stop there. Their address not given but witnesses gave Pollicott addresses. Perhaps locals had asked for Halt but were offered this instead (unlikely that offer was made to one ordinary couple only). If a stop did result it would have been at SP 697128, immediately south of Ashendon Up Line Junction, where footpaths from Upper and Lower Pollicott met and crossed line. Perhaps Dorton Halt, about 1½ north was opened instead or that this was a brief arrangement that ended with the opening of Dorton, 21 June 1937. No other information available.

POLLOKSHAWS (at first POLLOCKSHAWS in *hb*).

P EAST [Cal] op 2 April 1894 *(co n Glasgow Herald 21 March)*; still open. Always P East *(Kernahan* makes no mention of change; certainly thus *Brad 1895 reprint)*.

P WEST [GBK Jt]: op 27 September 1848**; WEST added 5 May 1952 *(JS* from RCH records); still open.

POLLOKSHIELDS (POLLOCKSHIELDS in *hb* early).

POLLOKSHIELDS [GP Jt] first in *Brad* September 1862*; amalgamated into Shields Road 1 April 1925 *(Cl)*.

* = was first station to be added in *Brad* between Glasgow and Paisley so perhaps op earlier (line op 14 July 1840), but evidence contradictory. Not in *Murray* September 1844, when it did include short lived Moss Road and Bellahouston. Still not shown *Murray* 1852 or *Cornwall* 1860, specialist Scottish timetables. However Shields Bridge station mentioned in criminal case *Greenock Advertiser Friday 21 April 1848* – event 'Friday last' and Macaulay's maps 1851 to 1865 show station at Shields/Shiels Bridge as only intermediate station between Glasgow and Paisley; earliest press mention of 'Pollokshields' so far found is in *Glasgow Herald Thursday 13 November 1862*, which described placing of sleepers across line of G&P Railway about 100 yards west of Pollokshields station. No certainty whether same station under different names, two sites or continuity of service..

P EAST [Cal] op 1 March 1886 *(Cal)*; clo 1 January 1917 *(RM February)*; reop 1 April 1919 *(RCH)*; still open.

P WEST [Cal] op 2 April 1894 *(co n Glasgow Herald 21 March)*; still open.

POLMONT [NB] op 21 February 1842 *(co n T 19th)*; still open. P JUNCTION in some tables in *Brad* until 1903/4 and thus Cal co tt 1858.

POLMOOD [Cal] (non-tt): see Talla Waterworks Line (Section 7.3).,

POLSHAM [SD Jt] op 16 March 1859**; HALT from 1938 *(Brad)*; clo 29 October 1951 *(Central Somerset Gazette 2 November)*.

POLSLOE BRIDGE [LSW] op 1 June 1908 *(Trewman 30 May)*; HALT until renamed 5 May 1969 *(SR App)*; still open.

POLTON [NB] op 15 April 1867 *(T 18th)*; clo 10 September 1951 *(Dalkeith Advertiser 23 August 1951* – to close 8th – last day).

POMATHORN [NB] op 4 July 1855 *(co ½ T 22 October- line)* as PENICUIK; renamed 2 September 1872 *(Cl)*; HALT from 7 July 1947 *(Cl)* – but already shown thus *hba* January 1947; see 13 August 1948**; clo 5 February 1962 *(RM February)*.

PONDERS END [GE] op 15 September 1840 *(T 16th)*; still open.

PONFEIGH [Cal] line op 1 April 1864: *Hamilton 2nd* included a station at RIGSIDE at which passengers could be booked, but *ibid 18th* said locals were anxious to have a station there. Ponfeigh first in *Brad* December 1865. Several papers included opening notice but this gave no station detail. Was Rigside original name? Local version? – item on hare coursing in *Edinburgh Evening Courant 29 March 1866* referred to station there. Clo 5 October 1964 *(RM October)*.

PONKEY CROSSING [GW] op 5 June 1905 *(GW H)*; not in *Brad* until October 1907 but item on Wrexham in *Manch Cour, 16 August 1905*, said it had been opened; HALT; clo 29 March 1915**; {map 75}. Pre op Cutter Hill *(RAC)*.

PONT CROESOR [WH] (ng): op 1 June 1923 *(NGSC 2)*; see 31 July 1922** for details of service and closure; request; P C for PRENTEG: {map 76}.

PONT IFANS: 'halt' Corris/Esgairgeiliog; dates? *(Corris GW)*.

PONT LAWRENCE [LNW] op 2 October 1911*; became HALT 1936 *(Brad)*; clo 4 February 1957 *(Cl)*.

* = from *RM October; LNW Cl* and *RCG* give 1st but that a Sunday; no Sunday service.

PONT LLANIO [GW] op 20 August 1866 *(Denbigh Herald 25th)*; clo 22 February 1965 *(BR public notice)*.

PONT LLIW [GW] op 9 July 1923 *(hb amendment leaflet dated 25 October 1923)*; clo 22 September 1924 *(GW letter 27 March 1945 Cl pap*, which adds used 'recently' for entraining troops); {goods *IA*}.

PONT RUG/PONTRUG [LNW] op 1 June 1880 *(LNW Officers 20951)*; clo 1 January 1917 *(T 22 December 1916)*; reop 1 July 1919 *(Cl)*; renamed from PONT RUG and treated as HALT 4 October 1920 according to *LNW dates* but still P R and not halt in tt; clo 22 September 1930* *(Liverpool Echo 13th)*.
* = *LNW circ R 2194* says delete with effect from 1 October 1920 – but was reduced to halt then, not closed. Also see September 1939**.

PONT-Y-PANT [LNW] op 22 July 1879 *(Cambrian 25th- line,* in tt *N Wales Express 1 August 1879,* where Pontypant); aot request; see 2015/16**; still open. *Hb* had PONTYPANT from 1904, restored hyphens 1956.

PONTARDAWE [Mid] op 21 February 1860 *(Mining Journal 25th)*; clo 25 September 1950 *(RM November)*. Pont-ar-dawe *(hb)*, 1877 only.

PONTARDDULAIS [GW/LNW] op 1 May 1850** as PONTARDULAIS; HALT 6 September 1965 to 5 May 1969 *(Cl)*; spelling revised 12 May 1980 tt *(Cl)*; aot request; still open. According to *Whittle, Cl pap*, new station op 1 January 1875 – buildings or site? Aot P JUNCTION *(hb)*.

PONTCYNON [TV] op 26 December 1904 *(Aberdare)* as PONTYCYNON BRIDGE; spelling altered 1910 tt *(Cl)*; BRIDGE dropped 8 June 1953 *(Cl)*; see 1904** for other name details; clo 16 March 1964 *(Cl)*.

PONTDOLGOCH [Cam] op 5 January 1863**; clo 14 June 1965 *(RM July)*. *Hb* 1877-95: Pont-dol-goch.

PONTEFRACT

P BAGHILL [SK Jt] op 1 July 1879 *(Mid; co n T 28 June- line)*; still open. First in *Brad* as P NEW; became P B 1884 but according to *Cl* and *ref RM March 1937* only officially thus 1 December 1936. GN co tt 1909: P NEW.

P MONKHILL [LY] op 1 April 1848 *(co n Leeds 1st)*; still open. At first P *(Brad)*, then P M 1884 but officially thus 1 December 1936 *(Cl; ref RM March 1937)*.

P TANSHELF [LY] (a) op 17 July 1871 *(co n Yorkshire Post 14th)* as T; became P T 1 December 1936 *(Cl; ref RM March 1937)*; aot bay for race specials *(AB)*; clo 2 January 1967 *(Cl)*.

P TANSHELF (b) op 11 May 1992 *(RM June)*; still open.

PONTELAND [NE] op 1 June 1905 *(co n Newcastle Daily Chronicle 1st)*; clo 17 June 1929 *(Sunderland Daily Echo, Tuesday 11th – last train will run Saturday night)*.

PONTESBURY [Shrewsbury & Welshpool] op 14 February 1861 *(co n Shrewsbury 15th)*; clo 5 February 1951 *(RM October)* – see 1951**.

PONTFADOG [Glyn] (ng) {map 79}.

PONT FADOG: line op 1 April 1874 *(Glyn)*, nd, June 1877 *Brad* but in earliest tt seen in local press, for June 1874 *Wrexham 6th)*; clo 1 April 1886 (Thursday) *(Cl)*.

PONTFADOG op 16 March 1891 *(Carnarvon & Denbigh Herald 20th)*; clo 6 April 1933**.

Usually Pontvadog in local press, early tts.

PONTFAEN [Glyn] (ng) {map 79}.

P CHIRK op 1 April 1874 *(Glyn)*; terminus; re-sited further back line following accident in 1875; aot request; clo 1 April 1886 (Thursday) *(Cl)*.

PONTFAEN op 16 March 1891 *(Carnarvon & Denbigh Herald 20th)*; through station; aot request; clo 6 April 1933**.

Usually Pontvaen in local press, early tts.

PONTHENRY [BPGV]

PONTHENRY op 2 August 1909**; HALT until 1913, when moved from notes to table *(Brad)*; clo 21 September 1953 *(T 16th)*.

P COLLIERY SIDING (non-tt): in use at least 1909 to 1951; {Ponthenry – Pontyberem} *(U)*.

PONTHIR [GW] op 1 June 1878 *(Pontypool 8th)*; clo 30 April 1962 *(T 6 April)*.

PONTLLANFRAITH

Both opened as TREDEGAR JUNCTION.

P HL [LNW] op 19 June 1865 *(co n Newport 17th)*; renamed 1 July 1911 *(hbl 6th)*, HL added 23 May 1949 tt *(Cl)*; clo 13 June 1960 *(BR WR n Port Talbot Guardian 15 May)*.

P LL [GW] op 25 May 1857**; renamed 1 May 1905 *(hbl 27 April)*, LL added 19 July 1950 *(Cl)*; clo 15 June 1964 *(RM August)*.

PONTLOTTYN [Rhy]

PONTLOTTYN first in *Brad* September 1859 certainly op by 3 September *(Merthyr Telegraph of that date* – 'newly opened); still open.

P COLLIERY (non-tt): As P C was HALT/ PLATFORM for miners op 1 January 1916; clo by September 1928 *(U)*. Also used as RHYMNEY MERTHYR COLLIERY dates ? – *GW Agreement dated 4 April 1917* refers to workmen's trains to/from Rhymney Bridge; {Tir Phil – Pontlottyn}.

PONTNEWYDD – see GLYN ABBEY (for P HALT); LOWER PONTNEWYDD; UPPER PONTNEWYDD.

PONTNEWYNYDD [GW] op 2 October 1854**; clo 30 April 1962 *(T 6 April)*.

PONTRHYDYFEN

PONTRHYDYFEN [RSB] op 25 June 1885 *(Cambrian 26th)*; clo 3 December 1962 *(BR WR notice Port Talbot Guardian 23 November)*.

PONTRHYDYFEN [PT] (non-tt) workmen; 1909 wtt; {Maesmelyn – Efail Fach}.

PONTRHYDYFEN ARGOED – see CYNONVILLE.

PONTOON DOCK [Dock] op 2 December 2005, formal 6th *(LRR January 2006)*; still open.

PONTRHYDYRUN [GW]

PONTRHYDYRUN (a) op 1 July 1852 *(Merlin 2nd)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*; {Upper Pontnewydd – Panteg}. Pontrhyd-y-rhun in *hb*, 1877 only.

PONTRHYDYRUN (b) op 17 July 1933 *(co n dated 'July')*; HALT, 19 chains south of P (a); clo 30 April 1962 *(T 6 April)*.

PONTRHYTHALLT [LNW] first in *Brad* October 1869 ('in course of erection' *Carnarvon 3 July*); for clo see September 1939**. Until 1890 PONT RHYTHALLT in *hb*.

PONTRILAS [GW] op 2 January 1854 *(T 29 December 1853 - line; co n Hereford Times 24 December)*; clo 9 June 1958* *(Cl)*.
* = *BR notice Western Mail 9 May* which covered other stations nearby said that this was still under consideration by committee dealing with protests against closure; *Birmingham Mail 14 May* described meeting; no decision seen so nothing to contradict *Cl.*

PONTSARN [BM/LNW] first in *Brad* June 1869 but earlier use: *Brecon County Times 22 August 1868* said a platform had 'recently' been erected here for picnic parties; party from St. John's Choir, Brecon, had been here by train on June 16 *(ibid 20th)*. Aot request; clo 13 November 1961 *(T 8th)*. Became P for VAYNOR 1884/5? *(RCG reference January 1885)* and thus GW tt 1932, *hb* 1895 on and *Brad* to last issue. According to *Cl* became HALT 1 March 1934 and shown thus in tables *Brad* July 1934; latter dropped HALT from GW tables by mid-1935 but kept it in LMS tables until 1940; restored 1951/2. Not seen as Halt in *hb*. In *LMS List* 1933 as PONT SARN for V.

PONTSTICILL JUNCTION [BM] logically op 1 August 1867** *(Cardiff T 27 July- line)*, when needed as junction station but not in *Brad* until June 1868 – initially only/mainly exchange? Not brought into (full?) use until line opened through to Merthyr 1 August 1868?*. Clo 31 December 1962 *(T 31st)*. Just P in *hb* 1904 to April 1959a.
* = none of tts seen in Welsh newspapers included it until September; however, opening to Merthyr reported *Merthyr Telegraph 8 September* while tt same paper still showed connection to Merthyr by road.

PONTWALBY [GW] op 1 May 1911 *(GW H)*; replaced British Rhondda; HALT; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*.

PONTYATES [BPGV] op 2 August 1909**; clo 21 September 1953 *(T 16th)*.

PONTYBEREM [BPGV]: miners use started 1898 *(U)*; op to public 2 August 1909**; clo 21 September 1953 *(T 16th)*.

PONTYCLUN op 28 September 1992 *(RM December)*; site of old Llantrisant; still open.

PONTYCYMMER [GW]: miners use started 1877 *(U)*; op to public 1 June 1889 *(Brad Sh 1890)* (in *Brad* for at least two years previously but no trains shown until July 1889); clo 9 February 1953 *(T 23 January)*.

PONTYCYNON – see PONTCYNON.

PONTYGWAITH

P HALT [GW] op 11 September 1933 *(GW notice 883)*; last train 3 February 1951 – see 1951**; {Quakers Yard – Aberfan}.

PONTYGWAITH [TV] op 5 June 1905 *(co n Pontypridd Observer 10th)*; see 1904**; clo 1 October 1914 (Thursday) *(Cl)*; {Ynyshir – Tylorstown}.

PONTYPOOL [GW]

P & NEW INN op 2 January 1854 *(T 29 December 1853 - line; co n Hereford Times 24 December)* as NEWPORT ROAD but N R for P in co n; renamed PONTYPOOL ROAD April 1854 tt *(Cl)*; re-sited ¼ mile north 1 March 1909 *(GW Mag March)*; renamed P 1 May 1972 *(Cl)*; & N I added 19 May 1994 *(AB Chron)*; still open.

P BLAENDARE ROAD op 30 April 1928 *(wtt supp)*; HALT; clo 30 April 1962 *(T 6 April)*; {Panteg – Crane Street}.

P CLARENCE STREET op 20 August 1855** *(T 21st- line)* as P; renamed P TOWN 1867 tt *(Cl)*, P C S 1 September 1881* *(Cl; RCG ref October)*; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*. Aot P TOWN (CLARENCE STREET) in *hb*.
* = according to *GW circ 25 August* was just P previously.

P CRANE STREET op 1 July 1852 *(Merlin 2nd)* – but see 2 October 1854**; C S added 1 September 1881 *(Cl)**; clo 30 April 1962 *(T 6 April)*.
* = according to *GW circ 25 August* was P (MON) previously.

PONTYPRIDD

PONTYPRIDD [TV] op 8 October 1840** as NEWBRIDGE; became N JUNCTION 1861/2, P J 1866, P 1902 *(Brad)*, P CENTRAL 1 July 1924 *(GW circular 18 June)*, P 5 May 1930 *(GW alterations leaflet May 1930)*; still open. TREFOREST & NEWBRIDGE in *Robinson* 1841.

P GRAIG [Barry] op 16 March 1896 *(co n Cardiff Daily News 13th)*; GRAIG added 1 July 1924 *(GW circular 18 June)* clo 5 May 1930 *(GW alterations leaflet May 1930)*.

P TRAM ROAD [ANSW] op 1 September 1904**; original HALT here was ground level platform used by passengers both ways – was northern terminus of ANSW passenger service; replaced by conventional halt 1 May 1906; clo 10 July 1922 *(Cl)*.

PONTYRHYLL [GW] op 25 October 1886 *(Brad Sh 1887)*; clo 9 February 1953 *(T 23 January)*. At first PONTYRHILL in *Brad*, amended by August 1887. *Hb*: 1899a Pont-y-Rhyll (and *RCH dist ref thus 28 March 1898*); 1904 lost hyphens again.

POOL – see ARTHINGTON; CARN BREA.

POOL QUAY [Cam]: first used 27 January 1860 by special from Oswestry taking people to a temperance lecture at Welshpool (rest of way? Walk?); special provided by the 'proverbial liberality' of contractors Davies and Savin – presumably free, since no BoT approval. Public op 1 May 1860 *(Shrewsbury 4th)*; clo 18 January 1965 *(RM March)*. Sometimes THE BANK station early in local press.

POOL-IN-WHARFEDALE [NE] op 1 February 1865 *(T 3rd)*; -in-W added 1 July 1927 *(hbl July)*; clo 22 March 1965 *(RM April)*. At times *hb* made POOLE of it.

POOLE

For first stations to serve Poole, see BROADSTONE and HAMWORTHY.

POOLE [LSW] op 2 December 1872 *(Dorset Chron 5th)*; still open. Aot P TOWN: thus *Brad* SD Jt table 1874 and Mid co tt 1903. *Hb* 1904 P for LONGFLEET; *hb* September 1960a to P. LSW ticket for P NEW *(JB)*.

POORSTOCK – see POWERSTOCK.

POPE STREET – see NEW ELTHAM.

POPLAR

POPLAR [GE] op 6 July 1840 *(T 29 June, 10 July)*; re-sited east of Brunswick Street about 1845; see 31 March 1849**; clo 4 May 1926**.

POPLAR [Dock] op 31 August 1987 *(T 1 September)*; still open.

P EAST INDIA ROAD [NL] op 1 August 1866 *(L)*; clo 15 May 1944, though bus service provided to 23 April 1945 *(Cl)*. At first in *hb* as P E I DOCKS.

Also see ALL SAINTS.

POPPLETON [NE] op 30 October 1848** *(co n Yorkshire Herald 28th)*; still open.
PORT CARLISLE [NB] op 22 June 1854 *(Carlisle Journal 23rd)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*. See April/May 1921**. Clo 1 June 1932 *(T 3 March)*.
PORT CARLISLE JUNCTION [NB]: physical junction came into use 29 October 1861; station first in *Brad* July 1863 (non-tt use?); clo 1 July 1864 (Friday) *(Cl)*; {map 20}. Use connected with Silloth branch: various NB co notices, e.g. *Caledonian Mercury 7 July 1863*, about excursions to Dublin via Silloth said tickets not available from Carlisle Citadel, only via here; clo when NB trains diverted to Carlisle Citadel 1 July 1864.
PORT CLARENCE [NE]: for op see 1835 A**; re-sited 1882 *(Cobb)*; clo 11 September 1939 *(Cl)*.
PORT DINORWIC [LNW] op 1 July 1852 *(co n North Wales Chronicle 25 June)*; re-sited about 200 yards to south ? – inspection report on new station, *MT 29/35*, dated 4 July 1874 said old was to be done away with, see *Stewart Smith, Chron January 2021*; clo 12 September 1960 *(RM October)*.
PORT EDGAR [NB]
PORT EDGAR (public) op 2 September 1878 *(co n Scotsman 31 August)*; clo 5 March 1890 (Wednesday) *(Falkirk Herald 1st)*; {beyond South Queensferry}.
PORT EDGAR (non-tt): Port Edgar was requisitioned by Royal Navy 31 May 1916 as base for Torpedo Boat Destroyers of the Grand Fleet, commissioned as HMS Columbine. Line was upgraded to passenger standards and a daily return working began between Edinburgh and new workmen's platform - presumably immediately after the BoT inspection on 5 September 1916 *(MT 6/2443/17)* as work was urgent. During War there were daily scheduled short-leave trains to and from Edinburgh. In addition, ambulance trains were run as required for Royal Naval hospital at Butlaw, just west of Port Edgar. Base put on care and maintenance basis after 31 March 1928 *(Scotsman 23 February)*. Clo 14 January 1929 according to *LNER weekly circular* but most unlikely that any passengers would have been carried after 1928, or even earlier; {nearer South Queensferry than previous public station}. See D Cattanach's article in *From Scotland to the Somme...* , Scottish Railway Preservation Society, 2018.
PORT ELPHINSTONE [GNS]: generally regarded as goods only but appeared in *Brad* October 1854 (line op 20 September 1854, *GNS*), one train each way; in November one southbound only (northbound train had been early morning one, no longer operating); inspection report of 7 September 1854 said platforms incomplete; letter from engineer to BoT 11 September said would not be used as passenger station – change of mind or were platforms for railwaymen working at goods depot? – times of trains would fit; error?* GNS wtt 5 September 1857 has note that Fridays and Saturdays 1st and 3rd class carriages are attached at Huntly to goods due Aberdeen about 7.40 a.m.; this stopped here – any possibility of use by occasional passenger?; {south of Inverurie}.
* = also included in *co n Aberdeen Journal 20th* and still present in all September tts in local papers seen; also in description of formal opening on 19th, *Dundee, Perth 22nd*, without any indication that not ready – Kinaldie, e.g. was so described. *Co n e.g Aberdeen Press 27 September* had one goods train to Aberdeen and one mixed and mail from there; note said that goods trains stopping at all the stations would start to run on 12 October..
PORT GLASGOW [Cal] op 31 March 1841**; still open. Accident report, 19 October 1857, said dangerous condition of station had been reported on 6 May 1856 but nothing done, though a new goods station was being built and new passenger station planned on site of existing goods sidings *(Rtn)* – ever done? (Ironically accident unconnected with state of station – child had stepped off platform to see oncoming train.)
PORT ISAAC ROAD [LSW] op 1 June 1895 *(Cornish & D P 8th)*; clo 3 October 1966 *(Cornish & DP 8th)*.
PORT MEADOW [LNW] op 20 August 1906 *(Oxford Journal 25th)* as SUMMERTOWN; see 1905** (a); renamed 1 January 1907 *(Cl)*; clo 1 January 1917 *(T 22 December 1916)*; HALT in LNW list of closures then. Reop 5 May 1919 *(RCH)*. Clo 1 November 1926 *(co n Buckinghamshire Advertiser 25th* - 'on and from Monday 1 November'); *Cl* closure date of 25th probably newspaper not event date. **PORT MEIRION** – see BOSTON LODGE.
PORT OF MENTEITH [NB] op 26 May 1856** as CARDROSS; became P OF MONTEITH 1 May 1858* *(co n Stirling Observer 6th* – but still C in accompanying tt and *ibid 3 June)*, spelling altered 1880 tt *(Cl)*; clo 1 October 1934 *(Dundee Courier Monday 1st* – last train Saturday).
* = *Bradshaws* seen confirm that this was correct order, however local press used Monteith and Menteith spellings indiscriminately in late 19th century. *Stirling Observer 29 April* had note in company's tt that it would become Port of Menteith on 1 May and continued this in its May issues, where table still included Cardross; June issues had 'Monteith' in table.
PORT SUNLIGHT [Birkenhead]: used for Royal Visit 25 March 1914 *(U)*; op for workmen 4 May 1914 (as P S PLATFORM) *(LNW/GW Officers 18th)*; op to public as station 9 May 1927 *(hbl July)*; still open. HALT on ticket *(JB)* – pre-public days?
PORT TALBOT
P T CENTRAL [PT] op 14 February 1898 *(Evening Express 10th)*; clo 11 September 1933 *(Port Talbot Guardian 8th)*.
P T DOCKS [RSB] op 24 August 1891 *(co n S Wales 22nd)*; clo when line extended to Swansea, 14 March 1895* *(Cl)* workmen used to ?
* = trains still shown in tt with opening notice for line extension; station still included April tt and later (until ?) but no trains shown calling.
P T PARKWAY [GW] op 19 June 1850** as P T; renamed P T & ABERAVON 5 June 1897 *(RCG)*, P T GENERAL 1 July 1924 *(GW circular 18 June)*, P T by 13 April 1964 (WR circ of that date), P T P 3 December 1984 *(BLN 764)*; still open.
HALTS at OLD DOCKS: (non-tt) [PT]; from engineer's reports *(RAIL 1057/1528)*: temporary platform for D. R. David's Tinplate Works to be erected by railway company here on road which crossed GW at Port Talbot East box, with platforms near Water Street Bridge to be erected by Baldwin's; work begun by 15 March 1918; workmen's service started 6 May 1918; it ran along PT Ogmore Valleys Extension line towards Waterhall Junction. According to BoT inspector's report *(MT29/79)* only intermediate station at time of inspection December 1918 was then called **NEW SINKINGS** (for new colliery that became Newlands). In 1920 wtt stops at **P T DOCKS** (would have been the Water Street Bridge one); **MORFA CROSSING HALT** (1 mile); **NEWLANDS HALT** (5m 4ch); **CRIBBWR FAWR COLLIERY HALT** (6m 3ch). Clo before July 1928 when Cribbwr Fawr colliery closed – although not shown in GW wtt as long ago as January 1921. (Part from Simmonds, *A History of the Port Talbot Rly & Docks Co and the South Wales Mineral Rly Co (Vol. 2, p. 365)*.
Also see ABERAVON.
PORT VICTORIA [SE] op 11 September 1882 *(St James's Gazette 11th)*; line beyond Sharnal Street closed 1 December 1902 (probably – *Maidstone Journal 27 November* said that service for December would be same as October except that trains from

Gravesend would not run beyond S S) – Admiralty was thinking of taking over line. There was frequent Royal use of line (e.g. 8 November 1902 a special train took Emperor William II of Germany to Shorncliffe) and this continued: 12 August 1903 King Edward VII travelled 'incognito' as the Duke of Lancaster, though the receptions he was granted suggest that the alias had failed, 7 August 1903 Queen Alexandra used on a visit to her father in Denmark and others were recorded. In November 1903 the only definite public service was to connect with Flushing night boat (diverted from Queenborough Pier following 1900 fire); latter returned to Q P 3 May 1904. Line fully op Sunday 6 September 1904 for the day only because bridge over Shale was closed and passengers normally going to Sheppey were taken here and on to Sheppey by steamer *(co n Whitstable Times 20 October)*. Local service fully restored? (clearly by July 1906 when extra halts opened); clo 11 June 1951 *(Cl)*, to allow oil terminal to be expanded. Original station was on the pier – gradually retreating along it as its condition deteriorated (Hart, *Hundred of Hoo Railway*, 1989) until 1932, when it was replaced smaller one on shore.

PORTBURY [GW]

PORTBURY op 18 April 1867 *(co n Bristol T 17th)*; clo 30 April 1962 *(RM June)*.

P SHIPYARD op 16 September 1918 *(notice 901)*; PLATFORM; clo 26 March 1923 *(Bristol notice)*; {Portbury – Pill}.

PORTCHESTER [LSW] op 1 September 1848 *(Dorset County Chronicle 7th)*; PORCHESTER until renamed 11 January 1899 *(hbl 26th)*; still open.

PORTERFIELD – see RENFREW.

PORTEROCHNEY – see PITCROCKNIE.

PORTESHAM [GW] op 9 November 1885 *(W Gaz 13th)*; clo 1 December 1952 *(W Gaz 5th)*.

PORTESSIE

PORTESSIE [GNS] op 3 May 1886**; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

PORTESSIE [High] first used 31 July 1884 by special to Keith cattle show; full public op 1 August 1884 *(Elgin Courant 1st)*; clo 9 August 1915 *(Aberdeen Press Friday 30 July* – from 7 prox.); {in *IA*}.

PORTGORDON [GNS] op 3 May 1886**; clo 6 May 1968 *(co n Aberdeen Express 5 April)*. PORT GORDON until 1924/5 *(Brad)* and LNE ticket thus *(JB)*; one word LNE tt 1933.

PORTH [TV] op 4 February 1861 *(co n Merlin 2nd- line*, station included in *co n Merlin 9th)*; original station north of later junction with Maerdy branch; re-sited 11 chains south at junction 1 July 1876 *(RAC)*; still open.

PORTHCAWL

For possible early service see 1828 A**.

PORTHCAWL [GW] op 23 August 1865 *(Llynvi Valley Directors' minutes 31 August – via Welsh Railways Research Circle Newsletter Autumn 2021 p 49)* – first in *Brad* September; re-sited to south 6 March 1916 *(GW Mag April)*; clo 9 September 1963 *(RM October)*.

P JOHN STREET PLATFORM: shown in 1914 GW tt as well as Porthcawl – became 1916 station? *(@JF)*. *Western Mail 15 June 1914* said that new temporary platforms were to be put down for the excursion season – was this start of this?

PORTHCAWL GOLFERS – see NOTTAGE.

PORTHKERRY VIADUCT (non-tt): temporary platform here 1 October 1902 for departure of Mr and Mrs Bertram after their marriage *(Western Mail 2nd)*; {west of Barry}.

PORTHMADOG {map 76}.

PORTHMADOG [Cam] op 20 September 1867**; PORTMADOC until renamed 5 May 1975 *(RM July)*; see 3 November 2013**; still open.

Narrow gauge

[Festiniog] op to **PORTMADOC** 6 January 1865 *(D&C 11)**; PORT MADOC in March 1865 tt *Carnarvon & Denbigh Herald*.

[WH use but Festiniog owned] began 1 June 1923, to station south of crossing with [Cam/GW] line, sited for easy transfer to GW and line opened between two *(Cambrian News 8 June)*; supposed to be replacement to be used by both companies but in practice trains stopped at both sites (regarded as single station by company) by end of 1923 (perhaps slight gap in use of [Festiniog] station); [Festiniog] now **P OLD**, [WH use] **P NEW**. OLD and NEW used in wtt and *Brad* but not at first elsewhere.

February 1929 *Brad*: **P HIGH STREET HALT** [Festiniog] added, with note that trains between P and Blaenau would terminate there – it was on through line at town end of Britannia Bridge; not in co's tts – but whence *Brad's* information?

8 July 1929: Trains now terminated at platform north of crossing but 1923 buildings continued in use, passengers having to walk between them and new platform, escorted by railway staff; NEW 2 is used as a convenient shorthand for the latter on the map.

See article by R. Maund in December 2009 issue of *Welsh Highland Heritage*, which details various doubts about what happened here.

P OLD became P HARBOUR 8 July 1929 co tt. Also last appearance of P HIGH STREET; however, perhaps later use – *WHH 9* refers to this as opened by July 1934, which could represent non-tt reopening.

9 July 1934: again through use between companies' lines since [Festiniog] now leased [WH] (R. Maund, *Chronicles of Croesor Crossing*, 2009).

26 September 1936: last train for NEW.

18 September 1939**: P HARBOUR clo.

See 31 July 1922**; maps *Fest p 197, NGSC p 20 and 22* and text generally.

* = passengers carried free and at own risk for some months previously; free use on 5th after formal opening *(Festiniog)*.

PORTHYWAEN [Cam] op 6 January 1904 *(RCG)*; clo 15 January 1951 *(Cl)* – see 1951**.

PORTISHEAD

PORTISHEAD [GW] op 18 April 1867 *(co n Bristol T 17th)*; re-sited just short 4 January 1954, after first train of that day had used old station *(RM February)*; clo 7 September 1964 *(W D Press 7th)*.

PORTISHEAD [WCP] op 7 August 1907 *(Bristol T 8th)*; clo 20 May 1940 *(Bridgwater Merc 22nd)*. Ticket for P HIGH STREET *(JB)*.

P PIER shown in capitals, index *RAC Atlas*, indicating passenger use; nothing else known.

P SOUTH [WCP] details as P [WCP], above.

PORTKNOCKIE [GNS] op 3 May 1886**; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

PORTLAND [GW/LSW]; (see *Portland)*

PORTLAND op 16 October 1865 *(W Gaz 13th)*; until Melcombe Regis opened (30 May 1909), was served from Weymouth, with reversal; temporary platform provided 1 September 1902 for Easton trains *(MT6/1634)*; permanent provided in stages – down platform 2 January 1905, up 7 May 1905, for extension to Easton; clo 3 March 1952 *(RM March)*; later British naval use *(RM July 1954)*, specials for visit of U.S. warships early July 1955 *(RM October)*.

P JUNCTION: ticket platform here at one time *(Stewart Smith)*.

P DOCKYARD (non-tt): naval base; according to *Disused Stations* item on internet a special platform here was used for visit of King Abdullah of Afghanistan on 3 April 1928.

U listed one op 3 March 1952 to replace public station closed then, originally said to be on Portland branch but later amended to Easton branch *(@JF)* but *Disused Stations* supported by *RM July 1954* says public station continued to be used for naval specials; if there was a new 1952 station clo date unknown. Perhaps same as Hospital Halt, below?

P HOSPITAL (non-tt): used about 1925 to 1965 *(U)*. Ticket just as HOSPITAL HALT *(JB)*.

PORTLAND ROAD – see GREAT PORTLAND STREET.

PORTLETHEN

PORTLETHEN (a) [Cal] op 1 February 1850 *(co n Aberdeen Journal 30 January)*; closed 11 June 1956 *(Aberdeen Evening Express 28 May)*.

PORTLETHEN (b) op 17 May 1985 *(Aberdeen Evening Express 17th)*; still open.

PORTMADOC – see PORTHMADOG.

PORTOBELLO Edinburgh. {maps 18, 19}.

PORTOBELLO (a): [Ed & Dalk; NB] see 1831 A**; presumably clo July 1847 for main service but continued to be used for Leith service, which was last in tt July 1856. Once line had been improved, service reopened from (b).

PORTOBELLO (b) [NB] op 22 June 1846 *(co n T 23 June; Newcastle Guardian 27th, description of formal opening 18th)*; description of passing of Royal train in *Caledonian Mercury, 1 October 1849*, says many people had watched from the station and a line of about 50 trucks near the station; clo 7 September 1964 *(Cl)*.

Ticket platform: only reference seen – accident 9 August 1884 *(Daily Review Edinburgh 12th)*.

PORTOBELLO near Wolverhampton [LNW] op 1 October 1854 *(W Mid)*; clo 1 January 1873 (Wednesday) *(Cl)*. *Hb*: PORTO BELLO before 1872.

PORTON [LSW] op 1 May 1857 *(Devizes & Wilts Gazette 7th)*; clo 9 September 1968 *(RM September)*.

PORTPATRICK [PPW Jt]

PORTPATRICK op 28 August 1862 *(co n*, Ewart Library); clo 6 February 1950 *(Scotsman 20 January)*. PORT PATRICK *(hb)*, 1877 only.

P HARBOUR (non-tt): steamer services to/from Ireland began in summer of 1868; at first passengers had to walk from town station to here; 11 September 1868 Caledonian began running trains to Harbour, involving reversal at 'town' station; service reduced 21 September 1868, ceased a few weeks later (H. D. Thorne, *Rails to Portpatrick*, T. Stephenson & Son, Prescot, Merseyside, 1976); {beyond Portpatrick} *(U)*.

PORTREUDDYN [WH] (ng) shown as station in some sources but P / Pont Rhyddin merely proposed passing loop (inherited from horse-drawn Croesor Tramway, never made up to locomotive standards) *(BoT inspection 24 May 1923)*; never in any tt.

PORTSKEWETT [GW]

PORTSKEWET until 1880/1 *(Brad)*, *hb* 1908a.

PORTSKEWETT op 19 June 1850 *(co n Wales)*; re-sited 36 chains east 1 October 1863 ready to serve as junction station; clo 2 November 1964 *(Cl)*. P JUNCTION 1863/4 to 1886/7 *(Brad)*; ticket thus *(JB)*.

P PIER op 1 January 1864 *(Bristol & S Wales Union co ½ Western Daily Press 29 February)*; op had been planned for 8 September 1863, with start of ferry to New Passage but difficulty with establishing foundations for station meant delay – passengers taken by road to main station. Clo when pier destroyed by fire early morning 23 May 1881 *(Bristol Mercury 24th)*; while it was closed, passengers taken from Cardiff to Bristol via Severn Bridge and reversal at Berkeley Road – and charged the extra mileage in their fares; reop 16 June 1881 *(RAIL 1005/282)**; clo 1 December 1886 (Wednesday) *(co n Bristol Merc 30 November)* – opening of Severn Tunnel.

* = according to *Bristol Mercury 30 May*, temporary platform was being provided alongside pier so service could resume as soon as possible; also 'in compliance, we believe, of some ancient custom' ferry still making two trips daily and local railway passengers were being booked to 'The Passage' but had to pay separately for ferry. Date of permanent provision not known.

PORTSLADE [LBSC]

PORTSLADE (a) op 12 May 1840**; in tts for July 1847 without trains *Brighton Gazette* – were trains June – clo 1 July 1847?

PORTSLADE (b) first in *Brad* and tts *Brighton Gazette* October 1857; probably slightly east of earlier; rebuilt, perhaps same site, 1881/2; became P & WEST HOVE March 1927 *(hbl April)*, reverted 12 May 1980 tt *(Cl)*; still open.

PORTSMOUTH near Burnley [LY] op 12 November 1849 *(co n Manchester Times 10th, item Blackburn Standard 14th)*; clo 7 July 1958 *(LNW Record)*.

PORTSMOUTH [LSW/LBSC]

P & SOUTHSEA op 14 June 1847 *(Salisbury 19th)*; still open. Variously P, P TOWN, P TOWN & S – joint owners differed *(JS)*; settled as P & S 1 December 1921 *(RCG)*; HL platforms clo 1988 as in P HARBOUR entry; clo 23 December 2006 for resignalling, bus replacement until HL platforms reop 5 February 2007, then LL platforms reop 14 March 2007 *(National Rail website)*; still open.

Ticket platform: Earliest reference: notice about intention to build new railway joining LSW Gosport branch about 60 yards south of Portsmouth ticket platform adjoining Bishopstoke (later Eastleigh) station *(London Daily News 21 November 1861)*. To be dispensed with on and from Monday; tickets to be collected at Cosham and Havant *(Hampshire Telegraph Saturday 2 March 1867)*.

P HARBOUR op 2 October 1876 *(Hants Teleg 4th)*; clo 18 February 1988 during reconstruction of P & Southsea HL platforms, reop 26 March 1988 *(BR revision booklet)*; also clo and reop as P & Southsea HL platforms, above; still open.

P RACECOURSE – see FARLINGTON.

Non-tt

Variety of temporary platforms in Dockyard, reached by branch from Harbour station, not always clear from press accounts which was involved; the North and South Railway (alias Watering Island) Jetties were those most specified; the following is merely a selection designed to show the variety of usage; there would undoubtedly have been many more than were recorded in the press, particularly in later years:

Earliest seen was 'a platform' for Queen and Albert 12 November 1859 when they had come to launch new ship *(Globe 12th)*; there were many later instances of use for Queen's visits abroad; e.g. 18 December 1870 when privacy such that troops embarking for India were ordered out of sight *(Penny Illustrated Paper 25th)*; to Germany 27 March 1876 *(Morning Post 28th)*; last use by her seen 30 July 1898. Also 13 August 1878 when train from Victoria brought various visitors including representatives from China and Japan to see Spithead Review *(Morning Post 14th)*; used for receiving body of Duke of Albany 4 April 1884 *(London Evening Standard 4th)*; 24 July 1885 for inspection of Light Camel Corps by Prince of Wales *(Portsmouth Evening News 24th)*; for visit of MPs 11 June 1887 *(Isle of Wight Observer 18th)*; for Duke of Edinburgh 28 April 1889 *(Southern Echo 29th)*; 15 July 1902 for King Edward VII's departure on convalescent trip after removal of appendix *(Daily Telegraph 16th)*.

Others perhaps at different sites:

One for Lords and Commons. 1,200 feet long extending to No. 7 Dock for ship to take them to see Spithead Review 17 July 1867 *(Hampshire Telegraph 13th)*; one near contractor's mould loft for visit of party from Institute of Civil Engineers, led by Mr. Vignolles, to inspect progress on enlargement of Dockyard, 31 July 1871 *(Portsmouth Times 5 August)*; opposite iron foundry 27 April 1876 for visit of Princess Alice (Marchioness of Bute) to launch *HMS Inflexible (Hampshire Telegraph 22nd, 27th)*; Platforms near Chief Constructor's Office and Iron Foundry for Queen to launch new warships 26 February 1891 *(Portsmouth Evening News*, detailed advance programme, *3rd)*. Array of platforms beside ships used to take guests, including foreign royalty, to view Diamond Jubilee Review at Spithead 26 June 1897 *(Hampshire Advertiser 30th)*; another such for Coronation Spithead Review 16 August 1902.

WATERING ISLAND JETTY put out of use when access pier damaged by enemy action during heavy air raid of 10/11 January 1941 (T Cooper)

CLARENCE PIER [Landport & Southsea Tramway]: op 15 May 1865 (S.E. Harrison, *The Tramways of Portsmouth*, author, 1954); included in *Brad* but was a tram terminus that ceased to be relevant to railway use after opening of P HARBOUR 2 October 1876.

P ROYAL NAVY BARRACKS PLATFORM (non-tt): branch from original terminus into use 15 March 1857 *(T 18th)*, use exclusively for government; clear from paper that intention from outset was to use when appropriate for moving troops. Out of use ? UNICORN GATE in 1920s *(U)*, later P DOCKYARD; {branch ran north of South Jetty line}.

PORTSMOUTH & GOSPORT TRAMWAY & FLOATING BRIDGE: though in *Brad* same dates as Clarence Pier it was advertisement for chain ferry which took passengers from Broad Street Portsmouth to Gosport Hard, about ½ mile from station; not owned by LBSC but perhaps promoted by them to gain custom from LSW rail service to Gosport.

Also see Section 7, 2 for internal Dockyard services.

PORTSMOUTH ARMS [LSW]: op March 1855?; letter (25 July 1854) from engineer to BoT – do not intend to open for public traffic at present. About to erect a siding *(North Devon Journal 9 November 1854)*.Timetable 'corrected to March' *(co n Ex & Plym 24 March)* has note that time between Umberleigh and South Molton Road included stoppage at P A Coal Siding when required and it was in that month that 'new station' here first appeared in adverts for sales; not in tts in February papers, but they were headed 'corrected to September [1854]'; first in *Brad* September 1855; still open.

PORTSOY [GNS] op 30 July 1859**; re-sited when line extended 1 April 1884 *(Cl)*; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

PORTSWOOD op 1 May 1861* *(Hants Advertiser 4th)*; clo 5 March 1866, replaced by St Denys about ¼ mile south (B. Moody, *Southampton's Railways*, Waterfront, Poole, 1992).

* = earlier ticket platform here (company agreed to provide this 16 September 1858); *LSW* implies this was available as stop to passengers on local trains.

PORTWOOD – see under STOCKPORT.

POSSIL

POSSIL [Cal] op to workmen 1 February 1897 *(U)*, to public 1 October 1897 *(Glasgow Herald 2nd)*; clo 1 May 1908 (Friday) *(RCG; Scotsman 30 April* – after today); reop 8 January 1934 *(Dundee Evening Telegraph 27 December 1933, citing LMS announcement)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*; {goods *IA*}.

POSSILPARK [NB] op 2 February 1885 *(co n Glasgow Herald 2nd)*; clo 1 January 1917 *(RCH)*; reop ?, clo April 1921 *(LNE letter 13 August 1945 Cl pap)*; Singer workmen used to last train Saturday 29 February 1964.

POSSILPARK & PARKHOUSE op 3 December 1993 *(BLN 725)*; other side of Balmore Road from old NB station; still open.

POST OFFICE – see ST PAULS.

POSTLAND [GN/GE] op 2 September 1867* *(GN)* as CROWLAND; renamed 1 December 1871 *(Cl; RCG ref January 1912)*; clo 11 September 1961 *(Peterborough Standard 28 July)*.

* = according to GN minutes op 1st but that a Sunday and no Sunday service.

POTTER HEIGHAM [MGN]

POTTER HEIGHAM op 17 January 1880 *(Norwich Mercury 21st)*; clo 2 March 1959 *(T 2nd)*.

P H & LUDHAM on early OS maps.

P H BRIDGE: see 17 July 1933**; HALT; {Potter Heigham – Martham}.

POTTERHANWORTH [GN/GE] op 1 August 1882 *(GN/GE)*; clo 2 May 1955 *(RM June)*. Always POTTER HANWORTH in *hb* but not seen thus *Brad*.

POTTERHILL – see under PAISLEY.

POTTERS BAR [GN] op 7 August 1850 *(T 6th & 8th)* as P B & SOUTH MIMMS; & S M dropped 1855 *(L)*, back 1 May 1923 *(Cl)*, dropped again March 1971**; still open.

POTTERY SIDING [GW] – see DUNBALL.

POTTO [NE] op 3 March 1857**; clo 14 June 1954 *(Cl)*.

POTTON

POTTON [Sandy & Potton] terminus on Biggleswade Road op 9 November 1857**; clo December 1861 *(Cl)*.

POTTON main line [LNW] op 7 July 1862 *(Beds Mercury 12th)*; clo 1 January 1968 *(Coventry Evening Telegraph 11 November 1967)*.

POULTON LANE – see MORECAMBE [LNW].

POULTON-le-Fylde [PW]

P CURVE op 1 February 1909 *(LNW Cl)*; see 1905** (a,b); clo 1 December 1952 *(RM January 1953)*.

P-LE-FYLDE op 16 July 1840 *(co n T 13 July)*; re-sited on deviation 29 March 1896 *(Fleetwood Chronicle 31st)*; -le-F added May 1957 *(LMR operating circ 16 May)*; still open. P JUNCTION 1856/7 to 1882/3 *(Brad)*.

POULTON-LE-SANDS – see BARE LANE; MORECAMBE.

POWDERHALL [NB] op 22 April 1895 *(Edinburgh Evening News 22nd)*; clo 1 January 1917 *(RCH)*.

POWDERHAM [GW] (non-tt): special platforms here, near the Boathouse, for fete in grounds of Powderham Castle on 6 August 1870 (*Western Daily Press 5th)*; specials from both directions; 3 October 1870 for Volunteer Review *(Western Times 4th)*; fete held on 5 August 1872 *(Western Daily Press 6th)* and for same purpose 2 October 1876 *(Exeter & Plymouth Gazette 3rd)*; {Exminster – Starcross}. 24 June 1888 passengers had to walk from Starcross for funeral of Earl of Devon because platform partly collapsed and would be too expensive to repair *(Western Daily Press 26th)*.

POWERSTOCK [GW] op 12 November 1857 *(co n Bridport)*; clo 5 May 1975 (letter, *RM July)*. Spelling as above at opening in *Bridport* but *GW ac, Brad, GW co tt* had POORSTOCK; *Brad* changed 1860, GW co tt about same time.

POWFOOT [LMS] (non-tt): ICI explosives factory workers; op 18 or 19 May 1941; added *hb* 1944a as HALT; clo ?; {Annan – Cummertrees} *(WW II)*.

POYLE [GW]; {Staines Branch}

POYLE op 1 June 1927 *(Uxbridge & West Drayton Gazette 27 May)* as STANWELL MOOR & P; by August 1927 P for S M *(Brad)* and thus GW co tt 1932; HALT; clo 29 March 1965 *(RM April)*. Until 1928/9 *Brad* kept to old name in Sunday table, using new for weekdays.

P ESTATE op 4 January 1954 *(BR notice Uxbridge & West Drayton Gazette 25 December 1953)*; HALT; clo 29 March 1965 *(RM April)*. Ticket *(JB)* has P ESTATES in one place, P ESTATE another.

POYNTON [LNW]

P MIDWAY op 24 November 1845** (just north of Poynton Brook, at end of present-day Lostock Road – map evidence, E Bredee); MIDWAY added 1883 *(Brad)*; replaced north by >

POYNTON op 1 August 1887 *(LNW Officers 29688; co n Manchester Courier 30 July)*, about ¾ mile north; see 18 May 2003**; still open. Still in *Brad* as P MIDWAY to 1894, but not so shown *hb* 1890.

Also see HIGHER POYNTON.

PRAED STREET – see PADDINGTON.

PRAZE [GW] op 9 May 1887 *(Cornish Tel 12th)*; clo 5 November 1962 *(W Briton 8th)*.

PREES [LNW] op 1 September 1858 *(co n Liverpool Mercury 1st)*; still open.

PREES HEATH MILITARY CAMP [LNW] (non-tt): exact dates ?; in use March 1921 wtt; served from Prees Camp Siding signal box (1 mile 937 yards south of Whitchurch Cambrian Jn), station off running line.

PREESALL [KE] op 1 August 1908**; clo 31 March 1930 *(Lancs Evening Post co n 29th, item 31st)*.

PRESCOT [LNW] op 1 January 1872 *(LNW Officers 6927, 7546; St Helens ... Adv 2nd)*; still open.

PRESCOTT SIDING [CMDP] op 21 November 1908**; clo 26 September 1938 *(T 9 August)*; {Cleobury Town – Stottesdon}. P S HALT in *Brad* until about 1916; then HALT omitted body but still in index.

PRESGWYN [GW] op 14 October 1848 *(Shrewsbury 13th)*; in GW tt October 1854 was Sunday only plus a weekday down train at 1.24 a.m; last two months in tt, February and March 1855, was Wednesdays only. Site later used for Weston Rhyn, which see.

PRESTATYN [LNW] op 1 May 1848 *(D&C 11; co n T 2nd- line)*; re-sited to west 28 February 1897 *(Cl)*; still open. Dyserth branch trains reversed in siding to reach/leave branch.

PRESTBURY [LNW] op 24 November 1845**; see 18 May 2003**; still open.

PRESTEIGN [GW] op 10 September 1875 *(Brad Sh; Morning Post 10th)*; clo 5 February 1951 *(RM October)* – see 1951**. (Final 'E' added after passenger closure).

PRESTHOPE [GW] earliest use 4 September 1866 by Bridgnorth's Severn Valley Field Club, taken on from Much Wenlock (then terminus) in mineral trucks (R. Maund *Chron April 2019)*. Public op 16 December 1867 *(Wenlock)*; clo 31 December 1951 *(T 31st)*.

PRESTON {map 44}

Main line.

Opened from south to **PRESTON** [NU] 31 October 1838 *(co n Manch 27th)*; still open. Early references to PENNY STREET *(LPJ)*; later FISHERGATE (JOINT); LY co tt 1899 had P F for Longridge service, P for rest. LNW, LMS co tts seen: just P.

Sometimes P regarded as two adjoining stations: *Hb* 1904 to 1956 shows P BUTLER STREET as a separate LY/LMS station, 'P', 'near Fishergate'; RCH Junction Diagrams show P B S as goods only. *Preston G* of 30 August 1902 seemed to regard it as a station on its own; in its description of the arrangements for Guild Week it mentioned the Central Station and Butler Street, though the latter somewhat ambiguously. It said that had been found necessary to call into play for next week 'the excellent platforms at the L & Y goods station. The ordinary service of trains will start from the bay sidings as usual, but the specials will be dealt with either on the main platforms or in the goods yard. The passengers carried into the latter will leave by the entrance leading into Corporation-street'; also see 'other', below.

Line from north [LPJ] op 26 June 1840 *(Lancaster 27th)* to main station, above. Inter-company dispute over charges for use of line between stations caused LPJ, from 1 August 1842, to stop at **DOCK STREET**, at boundary of LPJ line, north of main station. There was no station at Dock Street; trains carried on to main station, but any passengers staying on had to pay toll so many alighted at Dock Street and walked to main *(LPJ)*. Ultimate intention of LPJ was to switch to >

MAXWELL HOUSE [Bolton & Preston] station, but B & P did not open it, running through main station on the way, until its line was complete, 22 June 1843 *(D&C 10)*; even then it remained a terminus, not directly accessible from north >
LPJ position weakened when B & P joined LNW so dispute settled; M H clo and D S fell out of use, 11 February 1844 (Sunday) – last day? All involved used main station. Later excursion use of M H *(U)*.
Excursion Platform, Charles Street: *Sunderland Daily Echo 10 July 1885* – co advert for trip to Royal Agricultural Show here on 17th – return from Charles Street excursion platform. *Lancashire Evening Post 22 May 1904* – progress report on changes here included references to excursion platform previously approached from Charles Street. First, last use?
Non-tt: when Prince of Wales came to lay foundation stone for Albert Edward Dock 17 July 1885 he was taken by road to Strand Road near Victoria Warehouse, then for the ceremony by rail from a temporary platform to site; on return went from Strand Road to central station *(Preston Chronicle 18th)*.

Preston & Wyre

P MAUDLANDS op 16 July 1840 *(co n T 13th)*; clo 11 February 1844 *(Cl)* – service diverted to main (in practice most trains already using it); later excur *(U)*.

Preston & Longridge

Opened from **P DEEPDALE STREET** 2 May 1840**. 1 November 1856 services diverted to new station, **P MAUDLAND BRIDGE** but a couple of Saturday market trains called at **DEEPDALE STREET** 5 minutes after Maudland Bridge *(co n Preston Chronicle 1st)*. January tt 1857 *(ibid 10th)* again had '**DEEPDALE STATION**' as terminus; it was explained at co ½ meeting on 28 February that M B had been closed for the winter (exact date?) so that sleepers in tunnel could be replaced and that it would be sensible to move the old station to Deepdale Bridge, to save reversal *(ibid 7 March)*. 1 July 1857: **P MAUDLAND BRIDGE** again terminus, with trains calling on way at **DEEPDALE BRIDGE (D STREET** in one of notes) *(co n ibid 27 June)*. Former became just P MAUDLAND in *Brad* 1864/7 and was closed 1 June 1885, line extended to main Preston station, initially shown as P Fishergate in *Brad* table for this line. Deepdale closed with line clo 2 June 1930 *(LMS notice Lancashire Evening Post 26 May)* – by the end variously Preston D and just D in various sources.
One train daily (first and second class) was at one time noted to leave from **DEEPDALE GOODS**. This was first shown in *Brad* October 1867; last included October 1872; in LNW co tt added by March 1868, removed by January 1874.

West Lancashire

PRESTON [W Lancs] op 4 September 1882 for Guild Week, full service 16 September 1882 *(LY; Southport Vis 5th)*; clo 16 July 1900 *(Cl)*; reop 1 to 6 September (inclusive) 1902 for Guild Week *(Preston G 30 August)*; later excur *(U)*. Name FISHERGATE HILL seems to have been popularly used, though officially not applied until later, when goods only.

Other

(P) MAUDLAND used 9 and 10 March 1991; temporary station during bridge repairs *(BLN 654)*.
For **1882 Guild Week** LNW excursions used goods station in CHARLES STREET and East Lancs that in BUTLER STREET; cattle landing-stage also used (Oxheys?) *(Away p 173)*.

PRESTON near Torquay [GW] op 24 July 1911 *(RCG)*; PLATFORM; summers only; clo 21 September 1914 *(Cl)*.

PRESTON BROOK [LNW] op 4 July 1837 *(co n Gore's Liverpool General Advertiser 29 June)*; clo 1 March 1948 *(RM May)*; railwaymen used to April 1952 *(Cl)*. 9 September 1963 wtt shows one stop each way, weekdays, morning northbound, evening southbound.

PRESTON JUNCTION – see EAGLESCLIFFE; LOWTON; TODD LANE JUNCTION.

PRESTON PARK Brighton [LBSC]: op 1 November 1869 *(co n Chichester Express 2nd)*; PARK added 1 July 1897 *(SR; RCG ref July)*; still open.

PRESTON ROAD near Liverpool – see RICE LANE.

PRESTON ROAD London [Met] op 21 May 1908 *(L)*; re-sited west of road overbridge, up side into use 22 November 1931, down 3 January 1932 *(L)*; still open. Opened as P R for UXENDON and KENTON; renamed P R for U 1 July 1923 *(hbl 12th)*, P R 1923/4 *(Brad)*; HALT in body of *Brad* until 1911 (index later).

PRESTON WEST END GATE [Hull & Holderness]: in September and October tts 1854 *Hull Advertiser (2 and 30 September)*, Tuesdays and Fridays; not present August and December tts (November not seen); {Marfleet – Hedon}.

PRESTONPANS [NB] op 22 June 1846 *(co n T 23 June; Newcastle Guardian 27th, description of formal opening 18th)* as TRANENT; renamed 1 July 1858 *(RCG)*; still open. P for T in *Brad* 1900 but not thus NB co tt. *Reid* 1904: P (T).

PRESTWICH [LY] op 1 September 1879 *(Manch Cour 2nd)*; clo 17 August 1991 *(BLN 660)* for conversion to Manchester Tramlink (Section 6).

PRESTWICK

P TOWN [GSW] op 5 August 1839 *(co ½ 1110/ 149- line)*; clo 10 October 1839 (Thursday) *(Cl)*; back in tt June 1841; clo 29 November 1841* *(Cl)*; trains again March 1846 tt; TOWN added 28 May 1995 tt *(AB Chron)*; still open.
* = early evidence used is from secondary sources; primary seen not fully in agreement, perhaps tt inertia. Earliest seen is fare table *Brad*: from about July 1841 to December 1844 (or a little later) this included fare for 'Monkton and P, presumably two with same fare – P left in error or did it continue in use longer than sources previously used said? not in *Murray* September 1844 which looks like full table. When an orthodox table was first provided early 1845 P was not included.
P INTERNATIONAL AIRPORT op 5 September 1994 *(BLN 737)*; still open.

PRICKWILLOW [EC] op 19 January 1850 as a flag station *(Cambridge Chronicle 19th)* though not in *Brad* until June 1850; clo 1 February 1851? – still shown in January tts *Cambridge Independent Press*; tt *ibid 8 February* 'calling at [this] station is now discontinued'; {Ely – Burnt Fen}.

PRIESTFIELD [GW] op 5 July 1854 for Wolverhampton to Dudley service *(Wolv Chron)*; 2 July 1855 for Wolverhampton to Birmingham service *(co n Aris 2nd)*; in both cases op after line; clo 6 March 1972 *(RM April)*.
Used as Wolverhampton **ticket platform** for trains from Birmingham before fully opened to public: accident Saturday last (24th), *(Wolverhampton Chronicle 28 February 1855)*.

PRIESTHILL & DARNLEY op 23 April 1990 *(BLN 632)*; still open.

PRIMROSE HILL {map 101}

PRIMROSE HILL [NL] op 5 May 1855 *(L)* as HAMPSTEAD ROAD, replacing earlier station of that name; renamed CHALK FARM 1862. At first it was terminus of NL services; passengers walking to LNW CAMDEN/CHALK FARM to continue journeys on LNW. Clo 1 January 1917, reop 10 July 1922 *(T 30 June)*; renamed P H 25 September 1950 *(LMR Operating Circ 14th)*. Closed prematurely by flooding September 1992 (last train eastbound 18th, westbound 22nd) *(Rly Obs December)*.

Also see CHALK FARM; HAMPSTEAD ROAD.

PRINCE OF WALES [RHD] (ng) trains first shown November 1927 (see 16 July 1927**); last in tt January 1928; back in tt December 1929; last in tt June 1930.

PRINCE REGENT [Dock] op 28 March 1994**; still open.

PRINCES DOCK [LO] op 6 March 1893**; clo 13 March 1941 (Thursday) by enemy action *(Cl)*.

PRINCES END

PRINCES END [LNW] op 14 September 1863 *(co n Birmingham Journal 12th)*; clo 1 November 1890 (Saturday) *(co n Walsall Advertiser 28 October)*, reop 1 July 1895 *(Cl)*; clo 1 January 1916 (Saturday) *(Birmingham Daily Gazette 31 December 1915)*; {Tipton – Wednesbury}.

P E & COSELEY [GW] op 1 December 1856 *(OWW co notice dated 26 November in Worcestershire Chronicle 10 December)*; & C added 1936; clo 30 July 1962 *(Birmingham Daily Post 23rd)*.

PRINCES RISBOROUGH

PRINCES RISBOROUGH [GW/GC] station op 1 August 1862**; resiting to south, completed 2 April 1906, took about two years *(RM April)*; still open.

PRINCES RISBOROUGH [Watlington & Princes Risborough] temporary terminus op 15 August 1872 *(Reading Mercury 24th)*; clo 1883/4, service diverted to main *(Cl)*.

PRINCES STREET – see under EDINBURGH.

PRINCETOWN [GW] op 11 August 1883 *(Tavistock 17th)*; clo 5 March 1956 *(T 5th)*.

PRIORY – see CONISHEAD.

PRIORY HALT [GE] (non-tt): op 1 January 1920; built by GE but Admiralty paid for it – Depot had own housing estate nearby *(GE Journal Special No 2, September 1979)*; clo 1 February 1965 *(U)*; in *hb* 1938 and 1956 'for use of Admiralty employees only'; {Bradfield – Wrabness}.

PRITCHARD(S) SIDING [GW] (non-tt): workmen, perhaps intermittent use; working from Neath LL in wtt supp March 1915; in use 1920; shown 'commenced' 27 December 1922 in wtt supp *(RAIL 937/134)*; {Briton Ferry Road – Swansea East Dock}.

PRITTLEWELL [GE] op 1 October 1889 *(co n Essex Newsman 23 September)*; still open.

PRIVETT near Portsmouth – see FORT GOMER.

PRIVETT near Winchester [LSW] op 1 June 1903 *(Hants Teleg 5th)*; clo 7 February 1955 *(Hants Chron 12th)*.

PRIZE-FIGHTS: The following used public lines but nature of service makes it impossible to fit material under exact headings. There were occasions when trains were chartered to take spectators to illegal prize-fights. To try to evade authorities, no destination was announced in advance and passengers were put down between stations, often near county boundaries so that if police of one county tried to intervene they could flee to another. More than 40 of these are listed in an article by G. Guilcher in the RCHS *Journal, July 1986*. The Eastern Counties and the South Eastern seem to have been the principal participants.

Also see letter from A. Gray, *RCHS Journal March 1987, p 53*, which added three others; his *SE* gives details of some instances of prize fights by rail. *[moved from Section 7.]*

PROBUS & LADOCK [GW] op 1 February 1908 *(RCG; Royal Cornwall Gazette 6th)*; PLATFORM; clo 2 December 1957 *(BR WR notice Cornish Guardian 14 November)*.

PROSPECT HILL [BT]: line op 28 August 1841 *(co n Durham Co Advertiser 27th)*, nd, 1 October 1847 *(co tt BT)*; clo 27 June 1864**; {map 26}.

PRUDHOE [NE] op 10 March 1835**; still open. *Scott* 1837: P or OVINGHAM. Became P for O 1936/7 *(Brad)*; 'for O' dropped March 1971** and, apparently, again 6 May 1974 *(BR notice)*; just P in *hb*.

PUDDING MILL LANE [Dock] op 15 January 1996 *(RM April* – planned 2nd but delay); clo 18 April 2014; replacement on diverted line op 28 April 2014 *(AB Chron April 2016)*; still open.

PUDSEY [GN]

P GREENSIDE op 1 April 1878 *(Bradford Daily Telegraph 2nd)*; clo 15 June 1964 *(Cl)*.

P LOWTOWN: trains first shown in tt July 1878*; clo 15 June 1964 *(Cl)*. *Hb* always P LOW TOWN and tickets thus *(DM)*.

* = according to Bradford paper it had been advertised to open with Greenside but was postponed 'until further notice'. Earliest press evidence of existence is co's advert for excursion on 3 July *(Bradford Observer 24 June)*. One- and two-word versions of name indiscriminately used in contemporary references.

Also see NEW PUDSEY.

PULBOROUGH [LBSC] op 10 October 1859**; still open. P for STORRINGTON in *Brad* ? to 1955.

PULFORD [GW] op 4 November 1846**; trains last shown January 1855 *Brad*; {Rossett – Saltney}. At first P & DODLESTON. *Brad* dropped & D 1848, *Topham* 1849/50. Local press tts suggest at least one period closed – no *Brad* support.

PULHAM [GE]

P MARKET op 1 December 1855 *(co n Norfolk News 1st)* as P ST MAGDALENE; renamed 1856 tt *(Cl)*; aot request; see 2 November 1860**; clo 5 January 1953 *(T 5th)*.

P ST MARY op 1 December 1855 *(co n Norfolk News 1st)*; aot request; see 2 November 1860**; P MARY 1856 tt to 1894 tt *(Cl)* and thus GE co tt 1882; clo 5 January 1953 *(T 5th)*.

PULLABROOK [GW] op 1 June 1931 *(Western Times 5th)*; as HAWKMOOR; renamed 13 June 1955 *(Cl)*; HALT; clo 2 March 1959 *(Express & E 2nd)*; {Lustleigh – Bovey}.

PUNCHESTON [GW] op 11 April 1895 *(co n Western Mail 9th)*; clo 8 January 1917 *(co n GW book)*, reop 14 November 1921 *(RCG)*; clo 25 October 1937 (see end of 19 September 1876**). Ticket [N Pembroke & Fishguard] for PUNCHESTOWN *(JB)*.

PURFLEET [LTS]
PURFLEET op 13 April 1854 *(L; T 13th- line)*; still open.
P RIFLE RANGE: in use, non-tt, by July 1910, though buildings not ready; used by ordinary trains and specials terminating here; from 10 August 1914 any train could be stopped at request of military; first in *Brad* October 1921 (only now did War Office agree to public use) *(LTS vol 2, p 115)*; HALT; clo 31 May 1948 *(RM July)*. *Hb* 1912 included this but no facilities shown – noted as for use of regular and territorial forces only; *hb* 1923a limitation removed.
PURITON DEPOT/ROF – see HUNTSPILL OD.

PURLEY
PURLEY [LBSC] op 12 July 1841 as GODSTONE ROAD (request) *(co n T 9th)*; clo 1 October 1847 (Friday) *(co n Evening Standard 23 September)*; reop 5 August 1856 as G R CATERHAM JUNCTION *(L)*; just C J later 1856 tt *(L; JS)*; renamed P 1 October 1888 *(RCG)*; local lines station op op 5 November 1899 *(co n Croydon Times 8th)*; still open.
P DOWNS GOLF CLUB [SEC/LBSC] (non-tt): HALT; op by 1914; clo by 1927; {Sanderstead – Riddlesdown} *(U)*. Proof of existence not entirely satisfactory *(S Halts)*.
P OAKS [LBSC] op 5 November 1899 *(co n Croydon Times 8th)*; still open.
PURTON [GW] op 31 May 1841 *(Cheltenham Chronicle 3 June)*; clo 2 November 1964 *(Cl)*.

PUTNEY
PUTNEY [LSW] op 27 July 1846 *(T 23rd)*; still open.
P BRIDGE [Dist] op 1 March 1880 *(co n London Daily News 27 February)* as P B & FULHAM, just P B in *Brad*; renamed P B & HURLINGHAM 1 September 1902 *(RCG)*, P B 1938/9 *(Brad)*; still open.
Also see EAST PUTNEY.
PUXTON & WORLE [GW] op 14 June 1841 *(Taunton 16th)* as BANWELL; renamed W 3 August 1869 *(Cl)*, P 1 March 1884 *(hbl 16 June)*, P & W 1 March 1922 *(GM's circular 2803)*; clo 6 April 1964 *(Cl)*.
Ticket platform 267 yards been erected at Worle station, for Weston-s-Mare loop *(Bristol Mercury 26 February 1884)*. Use ended?
PWLL GLAS [Van]: same as TREFEGLWYS.
PWLLHELI [Cam] op 20 September 1867**; first station at Abererch Bridge, short of town; re-sited 19 July 1909 870 yards nearer town following reclamation of necessary land *(RCG; Stewart Smith, Chron January 2021)*; see 3 November 2013**; still open. Cam co tt 1904, GW co tt 1932: P for NEVIN and thus *hb* 1908a to 1956 and *Brad* to 1949/50 (last aot P for N and MORFA NEVIN); original intention had been to extend line to Nevin.
* = see 2 September 1867** for earlier non-tt use.

PWLLHELI ROAD
For first service see 1829 B**.
PWLLHELI ROAD [Nantlle] (ng) op 11 August 1856; clo 12 June 1865; see 1829 B** for earlier service through here and sources for next.
For service afterline reopened, converted to standard gauge, see LLANWNDA.
PWLLYCROCHAN [LNW] (non-tt): private station in use 1848; {Mochdre – Colwyn Bay} *(@JF)*.
PWLLYPANT [Rhy] op 1 April 1871 *(Cardiff T 8th)*; replaced by Llanbradach, 58 chains north, 1 March 1893 *(RCG)*; {map 92}. Spelling as in *Brad*.
PYE BRIDGE [Mid] op 1 December 1851 *(Derby Mercury 3 December 1851)* – in *Brad* November 1851, prematurely; P B for ALFRETON until renamed May 1862 *Brad (Mid)*; clo 2 January 1967 *(Cl)*.
PYE CORNER op 14 December 2014; still open. Some passengers used on 12 December when the 18.40 from Ebbw Vale to Cardiff broke down here; they and those on the following train were taken from here to Cardiff by taxi *(Today's Railways, February 2015)*. Station serves the Bassaleg area – see B JUNCTION.
PYE HILL & SOMERCOTES [GN] op 24 March 1877 *(RCG)*; & S added 8 January 1906 *(RCG)*; clo 7 January 1963 *(Birmingham Daily Post 7th)*. *Hb* 1935a said had become P H & S for PYE BRIDGE.
PYLE [first two eventually GW] {see R. Maund *Chron 106* for fuller details of sites}.
PYLE op [South Wales] op 19 June 1850** >
PYLE [GW] op [Llynvi & Ogmore] 23 August 1865 *(Llynvi Valley Directors' minutes 31 August, line – via Welsh Railways Research Circle Newsletter Autumn 2021 p 49)* – and in *Brad* September; re-sited to south 6 March 1916 *(GW Mag April)*; clo 9 September 1963 *(RM October)* >
Line through L&O station re-aligned in 1882. GWR opened adjoining station 1886. L&O section remained nominally independent until 1883. Two stations enlarged and made one 1912. Porthcawl section (ex-L&O) clo 9 September 1963; main line part clo 2 November 1964 *(Cl)*.
PYLE op 27 June 1994 *(BLN 735)*; about ½ mile west of station closed 1964; still open.
PYLLE [SD Jt] op 3 February 1862**; became HALT 4 November 1957; clo 7 March 1966 *(Shepton 11th)*. P for SHEPTON MALLET in opening tt *Shepton.*
PYLLE HILL – see BRISTOL excursion platform.

QUAINTON ROAD

QUAINTON ROAD [Met/GC] op 23 September 1868 by Aylesbury & Buckingham, later part of GC *(Bucks Herald 26th)*; see 27 March 1874**; re-sited to south 1896; clo 4 March 1963 *(RM March)*. Met use 1 July 1891 to 4 July 1936 and, limited service, 5 April 1943 to 31 May 1948. Used Saturdays in 1980's for 'Chiltern Shopper' specials: certainly used 24 November, 1, 8 and 15 December 1984; then annually until last recorded 3, 10, 17 November 1990 *(Chiltern Line News)*; since 27 August 2001 shuttles on at least two Bank Holiday Mondays from Aylesbury to Buckinghamshire Railway Centre except 2001 and 2011, when only used one day.

BR handbills often called it Qainton Road.

QUAINTON ROAD [Wotton] op January 1872 (see 1871**); just Q in *Brad* – and stayed thus to 1906/7 for service on this line though this station had closed 1896, service diverted to main station.

QUAKERS YARD

QUAKERS YARD [GW/TV] op 5 January 1858 *(RAIL 253/367)*; LL added 1924, dropped 6 May 1968 tt *(offic)*; still open.

Q Y HL [GW] op 5 October 1864 *(T 8th- line)*; HL added 1924; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*.

HL and LL officially added 1 July 1924 *(GW circular 18 June)*, but had gradually crept into use much earlier – in *hb* 1872, *Brad* about 1900; previously, and erratically, had been Q Y JUNCTION there; [TV] ticket for last *(JB)*.

QUARTER [Cal]

QUARTER op 2 February 1863** as Q ROAD, to Q 1 May 1909 *(hbl 7 July)*; clo 1 October 1945 *(Belshill Speaker 14 September)*.

Q JUNCTION: 1869 handbill tt reference; nothing else known; {Meikle Earnock – Quarter} *(Cl)*.

QUEDGELEY [Mid] (non-tt): PLATFORM; workmen; op 13 December 1915; last train 26 August 1920; on sidings just off main line – see *Mid*, and article *National Filling Factory No. 5, Gloucester*, B Edwards, *Archive 58*; {Gloucester – Haresfield}.

QUEENBOROUGH [LCD]

QUEENBOROUGH op 19 July 1860 *(T 19th)*; still open.

Q PIER op 15 May 1876 *(co n T 25 April)*; destroyed by fire 19 July 1900, reop for daytime services 26 January 1901 *(SEC)**; clo 1 November 1914 (Sunday), reop 27 December 1922; clo 1 March 1923 (Thursday) *(Cl)*.

* = *T* 2 May 1904 carried SEC notice that from 3 May Flushing Night Mail service would be worked from here instead of Port Victoria.

QUEENS HEAD INN [Glyn] (ng) line op 1 April 1874 *(Glyn)*, nd, June 1877; clo 1 April 1886 (Thursday) *(Cl)*; {map 79}. See Dolywern for later replacement.

QUEENS PARK Glasgow [Cal] op 1 March 1886 *(Scotsman 2nd)*; still open.

QUEENS PARK London: op [LNW] 3 June 1879** as Q P WEST KILBURN *(L)*; [Bak] added 11 February 1915; LNW main line platforms clo 1 January 1917 *(T 22 December 1916)* but kept for emergency use and have had occasional service since – e.g. for British Empire Exhibition, for which see Wembley Stadium (a); W K dropped 1954 *(L)*; still open, ex-LNW new line platforms and Bak.

QUEENS ROAD [GC GI] – see under IMMINGHAM.

QUEENS ROAD – see WALTHAMSTOW.

QUEENS ROAD [GE]: built between Hackney Downs and Clapton about 1894 but never provided with service.

QUEENS ROAD PECKHAM [LBSC] op 13 August 1866 *(T 14th)* as P; renamed 1 December 1866 *(L)*; still open.

QUEENS STATION – see under EDINBURGH.

QUEENSBURY near Hailfax [GN] op 12 April 1879 *(Leeds Times Saturday 12th* – opens today) but op 14th according to *RCG* – *rounded out to start of a week?* – in Brad before end of 1878 but first trains shown May 1879; improved triangular station op 1 January 1890 *(Cl)*; clo 23 May 1955**.

QUEENSBURY London: op [Met] 16 December 1934 *(T 13th)*; transferred to [Bak] 20 November 1939 *(co n Hendon ... Times 17th)*, to [Jub] 1 May 1979 *(Daily Mirror 30 April)*; still open.

QUEENSFERRY [LNW] op 1 May 1848 *(D&C 11; co n T 2nd- line)*; clo 14 February 1966 *(BR LM notice North Wales Weekly News 13 January)*. Usually QUEENS FERRY at first; thus in *Brad* until 1959 (though one word in index for a time in later 1940s) and most LNW (but one word in one table 1876 e.g.) and LMS tts seen but *hb* to one word 1877. According to *Whittle, Cl pap*, new station 1900 – site or buildings?

QUEENSTOWN ROAD BATTERSEA [LSW] op 1 November 1877 *(T 2nd)*; still open. *Brad* was QUEENS R B at start (notes only, table Q R), later B added usually in index in tts but only erratically in body until present name adopted 12 May 1980 tt *(AB)*. LSW co tt 1914: QUEENS ROAD B PARK.

QUEENSWAY [Cen] op 30 July 1900 *(London Evening Standard 31st)* as QUEENS ROAD; renamed 1 September 1946 *(RM November)*; still open.

QUELLYN [NWNG] (ng) {map 76}

QUELLYN op 15 August 1877 *(Cambrian 17th)*; replaced about ¾ mile further on, when line extended, by >

Q LAKE op 1 June 1878 *(Cl)* as SNOWDON RANGER; renamed Q L January 1893 (R. Maund, *Chron January 2018)*; aot request; clo 1 November 1916 *(G&S)*; reop 31 July 1922** which see for details of service and closure. Locally advertised as Q at the start.

QUENIBOROUGH [LMS] (non-tt): op 10 November 1941 *(LMS Operating Dept list A86/1 September 1945)*; served RAF base; clo about 1949 *(WW II)*; {Rearsby – Syston}.

QUINTON HILL [LNE] (non-tt): Second World War; munitions workers; no details known.

QUINTRELL DOWNS [GW] op 2 October 1911 *(Newquay 6th)*; PLATFORM until *WR General Instructions Circular, 11 February 1956 advised change but did not give exact date (Cl pap)*; aot request; still open. Early often QUINTRELL, especially in local press and *hb* (before 1956), then usually QUINTREL; .LL again 2 June 2002 tt *(AB)*.

QUORN & WOODHOUSE [GC] op 15 March 1899 *(Nottingham Post 15th)*; clo 4 March 1963 *(RM March)*. See 4 July 2007**. Pre-passenger reference as Quorndon & W – apparently renamed from this 1 October 1898 *(hbl 27th)*.

QUY [GE] op 2 June 1884 *(Cambridge Independent Press 2nd- line)*; clo 18 June 1962 *(RM August)*.

RACKS [GSW] first in *Brad* July 1851, Wednesdays only; full use July 1864; clo 6 December 1965 *(RM January 1966)*.

RADCLIFFE near Manchester

RADCLIFFE [LY] op 1 December 1879 *(Manchester Times 6th)*; became R CENTRAL before July 1933 when LMS circular *(B.P.1/Man. 18 said had changed)*, R 3 May 1971; clo 17 August 1991 for conversion to Manchester Tramlink (Section 6).

R BLACK LANE [LY]: line op 20 November 1848**, this first in *Brad* January 1849; R added as above; clo 5 October 1970 *(BR LM notice Heywood Advertiser 4 September)*.

R BRIDGE [LY] op 28 September 1846 *(co n Manch 3 October)*; clo 7 July 1958 *(LNW Record)*; later excur *(U)*.

RADCLIFFE NOTTS [GN]: op 15 July 1850 *(co n Derby Mercury 24th)*; originally RATCLIFFE; became RADCLIFFE-ON-TRENT 1 January 1878 *(RCH)* – but 1871 tt *(Cl, JS)*, R 6 May 1974 *(BR notice)*, R N 14 May 1984 tt; still open.

RADCLIVE op 13 August 1956 *(BR notice Banbury Advertiser 8th)*; HALT; clo 2 January 1961 *(RM February)*; {Buckingham – Fulwell & Westbury}.

RADFORD near Nottingham:

RADFORD [Mid] op 2 October 1848 *(Nottingham Review Friday 6th* – line op Monday last + full tt); re-sited on deviation to west 10 September 1876 *(Mid)*; clo 12 October 1964 *(RM November)*.

Near here **BOBBERS MILL** (non-tt) was used, perhaps once only, for steeplechase meeting *(race)*.

RADFORD & TIMSBURY [GW] op 9 May 1910 *(W D Press 10th)*; HALT; clo 22 March 1915 *(RM February 1916)*, reop 9 July 1923 *(Bristol notice S1153)*; clo 21 September 1925 *(Cl)*.

RADIPOLE [GW] op 1 July 1905 *(Bristol NWR)*; HALT until renamed 5 May 1969 *(GW Halts)*; last used 31 December 1983 (Saturday) *(RM March 1984)* – platform unsafe.

RADLETT [Mid] op 13 July 1868 *(T 14th)*; still open. Pre-passenger was ALDENHAM goods.

RADLEY [GW] op 8 September 1873 *(co n Oxford Journal 8th)* as replacement for Abingdon Junction; still open.

RADNOR PARK – see under FOLKESTONE.

RADSTOCK

R NORTH [SD Jt] op 20 July 1874 *(Shepton 24th)*; NORTH added 26 September 1949 *(Cl)*; clo 7 March 1966 *(Shepton 11th)*.

R WEST [GW] op 3 September 1873 *(Bristol T 4th)*; WEST added 26 September 1949 *(Cl)*; clo 2 November 1959 *(Shepton 6th)*.

RADWAY GREEN & BARTHOMLEY [NS] op 9 October 1848 *(Staffordshire Advertiser 14th)*; & B added 1909/10 *(Brad)* and by NS co tt October 1910; clo 7 November 1966 *(Birmingham Daily Post 8 October)*.

Also see MILLWAY.

RADYR [TV] op 1 June 1883 *(S Wales 1st)*; still open.

RAFFORD [High] op 3 August 1863 *(Banffshire Journal 4th)*; clo 31 May 1865 (Wednesday) *(Cl) – Elgin Courier Friday 2 June* said was closed Wednesday last – more likely to be last day?; {Forres – Dunphail}.

RAGLAN [GW]

R ROAD (at 20 m 69 ch) and **R FOOTPATH** (at 19 m 53 ch) probably op 5 October 1857** >

R FOOTPATH was closer of pair to town but no road access; first month only LODGE FARM *(Brad)*; January 1859 note that all trains stop at Raglan Station (footpath only). Last present (notes) September 1861 *Brad*, back in May 1866, when in body of table as R F. However, actual period of closure was much shorter according to evidence from *Monmouthshire Beacon*: clearly still in use May 1862 (letter of complaint 14th about lack of privy – but did have a station-master) and 28 September 1865 (advert for fete at Raglan Castle, paper of 26th). Closed 1 November 1865 for the winter (letter of complaint, 4th, wording suggesting that this was unprecedented); item, paper 5 May 1866 – 'now and for remainder of summer all trains will stop'. Closed apparently for good 1 November 1866 (paper of 16th carried copy of protest to GW; that of 21 December included copy of letter from GW refusing to reopen on grounds that uneconomic to have two stations for same place). The Duke of Beaufort (owner of Raglan Castle) now lent his support to the locals and 23 March 1867 paper carried letter from GW promising daily service – 14 March 1867 co records show £60 authorised for station *(RAC)*; actually reopened? Certainly in use 30 May for another fete at Raglan Castle; no evidence found for any later interruptions; aot request; >

Both replaced by >

RAGLAN (19m 14ch) op 1 July 1876 *(co n Monmouthshire Beacon 1st)* – oddly, notice mentioned closure of ROAD but not FOOTPATH; latter presumably taken for granted; tts in paper cited took some time to catch up; clo 30 May 1955**.

RAGLAN ROAD CROSSING op 24 November 1930 *(co n dated 'November')*; HALT; same site as earlier R Road; clo 30 May 1955**.

RAINDALE – see end of 1835 B**.

RAINFORD

RAINFORD [LY/LNW] op 20 November 1848**; R JUNCTION from 1857/9 *(Brad)* until reverted 7 May 1973 *(LMR WON)*; still open. *Hb* treated as separate LY, LNW stations. Original station shown at 467021 on OS map of 1849 / 1850; resited east date ? (when became junction station in 1858?) (Stewart Smith, *Chron October 2014)*.

R VILLAGE [LNW] op 3 February 1858 *(Ormskirk 4th)*; VILLAGE added 1861; clo 18 June 1951 *(RM August)*.

RAINHAM ESSEX [LTS] op 13 April 1854 *(L; T 13th- line)*; E added 12 May 1980 *(C/W)*; still open.

RAINHAM KENT [LCD] op 25 January 1858** as R & NEWINGTON; became R 1 August 1862 *(Cl)*; K added 12 May 1980 tt *(C/W)*; still open.

RAINHILL [LNW]: line op 17 September 1830**, nd, 1 January 1831; still open. KENDRICKS CROSS GATE in 1831 tt and thus *Brad* 1839 but K C G (RAINHILL) 11 October 1832 list; KENDRICK CROSS *(Osborne's Guide)*; R by 1846 *(Brad)*.

RAINTON {map 41}

RAINTON (a) alias R MEADOWS [Durham Junction] op 9 March 1840 *(NE maps)*; sited so that passengers from Gateshead, Shields and Wearmouth could be transferred to road coaches for journey to Durham. This service has not been found in *Brad*, though it was in *Robinson* (versions for about August and October 1841 seen), included in Brandling Junction table. Logically it would have clo

15 April 1844, when line to Durham opened. Shown on *Bell* (1843) at 323478, it was served by a road which joined West Rainton's system at 319478; before first OS map of area, both station and road had disappeared.

RAINTON (b) [Newcastle & Darlington Junction] op 19 June 1844 *(co n T 24 May- line*; in description of formal opening, 18th in *Leeds Mercury 22nd)* only appeared in *Brad* August 1844, so presumably soon closed.

RAINTON (c) shown on OS maps mid 1850s between Hetton & Pittington (S. Bragg); according to *National Gazetteer*, Virtue & Co, 1868, West Rainton 'is a station on the North-Eastern Railway, which is here joined by the Durham Junction'; probably survival of outdated information rather than reliable for 1860s.

RAINWORTH – see BLIDWORTH.

RAMCROFT COLLIERY [Mid] (non-tt): miners; op 16 September 1918 *(Special Traffic notice S 30 RAIL 957/7)*; clo 3 October 1927; {branch from Palterton} *(Mid)*.

RAMPER [PW]: see 16 July 1840**.

RAMPSIDE [Fur] for op see 24 August 1846**; use, as R, intermittent early; last in *Brad* May 1851; back there December 1868 as CONCLE; reverted to R 1869; at one time its stop made no sense in tt – see line note; clo 6 July 1936 *(RM August)*.

RAMS LINE – see DERBY.

RAMSBOTTOM [LY] op 28 September 1846 *(co n Manch 3 October)*; clo 5 June 1972 *(RM August)*. R JUNCTION in *Brad* 1851/3 to 1879/80.

RAMSDEN DOCK – see BARROW.

RAMSEY

R EAST [GN/GE] op 16 September 1889 *(RCG); Cambridge Daily News 17th)*; R HIGH STREET until renamed 1 July 1923 *(hbl 12th)*; clo 22 September 1930 *(Peterborough Standard 5th)*; later excursions – fairly frequent to 1939, last seen 19 September 1951 *(co n ibid 14th).*

R NORTH [GN] op 22 July 1863 *(Cambridge Independent Press 25th)*; NORTH added 1 July 1923 *(hbl 12th)*; after 22 September 1930 tt, before with August 1931 tt, rail service reduced to one that ended about 10.30 a.m.; buses for rest of day. Thus to closure, 6 October 1947 *(RM January 1948)*.

RAMSGATE {map 131}

R HARBOUR [LCD] op 5 October 1863 *(T 5th)* as R; became R & ST LAWRENCE-ON-SEA 1871 tt *(Cl; JS)* – but no RCH support for this name, R H 1 June 1899 *(hbl 13 July* – renamed from R) >

R TOWN [SE] op 14 April 1846 *(co n T 14th)*; R JUNCTION 1851/2 to 1856/7 *(Brad)*; TOWN added 1 June 1899 *(hbl 13 July)* >

Ticket platform; earliest reference seen: gale Sunday night so vicious that ticket platform turned over to other side of line *(South Eastern Gazette Tuesday 4 January 1853)*. New platform in course of construction, to extend to present ticket platform 'and will facilitate the shipping of passengers to and from the Margate trains, and end the present necessity of their going into the station' *(South Eastern Gazette 2 June 1857)*. Last seen: accident 10 August 1858; some little distance before station *(Evening Mail 11th)*. Both replaced by **RAMSGATE** [SR] op 2 July 1926 *(T 3rd)*; still open.

RAMSGILL [Nidd] op 12 September 1907 *(Nidd; Rtn- line; in line description Leeds Mercury 11th)*; clo 1 January 1930 (Wednesday) *(LNE letter 13 April 1945 Cl pap)*.

RAMSGREAVE & WILPSHIRE op 29 May 1994 *(RM June)*, one train on the Sunday, full service Monday 30th; about ¼ mile south of earlier Wilpshire; still open.

RANKINSTON [GSW] op 1 January 1884 *(Glasgow Herald 31 December 1883)*; clo 3 April 1950 *(WR Comm. Circ R1748/B78)*.

RANNOCH [NB] op 7 August 1894 *(T 7th)*; still open. At first R for KINLOCH-RANNOCH; for K-R dropped 17 May 1982.

RANSKILL

RANSKILL [GN] op 4 September 1849 *(T 4th)*; clo 6 October 1958 *(RM November)*.

R FACTORY / Royal Ordnance Factory [LNE] (non-tt): alias NO 38 FACTORY PLATFORM; workers' platform on up loop used August 1941 to May 1942; then triangular connection allowed trains into factory (B. W. L. Brooksbank, *The Route of the Flying Scotsman*, Arcturus, 2002, p 93); these services began 1 June 1942 *(co n RAIL 957/47)*; still in wtt 7 May 1945, not deleted 30 June, not shown October 1945 wtt *(RAIL 957/53)*; {branch from main station}. Also see *Chron 76 p 22*.

RASKELF [NE] op 1 August 1841 *(Leeds 21st)*; clo 5 May 1958 *(RM June)*.

RATBY [Mid]; op 18 July 1832 *(Mid; in fare list Leicester Chronicle 21st. description of opening)* as R LANE; renamed by 26 April 1833 *(local press – Mid)*; see December 1847**; re-sited west of level crossing 1873 *(Mid)*; clo 24 September 1928 *(LMS PCC 62)* – see note with Leicester West Bridge; {map 62}.

RATCH HILL [GNS] (non-tt): Siding op 1863 for Thomas Tait's granite quarry; passenger use for his men began ?; GNS wtt 1 July 1905 shows one stop each way at R H SIDING for Mr. Fyfe's quarrymen; 1938 wtt shows all trains stopping by request; also child's ticket for RATCHILL SIDING in 1944; use ceased? – branch clo 2 January 1950. R H HALT 'P' 1938 *hb*; {Kintore – Kemnay}. See *Heritage Railway 194, September – October 2015*.

RATCLIFFE – see RADCLIFFE NOTTS.

RATHEN [GNS] op 24 April 1865 *(co n Peterhead Sentinel 28th)*; clo 4 October 1965 *(Aberdeen Press 10 September* – last train will be Saturday 2nd).

RATHO [NB]

RATHO main line op 21 February 1842 *(co n T 19th)*; clo 18 June 1951 *(RM August)*. R JUNCTION 1851/2 to 1890 *(Brad)* and thus NB co tt 1858 but not *Cornwall* 1860.

RATHO (low level platform) op 1 March 1866 *(co n Edinburgh Evening Courant 28 February)*; clo 22 September 1930 *(LNE letter 19 April 1945 Cl pap)*. No separate entries in *Brad* and *hb* – just R.

RATHVEN [High] op 1 August 1884 *(co n Aberdeen Press 1st)* – perhaps used on 31 July – see BUCKIE; clo 9 August 1915 *(ibid Friday 30 July* – from 7 prox.); {in *IA*}.

RAUCEBY [GN] op 1 October 1881 *(Grantham Journal 1st)*; aot request; still open.

RAUNDS [Mid] op 1 March 1866 *(Cambridge Independent Press 3rd)*; clo 15 June 1959 *(RM July)*.

RAVELRIG [Cal] first used non-tt 29 March 1884 for special rifle competition for members of Edinburgh Rifle Brigade *(Volunteer Services Gazette ... 12 April)*; used mainly by Volunteers, served by Balerno branch and main line trains; poor patronage so reduced to one train each way per day along main line; first in *Brad* May 1889, Wednesdays only, when branch trains again stopped here *(Balerno)*; variously R JUNCTION, R PLATFORM (in *IA* as HALT), R J P; last in tt June 1920*; reop, non-tt, 1927, only lasting a few years (D. Yuill, *True Line 71)* – in *hb* 1938 as HALT; clo January 1945 *hba* but inertia perhaps involved.

* = was service now withdrawn, or just considered unworthy of inclusion? – officially recorded as closed 1 July 1921. According to *Balerno* some sort of service existed in 1920s, via Balerno branch with reversal at Ravelrig and return via main line. *Brad* August 1924 includes a service that could fit this, though it no mention of Ravelrig; this service had not been shown April 1923. Were there any surreptitious calls by other trains so that travellers could make a return journey? Map p. 60 *Balerno* shows cottages between lines east of junction, apparently without any road access; was any provision made for people living in them? – likely to be railway employees? Opening of Golf Club about a mile away in 1927 gave it a boost – only a few locals previously likely to use. N. Ferguson & D. Stirling, *Caledonian in LMS Days*, Pendragon, 2007 say 1927 use on new site, at junction – earlier a short distance west, but *The Signalling Record 92, p. 69, no authority quoted,* says in 1927 platform upgraded and name-board erected and finally ceased to be served early 1930s. This later service not found in *Brad*; neither was it included in LMS tt 22 September 1930.

RAVEN SQUARE – see under WELSHPOOL.

RAVENGLASS

R for ESKDALE [Fur] op 19 July 1849**; still open. 'For E' dropped 6 May 1974 *(BR notice)*; added again 1987/1993 tt.

RAVENGLASS [Raven] (ng) op 20 November 1876 *(co annual report T 26 March 1877)*; clo 1 December 1908**; reop 28 August 1915 *(Whitehaven News 2 September)*; see 1960**.

RAVENSBOURNE [LCD] op 1 July 1892 *(Railway News 18 June)*; still open.

RAVENSCAR [NE] op 16 July 1885 *(T 16th)* as PEAK; clo 6 March 1895 (Wednesday) owing to lack of house for station master, reop 1 April 1896 *(Cl)*; renamed 1 October 1897 *(RCG)*; clo 8 March 1965 *(T 19 January)*.

RAVENSCOURT PARK op [LSW] 1 April 1873 *(L)* as SHAFTESBURY ROAD; [Dist] added 1 June 1877; renamed 1 March 1888 *(Cl)*; [Met] use 1 October 1877 to 1 January 1907; LSW platforms clo 5 June 1916 *(RM July)*; Dist still uses.

RAVENSCRAIG [Cal] op 15 May 1865 *(Scotsman 16th)*; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCH)*; clo 1 February 1944 (Tuesday) *(Cl)*.

RAVENSTHORPE

RAVENSTHORPE [LNW] op 1 September 1891 *(LNW Officers 32907; Huddersfield Daily Chronicle 2nd)* as R & THORNHILL; renamed 1959 *(hba ref December)*; still open.

R LOWER [LY] op 1 July 1869 *(evidence given at inquest on porter killed here on 12th, Dewsbury Reporter 17th)*; LOWER added 30 September 1951 *(RM January 1952)*; clo 30 June 1952 *(Cl)*.

RAVENSTONEDALE [NE] op 8 August 1861 *(co n Durham County Advertiser 9th)* as NEWBIGGIN; renamed 1 January 1877 *(Cl)*; clo 1 December 1952 *(BR notice Penrith Observer 4 November)*. *Brad* called it NEWBIGGEN but ...IN *hb* and Ordnance Survey.

RAWCLIFFE [LY] op 1 April 1848 *(co n Leeds 1st)*; still open.

RAWLINSON BRIDGE: temporary [Bolton & Preston] terminus op 4 February 1841 *(co n Manch Cour 30 January)*; clo when line extended to Chorley (which see), 22 December 1841 *(LY corr)*.

RAWMARSH – see PARKGATE.

RAWTENSTALL [LY] op 28 September 1846 *(Rtn P; co n Manch 3 October)*; clo 5 June 1972 *(RM August)*.

RAWYARDS [NB] for opening see 5 August 1840**; clo 1 May 1930 (Thursday) *(co n Scotsman 7 April)*. *Hb*, 1867 only: R or CLARKSTON JUNCTION; {map 16}.

RAY HOUSE/RAYFELL – see PARSONS PLATFORM.

RAYDON WOOD [GE] op 2 September 1847**; aot request; WOOD added 1 October 1895 *(hbl 24th)*; clo 29 February 1932 *(T 27th)*.

RAYLEIGH [GE] op 1 October 1889 *(co n Essex Newsman 23 September)*; still open.

RAYNE [GE] op 22 February 1869 *(GE- line; MT 5/56/8)*; aot request; clo 3 March 1952 (line closure – *Herts & Essex Observer Friday 7 March* – last train Saturday); later excur *(U)*.

RAYNERS LANE op [Met] 26 May 1906 *(L)*; [Dist] service added 1 March 1910, transferred to [Picc] 23 October 1933; HALT until 1913/4 Met tt, 1934/5 *(Brad)*; still open. *Hb* included from 1910a, as though not a halt. *HB*: 1930 (only) R L for HARROW GARDEN VILLAGE; not seen thus *Brad*.

RAYNES PARK [LSW] op 30 October 1871 *(Eastern Daily Press 24th)*; still open.

RAYNHAM PARK [MGN] op 16 August 1880 *(GN)*; clo 2 March 1959 *(T 2nd)*.

READING

READING [GW] op 30 March 1840 *(co n T 27th)*; became R GENERAL 26 September 1949, reverted 7 May 1973 tt; still open. From 14 August 1861 to April 1869 there was a separate standard gauge platform outside main station (then broad gauge). R JUNCTION 1852/3 to 1858/9 in *Brad*.

(Non-tt) large temporary platform for Royal Agricultural Show 10 to 14 July (inclusive) 1882 *(Newbury Weekly News 20th)*.

R SOUTHERN [SE] op 4 July 1849 *(Hants Chron 7th)*; re-sited about 300 yards west 30 August 1855 *(Cl)*; originally R, became R SOUTH 26 September 1949 *(Cl)*, R SOUTHERN 11 September 1961 *(Cl)*; clo 6 September 1965 *(T 6th)*, services diverted to ex-GW station.

Ticket platform, only references seen: drunk *(Reading Mercury 13 April 1852)*. About quarter mile from station *(Berkshire Chronicle 29 March 1856)*.

R WEST [GW] op 1 July 1906 *(RCG; Reading Standard 7th)*; still open.

R CENTRAL {branch from R West} and **R DIESEL DEPOT** {branch from R General} used, non-tt, for Open Days 19 and 20 June 1971 *(U)*; ticket exists for R C (Goods) *(DM)* – any other use?

REARSBY [Mid] op 1 September 1846 *(Mid)*; clo 2 April 1951 *(RM May)*.

RECTORY ROAD [GE] op 27 May 1872 *(co n T 25th)*; clo by fire 9 December 1972, reop forecast 17 January 1973 *(ER letter 8 January 1973 Cl pap)*; still open.

RED HILL [SM] op 13 August 1866** (see for details); aot request; clo 22 June 1880. In *hb* as REDHILL. See HOOKAGATE for later history.

RED HOUSE [Van] first in *Brad* September 1876; Tuesdays only; last February 1879; in *hb* 1877 as R H SIDING, goods only; {in *IA*}.

RED LION CROSSING [GW] op 1 January 1908 *(GW H)*; HALT; clo 2 April 1917 *(RAIL 253/537)*, reop 7 July 1919 *(GW circ 2672)*; see April/May 1921**; clo 4 May 1926**.

RED ROCK [LY/LU] op 1 December 1869**; clo 26 September 1949 *(RM September)*.

RED WHARF BAY & BENLLECH [LNW] op 24 May 1909 *(LNW Officers 32907; Carnarvon & Denbigh Herald 28th)*; clo 22 September 1930 *(Liverpool Echo 13th)*.

Crosville bus company arranged special trains summer Saturdays 1938 and 1939 because weight limits on Menai road bridge prevented carrying of all wanting to travel (Bill Rear, *Railways of North Wales: Anglesey branch lines …*, Foxline, 1994).

REDBOURN [Mid] op 16 July 1877 *(T 18th)*; clo 16 June 1947**.

REDBRIDGE near Ilford [Cen] op 14 December 1947 *(T 17th)*; still open. LT ticket two words *(JB)*.

REDBRIDGE near Southampton [LSW] was to be replaced for passengers by Totton (which see) but kept for goods 1 July 1859 (differently worded items in *Hampshire Independent* and *H Advertiser 25 June)* but seems to have survived*; all tts seen in *Hampshire Chronicle* for later 1859 and early 1860s continued to show it.

* = closure contemplated but inhabitants of Redbridge had petitioned BoT, claiming inconvenience and that it was a plot to stop planned Andover & Redbridge Company from using it *(Hampshire Advertiser 26 March)*; train stopping here confirmed in fare case *(ibid 6 October)*.

REDBROOK-ON-WYE [GW] op 1 November 1876 *(co n Western Mail 1st)*; -O-W added 11 September 1933 *(Cl)*; clo 5 January 1959 *(T 5th)*.

REDCAR

R BRITISH STEEL op 19 June 1978 (non-tt) *(RM August)*; replaced Warrenby on new alignment *(U, photo p 26)*; first in *Brad* 14 May 1979 but only for authorised access to British Steel Corporation *(D&C 4)*; later usually B S R; clo (technically mothballed) 16 December 2019 *(A. Brackenbury Chron 105)*.

R CENTRAL [NE] op 5 June 1846**; minutes refer to original station as temporary (site or buildings?); permanent opened by 25 June 1847, when they discussed possible use of temporary elsewhere on the system *(RAIL 667/17)*; replaced by new station on extension to Saltburn 19 August 1861, with excursion trains still using old *(co n Durham County Advertiser 23rd)*; CENTRAL added 25 September 1950 *(BR circ)*; still open.

Excursion platform: long succession of trains left here after races on 30 May 1887 *(Northern Echo 31st)*; *Yorkshire Herald 29 May 1895* – UDC request for shelter. Also used by workmen's trains to Upleatham *(Northern Echo 16 January 1875)*. Temporary platform on **West Dyke** for traffic from west, excursion section for return that way 1 June 1914 *(Daily Gazette for Middlesbrough 1st)*. Out of existence 1968/73 *(AB)*.

Agreed erection of **ticket platform** here *(co minutes 9 March 1864)*. No evidence that did so.

EAST [LNE] op 8 July 1929 *(LNE letter 13 April 1945 Cl pap)*; HALT until 1937 *(Brad)*; still open

REDCASTLE [High] op 1 February 1894 *(co n Elgin Courant 2nd)*; clo 1 October 1951 *(RM November)*.

REDDISH

R NORTH [GC/Mid] op 1 December 1875 *(GC dates)*; NORTH added 24 July 1951 *(BR Comm. Circ 17 August)*; still open.

R SOUTH [LNW]; first in *Brad* July 1859; SOUTH added 15 September 1952; reduced to only one train per week, northbound, Fridays 11 May 1992 tt – to avoid costs of closure procedures; altered to Saturdays only 18 May 2003 tt; to Fridays, southbound only, 23 May 2004 tt; one northbound, Saturday only, February 2007 tt; one northbound Fridays 14 December 2008tt; to one Saturday train each way 20 May 2018; no trains between 18 August 2018 and 12 February 2019 owing to industrial action (Joe Brown); still in use.

Non-tt: **R DEPOT**: open day 9 September 1973.

REDDITCH [Mid] op 19 September 1859 *(Redditch Indicator, first edition, 24th)*; re-sited 22 chains south on extension to Alcester 4 May 1868 *(Worcester Journal 9th – new station at Littleworth)*; re-sited again, 8 chains north of second station, 7 February 1972 *(Mid)*; still open.

REDENHALL [GE] op 2 November 1860**; request; clo 1 August 1866 (Wednesday) *(co n Norfolk News 21 July* – will close after 31st); {Harleston – Homersfield}.

REDHEUGH – see GATESHEAD.

REDHILL [SE/LBSC] op 15 April 1844 *(SE)*; replaced both Reigate Road stations; still open. At first REIGATE; later, and erratically, various combinations of RED HILL/REDHILL/REIGATE, with JUNCTION sometimes added; settled 7 July 1929 *(JS)*.

REDHURST CROSSING [NS] (ng): first in *Brad* August 1915 but included in note as 'New Station Redhurst' in co tt *Leek Times 10 July 1915*, not present *ibid 3rd*, but might have opened at start of month given tendency of local press tts to lag behind; aot request; CROSSING added 2 April 1923 co tt *(JS)*; clo 12 March 1934 *(LNW Record; LMS notice Derby Daily Telegraph 5th)*; {Thors Cave – Wetton Mill}. HALT on ticket *(JB)* but not in tts seen.

REDLAND [CE] op 12 April 1897 *(Bristol T 13th)*; still open.

REDMARSHALL [NE]: line op 11 July 1835 *(NE)*, nd, March 1850 *(Topham)*; originally CARLTON, renamed 1 July 1923 *(hbl 12th)*; clo 31 March 1952 *(RM June)*.

REDMILE [GN/LNW] op 15 December 1879 *(LNW Officers 410/594 pp 4421-2* and *minute 20332)*; clo 15 January 1951 – see 1951**, back19 March 1951 presumably for Easter traffic; use suspended again 28 March 1951; back in *Brad* 2 July 1951 (see R. Maund, *Chron October 2017)*; clo 10 September 1951 *(Rly Obs October)*. Originally RED MILE for BELVOIR (thus LNW co tt 1882); became REDMILE for B 1886/7, and thus *Brad*, GN co tt 1909. *Hb* 1883 and 1890 and GN/LNW ticket for R & B *(JS)*.

REDMIRE [NE] op 1 February 1877 *(York Guardian 3rd)*; clo 26 April 1954** *(T 20th)*; later excursions – e.g. ramblers' 25 April 1981 *(IU)*; occasional use 1984 to 1988.

REDNAL & WEST FELTON [GW] op 14 October 1848 *(Shrewsbury 13th)*; & W F added 16 October 1907 *(hbl 24th)*; clo 12 September 1960 *(Cl)*.

REDROW [Ed & Dalkeith]: listed as passenger pick-up point – see 1831 A**; between Millerhill and Niddrie – passenger equivalent of Cairnie?

REDRUTH [GW] op 23 May 1843**; clo 16 February 1852 for line rebuilding, reop 11 March 1852 *(co n R Cornwall Gaz 12th)*; re-sited on extension to Truro 25 August 1852 *(Cl)*; still open; {map 111}.

REDSTONE HILL [SE] (non-tt): see EARLSWOOD.

REEDHAM NORFOLK [GE] op 1 May 1844 *(Essex Standard 10th)*; N added body of BR tt 1976/84; still open. R JUNCTION 1850/2 to ? *(Brad)*. Note that map evidence shows was slightly altered, not re-sited 1904 (G. Kenworthy, *GERS Journal, January 2000)*.

REEDHAM Surrey [SEC] op 1 March 1911 *(Railway News 4th)*; clo 1 January 1917 *(RM February)*; reop 1 January 1919 *(wtt RAIL 975/20)*; HALT until renamed 5 July 1936 *(CLC CF Circ 444 15 April)*; still open. SURREY added 12 May 1980 tt; to R (GLC) 13 May 1985; to R 12 May 1986 tt.

REEDLEY HALLOWS [LY] first in *Brad* May 1911; see 1905** (b); clo 3 December 1956 *(Nelson Leader23 November)*.

REEDNESS JUNCTION [Ax Jt] op 10 August 1903 *(RCG; Leeds Mercury 11th)*; clo 17 July 1933 *(ibid 28 June)*.

REEDSMOUTH [NB] first in *Brad* May 1861; re-sited 1 November 1864 *(Nhumb Young)*; clo 15 October 1956** *(T 21 September)*.

REEPHAM LINCS [GC]: 1 February 1849 *(co n Hull Advertiser 26 January)*; LINCS added 1 July 1923 *(hbl 12th)*; clo 1 November 1965 *(RM December)*.

REEPHAM NORFOLK [GE] op 2 May 1881 *(RCG; Norfolk Mercury 7th)*; NORFOLK added 1 November 1927 *(hbl October)*; clo 15 September 1952 *(RM October)*; later excur *(U)*.

REGENT CENTRE [TWM] op 10 May 1981 *(Tyneside; Newcastle Evening Chronicle 8th- line)*; site of earlier West Gosforth; still open.

REGENTS PARK [Bak] op 10 March 1906 *(co n Westminster Gazette 10th – opens at one o'clock to-day)*; still open.

REIDS FARM – see BARTON MOSS.

REIGATE

REIGATE [SE] op 4 July 1849 *(Hants Chron 7th)*; R TOWN until renamed 1 November 1898 *(Cl)*; still open.

Also see REDHILL.

REIGATE ROAD

REIGATE ROAD [LBSC] op 12 July 1841 *(co n T 9th)* >

REIGATE ROAD [SE] op 26 May 1842 *(co n T 13th, 20th)* >

Both closed 15 April 1844, replaced by Redhill *(SE)*. Variety of names in inspection report and different tts: REDHILL/ RED HILL/REIGATE/ REIGATE ROAD, separately or in combination.

Also see REDSTONE HILL.

RENFREW

R WHARF [GSW] op 3 April 1837** (which see for intermediate detail); finally clo 5 June 1967** *(Rly Obs July)*. At first in *Brad* 'R station at the Wharf'; by 1842 R; at reopening R W; became R for YOKER and CLYDEBANK 1 February 1907 *(RCG)*.

R FULBAR STREET [GSW] op 1 December 1865 (see 3 April 1837** for detail). Finally clo 5 June 1967** *(Rly Obs July)*.

R KINGS INCH [GP Jt] op 1 June 1903 *(RCG; Paisley & Renfrew Gazette 6th)* as R CENTRAL; renamed in tt later 1903 (after August); clo in June 1926 (at some date between 5th and 14th) *G&S*, perhaps giving possible last day of use.

R PORTERFIELD [GP Jt] op 1 June 1903 *(RCG; Paisley & Renfrew Gazette 6th)*; later history as R Kings Inch, above.

Also see SOUTH RENFREW.

RENISHAW CENTRAL [GC] op 1 June 1892 *(RCG; Sheffield Independent 31 May)* as ECKINGTON & R; renamed 25 September 1950 *(Rly Obs October)*; clo 4 March 1963 *(T 27 February* – 'will still be used for holiday and excursion specials').

RENTON [DB Jt] op 15 July 1850**; still open.

REPTON & WILLINGTON [Mid] op 12 August 1839 *(Mid; co n T 8th- line; in co n Derby Mercury 21st* – notice of alteration of times from 17th); as W; became W & R October 1855 *(Brad – Mid)*, R & W 1 May 1877 co tt *(Mid)*; clo 4 March 1968 *(Coventry Evening Telegraph 5 February)*. Ticket and RCH mentions about 1890 to ?: W for R – no tt support *(Mid)*.

RESOLVEN [GW] op 24 September 1851**; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*.

RESPRYN – see BODMIN.

RESTON [NB] op 22 June 1846 *(co n T 23 June; Newcastle Guardian 27th, description of formal opening 18th)*; see 13 August 1948**; clo 4 May 1964 *(RM June)*. 1850 to 1890 R JUNCTION *(Brad)*. *Wtt* January 1894 – 'will be designated' R for COLDINGHAM and ST ABBS. LNE co tt 1933, *Murray* 1948 and *Brad* to closure: R for St A.

RETFORD

RETFORD [MS&L] op 17 July 1849 *(Sheffield Independent 14th, 21st)* >

GN service began 4 September 1849, using MS&L station, diverted to own station >

RETFORD [GN] op 15 July 1852** >

Bad feeling between two meant that passengers were taken about three miles to get from one station the other, though distance between two by rail only ¾ mile; better feeling meant that *Derby Mercury 8 February 1854* was able to report that a temporary platform and booking office were being constructed near the junction of the two lines. Into use ? >

New curve, 1 July 1859 (Friday) *(Manchester Courier 2nd)*, allowed MS&L to divert to GN station and close own, which became R THRUMPTON 1923, when goods only.

Ex-GN station still open; lower platform added 14 June 1965 and renamed **R LOW LEVEL** 20 May 2007 *(AB Chron April 2011)*.

Ticket platform, only reference seen: accident *(Nottinghamshire Guardian 12 January 1854)*, train from Lincoln.

REVIEW PLATFORM – see BUDDON.

RHAYADER [Cam] excursions 19 and 20 September 1864 to Talyllyn for Brecon races; public op 21 September 1864 *(co n Hereford J 24th)*; clo 31 December 1962 *(T 31st)*.

RHEIDOL FALLS [VoR] (ng): op 7 March 1904 *(Welsh Gazette 3rd)*; see 22 December 1902** for full details; aot request; to preservation 1989.

RHEWL [LNW]: op 1 March 1862 *(North Wales Chronicle 8th)*; clo 30 April 1962 *(Cheshire Observer Saturday 5 May- line* – last previous Saturday). According to *hb* September 1958a had become HALT, but not thus in BR tts at closure.

RHIGOS [GW] op 1 May 1911 *(GW H)*; HALT; trains shown only towards Neath in September 1962 tt; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*.

RHIWBINA [Cardiff] op 1 March 1911 *(RCG; Railway News 4th)*; still open. RHUBINA in *Brad* until 1917; PLATFORM in 1912 *hb*; HALT 1 July 1924 *(GW circular 18 June)* until dropped 5 May 1969 *(GW Halts)* – but had been HALT in *Brad* from start; double entered 1938 *hb* – RHIWBINA HALT (Cardiff – Whitchurch), RHUBINA PLATFORM (Heath – Whitchurch).

RHIWDERIN [BM] op 14 June 1865 *(co n Newport 17th)*; clo 1 March 1954 *(Cl)*. *Hb* 1872 and 1883: RHIWDERYN and ticket thus *(JB)*.

RHIWFRON [VoR] (ng): op 22 December 1902** *(VoR* – semi-official station from line opening); first in *Brad* November 1903, aot request; to preservation 1989. HALT in later days.

RHOOSE

RHOOSE (a) [Barry] op 1 December 1897 *(co n S Wales Echo 1st)*; clo 15 June 1964 *(RM August)*.

RHOOSE (b) op 12 June 2005 – special 10th *(Rly Obs September)*; 'R Cardiff International Airport' (on name-board at station); same site as (a) still open.

RHOS [GW]; {map 75}

RHOS (main line) op 14 October 1848 *(Shrewsbury 13th)*; last full service January 1855 tt; last in tt February 1855, Thursdays only; {Ruabon – Wrexham}.

RHOS (branch) op 1 October 1901 *(RCG)*; clo 1 January 1931 (Thursday) *(T 20 December 1930)*; Eisteddfodd use 6 to 12 August 1945 *(RM September)*; later football excur *(U)*.

RHOSDDU [GC] first in *Brad* July 1906; HALT; clo 1 March 1917 (Thursday) *(RCH)*; workmen to after 1923 *(U)*; {map 75}.

RHOSGOCH [LNW] op 3 June 1867 *(co n North Wales Chronicle 1st)*; clo 7 December 1964 *(N Wales Weekly News 19 Nov)*.

RHOSNEIGR [LNW] op 1 May 1907 *(RCG)*; clo 1 January 1917 *(T 22 December 1916)*; aot request; reop 1 February 1919 *(Cl)*; still open.

RHOSROBIN [GW] op 1 September 1932 *(Cheshire Observer 3rd)*; HALT; clo 6 October 1947 *(Cl)*; {map 75}. Pre-op Pandy Bridge *(RAC)*.

RHOSTRYFAN [NWNG] (ng): op 15 August 1877 *(Cambrian 17th)*; clo 1 January 1914 *(Cl)*; {in *IA*}.

RHOSTYLLEN [GW] op 1 October 1901 *(RCG)*; clo 1 January 1931 (Thursday) *(T 20 December 1930)*; {map 75}.

RHOSYMEDRE

RHOSYMEDRE (a) [Shrewsbury & Chester] op 14 October 1848 *(Shrewsbury 13th)*; last in tt June 1849, replaced by CEFN, 20 chains north *(RAC)*.

RHOSYMEDRE (b) [GW] op 1 September 1906 *(Chester Courant ... 5th)*; HALT; clo 2 March 1959 *(Cl)*.

RHU [NB] op 7 August 1894 *(T 7th)* as ROW; renamed 24 February 1927 *(hbl 24 April)*; clo 9 January 1956 *(RM February)*, reop as HALT 4 April 1960 *(RM May)*; clo 15 June 1964 *(RM July)*.

RHUDDLAN [LNW] op 5 October 1858 *(Chester Courant 5th)*; clo 19 September 1955 *(Rly Gaz 26 August)*.

RHUDDLAN ROAD – see WOODLAND PARK.

RHYD-DDU – see SOUTH SNOWDON.

RHYD-Y-SAINT [LNW] op 1 July 1908 *(RCG; Carnarvon & Denbigh Herald 3rd* – 'RHYDYSAINT'*)*; clo 22 September 1930 *(Liverpool Echo 13th)*.

RHYDOWEN [GW] op 12 July 1875 *(GW- line)*; clo 10 September 1962 *(Cl)*.

RHYDYCAR JUNCTION [BM] (non-tt): BM 'Special Ticket', first-class *(JB)*; purpose ?; {physical junction *IA*, BM/GW, south of Merthyr}. Was used briefly evening of 9 November 1897 as exchange point after train from Brecon had derailed at Canal House Curve just before junction. GW ran shuttle from its Merthyr station to enable LNW and BM passengers to complete their journeys.

RHYDYFELIN

R (HL) [ANSW] op 1 September 1904**; re-sited 18 chains east 14 May 1928 *(Cl)*; HL dropped 1939 / 1946 summer co tts; clo 2 February 1953 *(Cl)*. >

R LL [Cardiff] op 1 March 1911 *(RCG; Railway News 4th)*; clo 20 July 1931 *(Caerphilly Journal 11th)*.>

In both cases HALT and HL/LL added 1 July 1924 *(GW circular 18 June)* but thus in *Brad* from start. Rhyd-y-felin in *Brad* until 1920/1; ticket thus for LL *(JB)*.

RHYDYMWYN [LNW] op 6 September 1869**; clo 30 April 1962 *(Cheshire Observer Saturday 5 May - line* – last previous Saturday).

RHYDYRONEN [Talyllyn] (ng) first shown 1 February 1867 co tt (J. Jennings, *Back Track, November 2000)*, first in *Brad* August 1867; see December 1866** for rest of its history.

RHYL [LNW] op 1 May 1848 *(D&C 11; co n T 2nd- line)*; still open.

Excursion Platform, only mentions seen: *Advert Manchester Times 16 August 1882* for Dudley Arms Hotel, close to excursion platform. In account of partial opening of rebuilt and greatly enlarged station 9 April 1900 *(Rhyl Record & Advertiser 14th)*.

RHYMNEY

RHYMNEY [Rhy] op 31 March 1858 *(item, tt Cardiff & Merthyr Guardian 3 April)*; still open.

R BRIDGE [Nantybwch & Rhymney Joint] op 2 October 1871 *(LNW co ½ T 17 February 1872)*; LNW use began 1 January 1873; Joint part clo 23 September 1953 *(Cl)*, LNW part clo 6 January 1958 *(Western Mail 6 January 1958* – last Saturday). At first RUMNEY B *(hb)*.

R LOWER [BM] op 16 April 1866 *(Cardiff T 20th)* as R; became R & PONTLOTTYN 1 September 1905 *(hbl 26 October)*, R PWLL UCHAF 1 July 1924 *(GW circular 18 June)*, R L 26 September 1926 *(hbl October)*; clo 13 April 1930*)** as a result of landslip south of New Tredegar Colliery.
* = many papers (e.g. *Western Mail 14th)* said slip had occurred Saturday night but *Staffordshire Sentinel Saturday 12th*, evening paper, made it clear that landslip had already occurred ('to-day') and traffic was already stopped.

RHYMNEY JUNCTION – see BASSALEG JUNCTION; HENGOED.

RHYMNEY MERTHYR COLLIERY – see PONTLOTTYN.

RIBBLEHEAD [Mid] op 4 December 1876 *(Leeds Times 2nd)* as BATTY GREEN; renamed 1 May 1877 co tt *(Mid)*; clo 4 May 1970 *(RM June)*; reop summer weekend Dales Rail 3 May 1975**; reop 14 July 1986 *(Settle)*, southbound only; northbound added 28 May 1993 *(Rly Obs November)*; still open. According to *JS* Ingleton Road might have been intended name; Rev EH Woodall asked, initially unsuccessfully, for use of R instead of I R. R for WEATHERCOTE CAVE 1914/15 to 1955 *(Brad)*.

RIBBLETON [Preston & Longridge]

RIBBLETON (a) op 11 June 1854 as GAMMER LANE BRIDGE *(co n Preston Chronicle 10th)*; renamed FULWOOD 1856 tt *(Cl)*, R 1 October 1900 *(RCG)*; clo 2 June 1930 *(LMS notice Lancashire Evening Post 26 May)*.

RIBBLETON (b) first in *Brad* June 1863, as R FOR R PARK AND CEMETERY and *Preston Chronicle Saturday 30 May 1863* said station would be opened next week, all trains would stop when required; last there September 1866; perhaps lasted longer: advert in *Preston Herald 12 June 1867* said property was in close proximity to this station when clearly passenger use would have been involved – but was this in hope of reopening? *Liverpool Mercury 7 July 1869* described near accident to children when train not booked to stop there was just able to stop in time after driver saw them – but does not guarantee that other trains did, indeed earlier reference would imply now disused. Overall, press references in 1860s would suggest that station was provided for a housing development that never lived up to promoters' hopes. Later army camp use *(U)*; {between Preston and (a)}.

RIBCHESTER – see WILPSHIRE.

RIBY STREET Grimsby [GC] in use for workmen by October 1904 *(U)*; op to public 4 June 1917 *(Brad June 1917)*; last in tt April 1919; continued in use by workmen until 14 April 1941; PLATFORM *(U)* – but not thus *Brad* (space?); {Grimsby Docks – New Clee}.

RICCALL [NE] op 2 January 1871 *(T 3rd)*; clo 15 September 1958 *(RM October)*.

RICCARTON & CRAIGIE [GSW]: built 1902 between Kilmarnock and Gatehead but never provided with service *(U)*.

RICCARTON JUNCTION [NB] op 2 June 1862, one train per day mostly for workmen – needed since there was then no road access; full service 1 July 1862 *(NB)*; doctor, supplies for shop, etc all by train – most who lived there were connected with the railway; JUNCTION added 1 January 1905 *(RCG)* but thus *Reid* 1904; clo 6 January 1969 *(BR clo notice)*. According to *hbl* September 1960, reverted to R – but still R J 6 May 1968 tt and clo notice.

RICE LANE [LY] op 20 November 1848** as PRESTON ROAD; renamed 14 May 1984 *(C/W)*; still open.

RICHBOROUGH

C. H. Ellis's *British Railway History* vol. 2 (1959), p. 307: 'From a small depot in 1916, Richborough rapidly grew into a port … with 60 track miles of railway. During 1917 the Richborough Military Railway …[had] …17 carriages, the latter enough to work eight passenger trains daily for men travelling between the camp and the barge works and other installations.' Exact details unknown – local press often called it 'the mystery port'; following entries give other basic known details. By February 1919 had been handed over to SEC for supervision and control *(SEC half-yearly, Dover Express 28th)*. Port run down over period late 1920 – early 1921. Remaining staff given notice of dismissal, effective end of April 1921 *(Thanet Advertiser 2 April)*.

R MILITARY HALT [SEC]*;* January 1919 tt shows workmen's trains (altered timing) and soldiers' leave trains to Ramsgate Town and Margate Sands; slightly north of later R Castle Halt (on-line port layout and OS 25 inch) *(@JF)* for military use only. Workmen's trains still running to 'Richborough' in August 1920 – *Dover Express, 20th*, reported workman found eating breakfast in train left overnight in side platform at Deal. Earlier *ibid, 28 May*, reported that children had been brought from famine area (Austria) to Britain for a year's holiday; they were landed at Folkestone on 26th and taken here by train for three weeks' quarantine. Another batch (from Hungary) reported by *Thanet Advertiser, 28 August*.

R CASTLE [SR] (see Military Halt above) op to public 19 June 1933 *(Dover Express 23rd)*; summer only (e.g. 1933 to end of September); HALT; clo 11 September 1939 *(Cl;* start of emergency war-time tt); {Sandwich – Minster}.

R PORT [EK]: built about 1925 on branch from Eastry but not used because bridge across Stour failed inspection *(U)*.

R SALTPANS EXCHANGE YARD [SEC] (non-tt): workmen; op by January 1919 when in wtt; clo by July 1925; {branch from Minster} *(U)*.

RICHMOND near Darlington [NE] op 10 September 1846 *(co n Catterick; York Herald 12th)**; clo 3 March 1969 *(RM March)*.
* = station itself was not op until 7 April 1847: does this refer to just buildings or was there originally a temporary station on a separate site? Paper cited seemed to suggest none of stations on line was built – gave list of places where 'stations will be erected'.

Ticket platform, only references seen: fatal accident *(Yorkshire Gazette 3 December 1892)*. Man fined 10/- including costs for leaving train at ticket platform to go home via fields *(Yorkshire Gazette 13 May 1893)*.

RICHMOND SURREY [LSW]

Main station: excursions 'for the benefit of the inhabitants of Richmond' (not intermediate stations?) ran on formal opening day, 22 July 1846 *(Manch)*; public op 27 July 1846 *(T 23rd)* >

Datchet line station opened 22 August 1848 and through platforms were provided alongside original station; latter kept for a while as terminus for short-distance trains. By 24 September 1849 *(item T of that date)* terminus out of use; short trains now terminated at Twickenham. Sometimes R OLD (e.g. *Brad* 1871, LSW co tt 1914). >

R NEW op 1 January 1869 >

1 August 1937 all made one >

Dist use began 1 June 1877; also used by [Met] 1 October 1877 to 1 January 1907. >

Became R SURREY 12 May 1980; still open.

RICHMOND ROAD [BWA] op 1 May 1908 *(Trewman 2nd- line)*; clo 28 March 1917**; {Northam – Appledore}.

RICKMANSWORTH

RICKMANSWORTH [Met/GC] op 1 September 1887 *(Marylebone Mercury 3rd)*; op by Met, GC added 15 March 1899; still open.

R CHURCH STREET [LNW] op 1 October 1862 *(Hertford Mercury 4th)*; C S added 25 September 1950 *(RM October)*; clo 3 March 1952 *(RM April)*.

RIDDINGS [Mid] (non-tt) temporary platform for one of six excursions in special trains provided by the Midland for British Association members meeting at Nottingham to visit extensive iron and coal works of Oakes & Co 25 August 1866 *(Derby Mercury 29th)*. Site ? – south of Alfreton. Joint excursion with Alfreton.

RIDDINGS JUNCTION [NB] op 1 March 1862 *(NB)*; clo 15 June 1964 *(RM July)*. Alias CANONBIE JUNCTION, LANGHOLM POINT ROAD amongst other names *(Waverley)* – local usage resulting from lack of a village called Riddings?

RIDDLESDOWN [SR] op 5 June 1927 *(sig inst 8th; hbl 64; Chelsea News Friday 17th* – on Sunday week); still open.

RIDGE BRIDGE [NE] op 18 November 1912 *(RAIL 527/2191* – D. Geldard); non-tt from 1 April 1914 (Wednesday) *(NE Staff Mag May 1913)*; miners used to 1 January 1944 (official date though in wtt until later 1944); {Garforth – Micklefield}.

RIDGMONT [LNW] op 18 November 1846**; clo ? (still shown 19 May 2013 tt), reop 10 September 2013 *(RM November)*; see 25 July 2004**; still open. RIDGMOUNT until 1868/9 (LNW co tt), 1869/70 *(Brad)*, 1872 *(hb)*.

RIDHAM DOCK [private, connected to SEC] (non-tt): dock originally intended for Edward Lloyd Ltd, paper makers but not finished when First World War broke out and in 1917 was handed over to Ministry of Munitions as salvage depot for materials brought back from the battlefields; only handed back to firm in March 1921; branch from point midway between Queenborough and Sheerness *(East Kent Gazette 29 March 1919, 16 July 1921)* – line is on OS background in *Cobb Atlas*; op November 1917 *(U)*; *co wtt 1 October 1919* has note that one train each way would serve this; going to Dock at Ridham train would stop at junction, SEC engine detached and 'run away' to Queenborough, leaving Dock Engine to take over; on return exchange in 'Loop Road' near the Halt, 'Kings Ferry Bridge Halt' in table (for other stops of this name see KINGS FERRY BRIDGE); trains would also stop at SWALE BRIDGE when requested – would have been at / near site of later (1923) Kings Ferry Bridge, on south side of river. Advert for sale of surplus military stores at Central Stores Ridham Dock on 22 April 1920 said train from Sittingbourne at 2.30 p.m. would call at 'Ridham Halt station' *(East Kent Gazette 3rd, 17th)* – was any connecting service provided or did they mean station at junction? Item in *Maidstone Telegraph Saturday 4 September 1920* said that that week Government had withdrawn cheap fares for munitions workers going to Ridham Dock near Swale Bridge; since Ridham Halt was not public but on private property passengers to it from Sittingbourne would have to take tickets to Queenborough, those from Sheerness pay return fare to Sittingbourne. Closed? – 1923 with opening of Kings Ferry Bridge (b)?

RIDING MILL [NE]: op 10 March 1835**; still open. *Scott* 1837: BROOMHAUGH or R M.

RIDLEY HALL BRIDGE [NC] – see 10 March 1835**; {Bardon Mill – Haydon Bridge}.

RIFLE RANGE [GW] first in *Brad* June 1905 (authority given by *Traffic Committee* on 12 April); *wtt supp* said auto car service on line (provided only trains calling here) ceased from 20 October 1919 so halt should have closed then; still shown *Brad* September 1920 – probably inertia (only in footnotes so no guarantee trains calling); HALT; unadvertised use to 1938 – e. g. Saturdays only use 1922, 1924 at least *(Pask GW Fares)*; {Kidderminster – Bewdley}.

RIFLE RANGE [LNE] (non-tt): HALT; in use 1926; {Elgin – Lossiemouth}; *(U)*.

RIFLE RANGE near Connahs Quay – see SEALAND.

RIGG [GSW] op 1 June 1901 *(RCG)*; clo 1 November 1942 (Sunday) *(Cl)*; later workmen's use *(U)*.

RIGSIDE – see PONFEIGH.

RILLINGTON [NE] op 8 July 1845**; clo 22 September 1930**. Used (non-tt) Saturdays 4 July to 10 October 1942 (inclusive) *(manuscript corrections to wtt)*; similar use shown 2 October 1944 wtt; ceased before/with start of 1 October 1945 wtt. R JUNCTION until 1893/4 in *Brad* and thus NE co tt 1880 (one way).

RIMINGTON [LY] op 2 June 1879 *(Blackburn Standard 31 May-line; tt Blackburn Times 7 June)*; clo 7 July 1958 *(LNW Record)*.

RINGLEY – see KEARSLEY.

RINGLEY ROAD [LY] op 31 May 1847 *(Manchester Times 4 June)*; clo 5 January 1953 *(RM March)*.

RINGSTEAD & ADDINGTON [LNW] op 2 June 1845 *(Northampton Mercury 5th)*; & A added 1 April 1898 *(hbl 28th)*; clo 4 May 1964 *(RM June)*.

RINGWOOD [LSW] op 1 June 1847 *(Dorset Chron 20 May, 3 June)*; clo 4 May 1964 *(Hants Chron 9th)*. R JUNCTION 1865/6 to 1898/9 *(Brad)*.

RIPLEY near Derby [Mid] op 1 September 1856 *(T 12th)*; re-sited ready for Heanor line 2 September 1889 *(Mid)*; clo 1 June 1930 (Sunday) *(Mid)*; excursions to 7 June 1961 or later *(Mid)*. 1895 *hb* had separate entries for both R and R NEW, both shown 'P' – presumably error; R NEW also at first in *Brad* and co notice *(RAIL 963/54)* (informative?).

RIPLEY – see CLANDON; NIDD BRIDGE.

RIPLEY VALLEY [NE] op 1 May 1862 *(T 5th)* as KILLINGHALL; renamed R 1 June 1862 *(Cl)*, R CASTLE 1 March 1875 *(circular 20 February, JS)*, R V 1 April 1875 *(circular 22 March, JS)*; clo 2 April 1951 *(T 7 March)*.

RIPON [NE] op 1 June 1848 *(co ½ T 30 August)*. *York Herald 19 July 1884*: NE constructing two excursion platforms on south side of station for Yorkshire Agricultural Show (held 5, 6, 7 August on the Race-course); however, company's notices (e.g. *Yorkshire Post 1 August)* simply referred to additional and relief trains, implying that it saw excursion platforms as (temporary) part of station. Clo 6 March 1967 *(RM March)*.

RIPPINGALE [GN] op 2 January 1872 *(Insp rpt MT/6/91/2; co ½ T 12 February- line)*; clo 22 September 1930**(Cl)*.

RIPPLE [Mid] op 16 May 1864 *(Tewkesbury 21st)*; clo 14 August 1961 *(T 3rd)*.

RIPPLE LANE – see under BARKING.

RIPPONDEN & BARKISLAND [LY] op 5 August 1878 *(Leeds Mercury 6th)*; & B added 1 December 1891 *(RCG)*; became HALT 20 June 1927 *(hbl 65)*; clo 8 July 1929 *(Derby Daily Telegraph 5th)*.

RISCA

RISCA [GW] op 23 December 1850**; clo 30 April 1962 *(T 6 April)*.

Non-tt special platform for visit of Associated Chambers of Commerce 22 September 1892 to North Risca Pits *(South Wales Weekly Argus 24th* – R. Maund *(Chron 107)*.

R & PONTYMISTER op 6 February 2008 *(RM April)*; still open.

RISE CAR ROLLING MILLS, Darlington. Shown 'P' 1912 *hb* but erratum slip said 'P' belonged to Rishworth.

RISHTON [LY] op 19 June 1848 *(Preston G 24th)*; last in tt January 1849; reop / new station 1 May 1853 *(Blackburn Standard 20 April)*; original where Blackburn Road crosses railway, moved about 650 yards before 1894 OS map *(Stewart Smith, Chron January 2021)*; still open.

RISHWORTH [LY] op 1 March 1881 *(LY)*; became HALT 20 June 1927 *(hbl 65)*; clo 8 July 1929 *(Derby Daily Telegraph 5th)*.

RISLEY [LNE] (two, perhaps three, non-tt stations for Ordnance Factory):

One {Glazebrook – Padgate} op 2 April 1940 *(LNE letter 13 August 1945 Cl pap 29)*; 26 September 1949 wtt shows trains towards Manchester calling at **R MAIN LINE** Platform for convenience of staff; other way called at **R EAST** or **R WEST** – plan of layout suggests two island platforms in tandem between lines off main. BR (LM) Special Traffic Notice for week starting Saturday 31 July 1954 refers to stops at **RISLEY** both ways and to a stop at **RISLEY NO. 5 PLATFORM** eastbound; 11 September 1961 wtt has **RISLEY** in list of stations; stops are shown for trains to Manchester without any comment but in the reverse direction notes say stop is **RISLEY WEST**. Clo 6 April 1964 (much from P. Bolger, *Illustrated History of Cheshire Lines Committee*, Heyday, 1984, pp 12, 13, 70. Also see J. Swift, *British Railways Layout Plans of the 1950s*, vol. 13, p 18)

Second {branch from Newchurch} op by July 1941 *(U)*; no passenger service shown 6 May 1946 wtt or 26 September 1949 wtt but given as clo 2 January 1952 by *U* – not in continuous use or 'official' date in clearing-up operation by authorities?

Also see NO 56 PLATFORM, perhaps at Risley.

RIVER DOUGLAS [West Lancashire] op 1 August 1878, before its section of line opened for regular passenger services (*Liverpool & Southport Daily News 1st;* J. Dixon and J. Gilmour, *West Lancashire Railway Mysteries Unravelled, RCHS Journal, March 2002)*; used only by excursion trains connecting with boat trips, no outside road access; aot request; last trains shown in *Ormskirk* 25 April 1889 tt (still in tt, last 27 March 1890 but no trains calling); {Hoole – Hesketh Bank}.

RIVIERE BRIDGE – see under HAYLE.

ROADE [LNW] op 17 September 1838* (re-sited 11 chains south 1881/2; clo 7 September 1964 *(RM October)*.

* = original intention was to open 2 July 1838 to give a shorter coach connection to Northampton; this was thwarted when an experimental trip 'yesterday week' showed that heavy rains had caused slight settlement of Wolverton embankment so Denbigh Hall would remain terminus for present *(Northampton Mercury Saturday 16 June)*; for evidence of continued coach connection from Denbigh Hall see R Maund *(Chron 105). London Evening Standard 18 September* confirmed that opening on 17th was from Denbigh Hall.

ROADWATER [WSM] op 4 September 1865**; clo 8 November 1898**; {map 117}.

ROATH [GW] op 2 October 1899 *(GW General Manager's Report to Board, dated 4th*; *Weekly Mail 6th)*; clo 2 April 1917 *(RAIL 253/537)*; {in *IA*}.

ROBERTSBRIDGE

ROBERTSBRIDGE [SE] op 1 September 1851 *(Hants Chron 6th)*; still open. ROBERTS BRIDGE in tt until 1851 *(JS)*; *hb* 1900a said had become R TOWN (back to R 1912) but not seen thus *Brad*.

ROBERTSBRIDGE [Kent & East Sussex] op 2 April 1900 *(Kent County Examiner* 6th); clo 4 January 1954 *(T 2nd- last train Saturday 2nd)*. R JUNCTION in *Brad, 11 September 1933 tt leaflet* and ticket thus *(JB)*.

ROBERTSTOWN [TV] op 17 October 1904 *(Cardiff T 22nd)*; see 1904**; clo 28 July 1952 *(Cl)*.

ROBIN HOOD [EWYU] op 4 January 1904 *(Leeds Mercury 5th)*; clo 1 October 1904 *(RCG; Northern Daily Telegraph 1st* – ceased yesterday, blamed tram competition); later workmen's use *(U)*; see ROTHWELL for details of excursions; {in *IA*}.

ROBIN HOODS BAY [NE] op 16 July 1885 *(T 16th)*; clo 8 March 1965 *(T 19 January)*.

ROBINS LANE [LMS] op 12 October 1936 *(Liverpool Echo 12th)*; clo 26 September 1938 *(Halifax Courier 23rd)*; {St Helens Junction – Sutton Oak}. HALT in *hb* and press release *T 26 September 1938*, but not *Brad* – see 1905**.

ROBOROUGH [GW]: temporary platform for Volunteer Review on Roborough Down 7 August 1865; for Volunteers only, public to make own way *(Western Morning News 7th)*; {north of Bickleigh on Dartmoor Railway – later part of GW}.

ROBROYSTON [Cal]

ROBROYSTON (a) op 1 November 1898 *(RCG; Edinburgh Evening News 2nd)*; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCH)*; clo 11 June 1956 *(Aberdeen Evening Express 2 March)*. HALT 1938 *hb* but not seen thus *Brad*.

ROBROYSTON (b) op Sunday 15 December 2019 *(BBC News Website)*; same site as (a); still open.

Also see MILLERSTON RIFLE RANGE.

ROBY [LNW]: line op 17 September 1830**, nd, 1 January 1831 tt; still open. R LANE GATE 1831, R LANE by 1842 *Brad*, R by 1846 *Brad*. *Hb*: 1862 R LANE; 1867 R; 1877 R LANE; 1890 R.

ROCESTER [NS] op 1 August 1849 *(Churnet)*; clo 4 January 1965 *(RM March)*. R JUNCTION 1852/3 to 1895/6 *(Brad)*.

ROCHDALE [LY] op 4 July 1839 *(co n Manch 29 June)*; re-sited 26 chains west 28 April 1889 *(Cl; Empire News 28th)*; still open. LY ticket for R (YORKSHIRE STREET) *(JB)*.

ROCHDALE ROAD [LY] op 1 March 1907 *(LY)*; see 1905** (b); clo 23 September 1929 *(T 19 August)*. HALT at clo *(LMS PCC 113)*. Ticket for R R BRIDGE *(JB)*.

ROCHE [GW] op 20 June 1876 *(R Cornwall Gaz 24th)* as VICTORIA; renamed 1 May 1904 *(hbl 28 April)*; aot request; still open. GW co tt 1881: V for R.

ROCHESTER {map 129 – note that R COMMON was only local name, as below; also line from Sole Street – see *IA Atlas)*}

ROCHESTER [LCD] op 1 March 1892 *(RCG)*; replaced by new station about ¼ mile west 13 December 2015 *(AB Chron April 2016)*; still open.

R BRIDGE [LCD]: LCD notice for opening of extension linking its Kent line to Victoria 3 December 1860 included ROCHESTER, no trains calling (had been thus in *Brad* by January 1859). Although link to SE at Strood was closed for most purposes, table showed one mixed train Strood to Canterbury early morning, reverse working in evening *(T 3rd)*. This ran until ?
LCD notice *T 21st* said that a temporary station would be opened at STROOD on Monday 24 December 1860; another notice gave 'Timetable for December' which omitted 'Rochester' but had all trains calling at 'Strood'. Confusingly this table still included the mixed trains to/from "Strood' without any indication was using SE station, though timings same as before, making it likely that this was so. No information found about 'temporary' station – perhaps only buildings, same site for permanent. Also see *SE pp 99-101*.
When 'Toomer Loop' (owned by LCD) reop Monday 2 April 1877 *(SE notice T 31 March* – 'arrangements have been made with LCD for through booking') LCD ran trains from Strood [SE] to connect with their line along Kent coast; some ran to Chatham, others made connection here (depended on whether connecting LCD train stopped) and the May 1877 co tt shows that in the latter case passengers had to change twice, at Strood and here. *Brad* confusingly showed the service in SE table (presumably for convenience). Correspondence between Railway Commissioners, BoT and LCD shows that platform and cross-over road had been built on short line connecting SE and LCD and a train consisting of tender engine and two carriages would run between the two Strood stations eight times each way per day [not what actually appeared in *Brad*]. Map in *LCD, p 99*, shows that a platform had been added to the LCD station on the westbound line to Strood, with a cross-over allowing eastbound trains to reach it. In *Brad* was R BRIDGE in SE table but R & STROOD in LCD's. March 1890 *Brad* shows that only occasional connecting train was using this station. However, June 1890 a separate Strood – Rochester Bridge – Chatham table was added, trains now taking only 1 minute Strood – Rochester Bridge, 4/5 minutes on to Chatham, suggesting improved arrangements – probably the elimination of the extra change here. Trains involved also stopped at LCD's Rochester after that opened. According to the (incorrect) table headings the SE still operated the service in January 1892 but by January 1893 they had been corrected to show that LCD was doing so. Last trains from ex-SE station shown stopping June 1904. Still served via Sole Street until clo 1 January 1917 *(RCH)*. (Co tt information and copy of correspondence from D. Banks.)
South Eastern Gazette 28 August 1860: LCD have decided to erect station for here on waste ground at bottom of Free School Lane; also **ticket platform** on Strood side of Rochester Bridge. [Did they?]
R CENTRAL [SE] op 20 July 1891 *(RCG)*; C added 1901 *Brad (Cl)* but never in co tts; clo 1 October 1911 (Sunday) *(RCG)*. Locally R COMMON.
Also see STROOD.

ROCHFORD [GE] op 1 October 1889 *(co n Essex Newsman 23 September)*; still open.

ROCK FERRY }

ROCK LANE }[Birkenhead]; {map 46}

R LANE op 30 May 1846 *(co n Liverpool Mail 30th)*; replaced by >

R FERRY op 1 January 1863 *(co n Cheshire Chronicle 27 December 1862)*; re-sited to north 15 June 1891 *(Birkenhead)*; still open. R F JUNCTION 1891/2 to 1904 *(Brad)*, later R F BEDFORD ROAD in Mersey table there.

ROCKCLIFFE [Cal] op 10 September 1847 *(co n True Line)*; clo 1 January 1917 *(RM February)*; reop 2 December 1919 *(RCH)*; clo 17 July 1950 *(RM October)*; workmen's use continued, clo 6 December 1965 *(R. Hamilton, Sc Timing Office, via R. Maund)*. In *Brad* became R PLATFORM 1921/2, R HALT 1924/5 (and thus LMS evening excursion ticket, *JB*), R 1933/4; not always same for ex-GSW and ex-Cal services; in 1924 inexed as both Halt and Platform as though separate sites.

ROCKINGHAM [LNW] op 1 June 1850 *(co ½ T 22 February 1851)* as R CASTLE *(Brad* and *co ½ T)*; C dropped September 1850 *(Brad)*; clo 6 June 1966 *(Birmingham Daily Post 30 May)*. *Brad* 1853 and LNW co tt 1852: R for UPPINGHAM.

ROCKINGHAM BRIDGE [GW] near Bristol (non-tt): no platform, stop for workmen; op 25 January 1917 *(Notice 92)*; last booked use Sunday 4 March 1917 *(Notice 205)*; {Hallen Marsh Junction – Hallen, site of Chittening Platform, which replaced it}.

ROCKY VALLEY [Snowdon Mountain] (ng; rack): op 1974 (A Brackenbury, *Chron)*; HALT on ticket *(JB)*; still open. See 6 April 1896**.

RODING VALLEY op [LNE] 3 February 1936 *(T 13 January)*; HALT *(Brad, hb)*; last steam train ran Saturday 29 November 1947 *(Clay)*; buses until reop, no longer Halt, by [Cen] 21 November 1948 *(T 20th)*; still open.

RODMARTON [GW] op 1 September 1904 *(Cheltenham Chronicle 20 August)*; PLATFORM in GW papers from start *(Cl)* but added 1905 *(Brad)*; clo 6 April 1964 *(W Daily Press 6th)*.

RODWELL [WP Jt] op 1 June 1870 *(Weymouth 3rd)*; clo 3 March 1952 *(RM March)*.

ROEBUCK [LPJ] op 26 June 1840 *(LPJ; co n Carlisle Patriot 27th- line)*; alias ROE BUCK; last in *Brad* August 1849, replaced by Brock about ½ mile north (actual change perhaps earlier – decision taken April 1841) *(LPJ)*.
On 7 July 1840 bridge at Myerscough (between here and Broughton) gave way so briefly passengers carried to/from either side of blockage and walked across *(LPJ)*.

ROFFEY ROAD [LBSC] op 1 June 1907 *(LBSC)*; first month in tt R R CROSSING *(Cl)*; HALT; clo 1 January 1917 *(T 22 December 1916)*; reop 3 May 1920 *(Cl)*; clo 1 January 1937 (Friday) *(Cl)*.

ROGART [High] op 13 April 1868 *(Inverness Courier 16th)*; clo 13 June 1960 *(RM July)*; reop 6 March 1961 *(Cl)*; became HALT 12 June 1961 tt *(Cl)* reverted 17 May 1982 tt; aot request; still open.

ROGATE [LSW] op 1 September 1864 *(SR; co ½ T 13 February 1865- line)* as R & HARTING; became R for H about 1912 (and thus LSW co tt 1914 and *Brad* to closure); clo 7 February 1955 *(co n W Sussex)*.

ROGERSTONE

ROGERSTONE [GW] added to tt in *Cardiff & M G* 12 July 1851; not present 5 July – but both were headed as June tts and no change in overall timings; first in *Brad* August 1851; at first TYDEE (and thus Monmouthshire Co's wtt November 1865); early arrangements primitive? – 17 December 1862 decided a station should be provided here *(Mon min)*; became TYDU 1880/1 *(Brad)*, R 20 October 1898 *(hbl 27th* – but *GW circular of that date* said 'has been altered'); clo 30 April 1962 *(T 6 April)*. Resited on new alignment to the east 1900 *(Chron July and October 2014)*.
ROGERSTONE (b): op 6 February 2008 *(RM April)*; ½ mile north of earlier (S. Smith, *Chron July 2014*); still open.

ROHALLION [Inverness & Perth Junction] first in *Brad* February 1860; Fridays only; last there October 1864; perhaps stayed open longer as private platform (originally intended as such) (N Sinclair, article, *Highland Railway Journal 60)*; added to tts in *Dundee Advertiser* later and omitted earlier but August 1863 versions omitted Fridays only, suggesting all days use; charged fares for Dunkeld; notice about intended new line to give HR independent access to Perth *(24 January 1866 ibid)* said it would leave existing line about Rohallion Platform but no guarantee in use; {Murthly – Dunkeld}.

ROLLESTON [Mid] op 1 July 1847, unadvertised, as SOUTHWELL JUNCTION *(Mid)**; clo 1 August 1849, reop 12 April 1852 *(Mid)*, clo 14 March 1853 *(Cl)*, reop 1 September 1860 *(Mid)*; renamed R J November 1860 *Brad (Mid)*, R 7 May 1973 tt *(LMR WON)*; still open.

* = *Leicestershire Mercury (3rd)* said branch had opened from Fiskerton station, presumably result of unadvertised nature.

ROLLESTON-ON-DOVE [NS] op 1 November 1894 *(RCG)*; clo 1 January 1949 (Saturday) *(RM March)*. *Hbl 24 January 1895* said 'on-Dove' added day of passenger opening.

ROLLRIGHT [GW] op 12 December 1906 *(GW H)*; HALT; clo 4 June 1951 *(T 4th)*.

ROLVENDEN [KES] op 2 April 1900 *(Sussex Agricultural Express 3rd)* as TENTERDEN; renamed 16 March 1903 (*Kent County Examiner* 6th); clo 4 January 1954 *(T 2nd- last train Saturday 2nd)*.

ROMALDKIRK [NE] op 13 May 1868 *(Darlington 16th)*; clo 30 November 1964 *(Newcastle Evening Chronicle 4th)*.

ROMAN BRIDGE [LNW] op 22 July 1879 *(Cambrian 25th)*; became HALT 1 June 1931 *(LNW dates)* and thus 1938 *hb* but not seen thus *Brad*; aot request; see 2015/16**; still open.

ROMAN ROAD [Leeds & Selby] op 22 September 1834**; clo 10 November 1834 *(Cl)*. Ridge Bridge here later.

ROMAN ROAD WOODNESBOROUGH [EK] for op see March/April 1925**; Saturdays only at first; HALT in some sources; closed 1 November 1928. See 1 November 1948** for other details. W ROAD on RCH map *EK F&G p 110*.

ROMFORD

ROMFORD [GE] op 20 June 1839 *(T 14th, 19th)* >

ROMFORD [LTS] op 7 June 1893 *(East Anglian Daily Times 8th)* >

Combined entrance provided 1 April 1934 *(L)*; both parts still open.

On earliest OS maps shown about ½ mile west of Havering Road crossing *(Stewart Smith, Chron January 2021).*

ROMILEY [GC/Mid] op 5 August 1862 *(Hyde & Glossop Weekly News 9th)*; still open.

ROMNEY SANDS – see MADDIESONS CAMP.

ROMNEY WARREN – see WARREN BRIDGE.

ROMSEY [LSW] op 1 March 1847 *(Poole 4th)*; still open.

ROOD END [GW] op 1 April 1867 *(co n Brierley 30 March)*; clo 1 May 1885 (Friday) *(co n Birmingham Daily Post 30 April)*; {Rowley Regis – Langley Green}.

ROODYARDS – see DUNDEE.

ROOKERY [LNW]

ROOKERY (a) first in *Brad* April 1858; last there March 1862, but not in March 1862 tt *St Helens Reporter*. Shown 'closed' *hb* 1865a.

ROOKERY (b) op 1 June 1865 *(LNW Officers 279)*; about 50 chains north of (a); clo 18 June 1951 *(RM August)*.

ROOKHOPE – see PARK HEAD.

ROOSE [Fur] first in *Brad* June 1851 (see 24 August 1846**) as ROOSEGATE(S) (sometimes two words), Sundays only but *tt for March 1851, Soulby's Ulverston Advertiser* showed Sunday stops here – not shown February; later Thursdays (first *ibid January 1854)* and Sundays; last in *Brad* September 1857 but continued in use *(tt for December 1857 ibid* showed stops by 'Ulverstone' market trains at 'Roose Gates' and *co n ibid 25 February 1858* said that from 1 March would be stops all days as a result of local requests and continuance would depend on use made by them; now ROOSE; aot request; still open. Resited ? – with full opening 1858? – earliest map shows it near Roose House, later further south (Stewart Smith, *Chron October 2014).* R JUNCTION in *hb* 1872 (only).

ROPLEY [LSW] op 2 October 1865 *(Salisbury 7th)*; clo 5 February 1973 *(Hants Chron 9th)*.

ROSE COTTAGE – see 20 August 1883**.

ROSE GROVE [LY] op 18 September 1848 *(Manch 20th)*; still open. One word in *hb* before 1872.

ROSE HEYWORTH [GW] (non-tt): for Lancaster's Steam Coal Co's "colliers' trains" (worked by GW and LNW) miners; initial agreement signed 17 August 1888 (by GW and coal co); service from Nantyglo via Blaina began 22 August 1888 *(see letter Western Mail 27th);* in use July 1921 wtt, not present 9 July 1923 wtt; {Abertillery – Blaina}.

ROSE HILL – see GILSLAND.

ROSE HILL MARPLE [GC/NS] op 2 August 1869 *(Macclesfield – co n 31 July, item 7 August)*; still open.

ROSEBUSH [GW] op 19 September 1876**, which see for full history; finally clo 25 October 1937.

ROSEHAUGH [High] (non-tt): HALT; private for Rosehaugh House, rebuilt by JD Fletcher, 1893 on (when station built?); clo ? (Fletcher died August 1927, though his widow stayed on until 1953; house demolished 1959); {Munlochy – Avoch} *(Highland Railway Journal, Autumn 2005)*.

ROSEHILL [CW Jc]

R ARCHER STREET op 2 June 1913 *(D&C 14)*; clo 31 May 1926 *(Cl)*; used by workmen until 1 April 1929 *(Cumbria)*; {map 21}.

R PLATFORM (non-tt): workmen; in use about 1912 to 1920s; {Archer Street – Copperas Hill} *(Ironmasters)*. R JUNCTION (tickets) *(@JF)*.

ROSEMILL [Cal or LMS] (non-tt): HALT; workmen; dates ? – in *hb* 1862-1904 but always no facilities or goods only; {Baldragon – Dronley} *(U)*.

ROSEMOUNT [Cal]: line op 1 August 1855, no mention in *co n Dundee Courier 8th* but clearly op before was first in *Brad* September 1857 since adverts in *Perthshire Advertiser* refer to it as nearest station for those attending sales from May 1856 onwards;

aot request; clo 10 January 1955 *(T 28 December 1954)*. HALT according to *hb* 1938 (had earlier been R SIDING) but always just R *(Brad)*.

ROSEWELL & HAWTHORNDEN [NB] op 4 July 1855 *(co ½ T 22 October- line)*; clo 10 September 1962 *(RM September)*. Variously, *hb* and tts: H & R; H for R; H; H JUNCTION & R; settled 9 July 1928 *(hbl July)*.

ROSHERVILLE [LCD] op 10 May 1886 *(Kent Messenger 15th)*; became HALT 17 June 1928 *(hbl 68)*; clo 16 July 1933 (Sunday) *(Cl)*.

Also see Section 7, Non-rail.

ROSLIN

First station of this name – see under ROSSLYN.

ROSLIN [NB] op 23 July 1874**; clo 1 May 1933 *(Scotsman 5 April, citing LNE announcement)*. NB co tt 1900: R for R VILLAGE, R CASTLE and CHAPEL. Later excursions on line *(Glencorse)* – but stops here not specified.

ROSS JUNCTION [LMS – ex-Cal] (non-tt): between Hamilton and Motherwell; wtt notices of 5 April 1947 and 15 September 1952 show stop here for workmen to/from these places.

ROSS-ON-WYE [GW] op 1 June 1855**; -on-W added 1933 *(change advised by GWR General Instruction Circular 8 May, Cl pap)*; clo 2 November 1964 *(Cl)*.

ROSSETT [GW] op 4 November 1846**; clo 26 October 1964 *(RM December)*; later use by Moreton Hall Girls' School.

ROSSINGTON [GN] op 4 September 1849 *(T 4th)*; clo 6 October 1958 *(RM November)*; excursion to Bridlington 3 April 1961 *(AB)*.

ROSSLYN

R CASTLE [NB] op 2 September 1872 *(T 4th)*; CASTLE added 16 February 1874 *(Cl)*; see 13 August 1948**; clo 10 September 1951 *(RM October)*.

ROSSLYNLEE [NB] op 4 July 1855 *(co ½ T 22 October- line)* as ROSLIN; renamed ROSSLYN 1864 tt, ROSSLYNLEE 2 September 1872 *(Cl)*; clo 1 January 1917 *(RCH)*; reop 2 June 1919 *(RCH)*; see 13 August 1948**; clo 5 February 1962 *(RM February)*.

ROSSLYNLEE HOSPITAL op 11 December 1958 *(RM February 1959)*; HALT; clo 5 February 1962 *(RM February)*; {Rosslynlee – Pomathorn}. *Dalkeith Advertiser (11th)* described formal opening on 10th; 20 foot halt platform, use made possible by introduction of twin-unit diesel trains instead of corridor stock; BR official described it as a do-it-yourself station on part of hospital staff.

ROSTER ROAD [LMS] op 27 January 1936 *(RCH)*; HALT; clo 3 April 1944**; {Mid Clyth – Occumster}.

ROSYTH [NB]

ROSYTH: *MT 6/ files at Kew* have letters between NB General Manager and BoT that show company under pressure from Admiralty to open for Christmas traffic 1917 but timetable difficulties and staffing problems made this impossible so op to all 1 January 1918 as advertised *(co n Edinburgh Evening News 31 December 1917)* though it was not inspected until 17 May 1918 (then satisfactory); HALT until renamed 16 May 1983; still open.

R DOCKYARD (non-tt):

Dundee Courier 20 March 1909 said that arrangements had been made with NB to bring platform used at Scottish National Exhibition at Edinburgh to here (for possible future use of workmen building the base, though then policy to house workmen locally, or for use within base?).Work on building base had begun 11 March *(Scotsman 12th)*.

From 22 July 1912 workmen's trains ran daily each way between Dunfermline (Upper and Lower) and Dockyard for Messrs Easton Gibb & Son, contractors for construction of Dockyard; ran via Inverkeithing and North Queensferry branch to Naval Base Junction(on original plans as 'Jamestown') and then to Admiralty Exchange Sidings, where company requested platform – not known whether this provided or whether it was the end of their journey or point of transfer to Dockyard's own trains over network within it. Dockyard was still incomplete when war started so during whole of war, 24 Workmen's trains per day, conveying workers from Edinburgh, Dunfermline, Lochgelly, Cowdenbeath, Dysart, Sinclairtown and Kirkcaldy were run to and from dockyard; four workmen's trains each way to and from Edinburgh carried some 4000 workers daily. Also a return working each day between Crombie and Dunfermline; and leave specials from Rosyth Dockyard throughout war for ships' companies going on leave when their ships were refitting and daily scheduled short-leave trains between Rosyth Dockyard and Edinburgh as required. Initial arrangements within Dockyard unknown. BoT gave approval on 31 August 1915 for a new junction at Limpet Ness where workmen's trains would be handed over to the Admiralty contractors 'their engine working the trains forward to Rosyth Works either on the branch line or on the main line …' (*MT 6/2434/7*) to Dockyard's own station, opened 1 September 1915. NBR plan in file shows original exchange sidings on the branch line.

Edinburgh to Dockyard service withdrawn at start of 1923 (see *Dundee Courier 5, 8 January)*. *Ibid 13th*: as a result of the outcry against withdrawal of workmen's service into Dockyard, Admiralty had made certain concessions (stressed as temporary): apprentices resident in Edinburgh and travelling to Rosyth (Halt?) would have fares paid until indentures ended and ordinary workmen would be taken to Limpetness (Junction, see *Railscot* internet item for site; sometimes two words) and thence by Admiralty trains into Dockyard. *Ibid 28 September 1932* signal box at junction destroyed in fire previous afternoon, line now disused.

No passenger services shown 1 May 1939 wtt; workmen's and leave trains included in 4 October 1943 wtt; last regular service on Friday 24 November 1989 *(BLN 620 p 305)*; specials from Edinburgh, for Open Days 17 July 1959, 10 June 1962, 6 and 7 June 1981 *(Railway Magazine February 1990 p132)* and 16 June 1984 (photographs, Dennis Lovett & Allan McLean, *Edinburgh to Inverkeithing* .., Middleton Press); {branch from Inverkeithing}. See D. Cattanach's article in *From Scotland to the Somme...*, Scottish Railway Preservation Society, 2018.

Also see NORTH QUEENSFERRY in connection with work here.

ROTHBURY [NB]

ROTHBURY op 19 October 1870**; clo 15 September 1952** *(RM October)*. Occasional later race specials, e.g. 13 April 1957 to Newcastle *(Steam Days, June 2007, p 335, via AB)*.

Goods Yard used for race excursions before 1899; in that year officially passed for this use; later there was a separate race platform, first used 24 April 1900 *(race; AB)*.

ROTHERFIELD

See CROWBOROUGH for first R station.

R & MARK CROSS [LBSC] op 1 September 1880 *(Railway News 11th)*; & M C added 1 November 1901 *(hbl 23 January 1902)*; clo 14 June 1965 *(Cl)*.

ROTHERHAM

R CENTRAL [GC] op 1 August 1868 *(Sheffield Independent 1st)* as R; original temporary station was just south of Westgate on what would be left as a spur when replaced by another temporary station near Amen Corner in 1870, replaced again between these sites 1 February 1874 *(Sheffield Independent 7th)*; became R & **MASBOROUGH** 1886/7 *(RCG ref January 1887)*, R C 25 September 1950 *(Rly Obs October)*; clo 5 September 1966 *(Cl)*; reop 11 May 1987 *(BLN 556)* on site just south of 1870 one; still open. Sometimes R Central station, Main Street in some tables 1880s and 1890s in *Brad*. For full details of sites see S. Stewart, *Chron July 2014*.

R MASBOROUGH [Mid] op 11 May 1840 *(Derbyshire 11th)* as M R; became M for R December 1863/January 1865 co tt, M & R 1 May 1894 co tt *(Mid)*; R M 1 April 1908 *(hbl 23rd)*, R 20 February 1969 *(Mid)*, R M 11 May 1987; clo 3 October 1988 *(Mid)*.

R WESTGATE [Mid] some free public use on formal opening day 31 October 1838, full public op 1 November 1838 *(co n Sheffield Iris 30 October)*; WESTGATE added 1 May 1896 *(RCG)*; clo 6 October 1952 *(Cl)*.

ROTHERHAM ROAD [GC] first in *Brad* September 1871 as PARK GATE; renamed 1 November 1895 *(RCG)*; clo 5 January 1953 *(RM February)*. PARKGATE in *hb*.

ROTHERHITHE

For first station, see SOUTH BERMONDSEY.

ROTHERHITHE op [East London] 7 December 1869 *(T 7th)*; [Met] added 6 October 1884, ended 3 December 1906, began again 31 March 1913; [Dist] began 1 October 1884, ended 1 August 1905. Clo 25 March 1995 *(BLN 746 corr)* for engineering work, reop 25 March 1998 *(RM September 1998)*; clo 23 December 2007**; reop fully 23 May 2010**; still open.

ROTHERWAS FACTORY (SIDING) – see under HEREFORD.

ROTHES [GNS] op 23 August 1858 *(Banffshire Journal 24th)* – terminus for time being; through service 1 January 1862 *(Elgin Courier 3rd)*; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

ROTHIE-NORMAN [GNS] op 5 September 1857 *(two co notices Aberdeen Press 2nd: one gave details including all stations for special train 4th; other was summary for public opening 5th)*; ROTHIE until altered 1 March 1870 *(Cl; RCG ref April)*; clo 1 October 1951 *(BR notice Aberdeen Evening Express 17 September)*.

ROTHIEBRISBANE [GNS] (non-tt): used 11 October 1918 only; cattle sale; {Rothienorman – Fyvie} *(GNS; Aberdeen Press 3rd)*.

ROTHIEMAY [GNS] op 11 October 1856 *(GNS)*; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

ROTHLEY near Leicester [GC] op 15 March 1899 *(Nottingham Post 15th)*; clo 4 March 1963 *(RM March)*. See 4 July 2007**.

ROTHLEY – see LONGWITTON.

ROTHWELL [EWYU] op 4 January 1904 *(Leeds Mercury 5th)*; clo 1 October 1904 (Saturday) *(RCG; Northern Daily Telegraph 1st* – ceased yesterday, blamed tram competition); summer excursions to Scarborough, Bridlington and Blackpool ran until 21 August 1961 or later, organised by Mrs Cotton, wife of station-master here *(GN Society Journal May/June 2003)*. {in *IA*}.

ROTTON PARK ROAD [LNW] op 10 August 1874 *(LNW Officers 11616, 11692; Birmingham Daily Post 11th)*; clo 26 November 1934 *(Birmingham Daily Gazette 26th – last train 24th)*.

ROUDHAM JUNCTION [GE] op 18 October 1869 *(item, co n Norfolk Chronicle 23rd)*; from 1 October 1902 officially exchange only (note in tt that tickets not issued to/from); GE co tt 1914 noted it as exchange only, no tickets issued, and included it only for one train, from London; after 1 March 1920 *Brad* only included on branch (main line stop briefly reinstated during coal strike 6 April to 2 October 1921); all advertised stops withdrawn 1 May 1932 (Sunday) *(Cl)*; unadvertised use ceased 15 June 1964 *(Cl)*. *Hb* 1904 to 1929 inclusive included station but no facilities shown; 'P' restored 1938 – as HALT. Its inclusion in public tt 1921 to 1932 would seem to have been pointless if it was exchange only, since there would apparently have been nothing to exchange with – unless there were unadvertised stops on main line *(TTS May 2001, p 118-9* confirms wider use, by railwaymen's families e.g.).

ROUGHTON ROAD op 20 May 1985 *(AZ)*; still open.

ROUND OAK [GW] op 20 December 1852 *(W Mid; T 20th- line)* as BRIERLEY HILL & R O; renamed R O & B H 1853 tt, R O 1857 tt *(W Mid)*; re-sited about 1894 on opposite site of road (M Hale, *Chron 3*); clo 30 July 1962 *(Birmingham Daily Post 23rd)*.

ROUNDBALL [LSW] (non-tt): HALT; for rifle range; op 22 September 1906; clo ? – *LSW Joint Circular 187*, 16 April 1921 'has been closed for traffic' (ROUND BALL here); {Honiton – Sidmouth Junction}.

ROUNDHOUSE HALT – see BARROW HILL.

ROUNDWOOD [LMS] op 8 August 1927 *(Mid)*; HALT, though in *hb* 1929 as R (Halt added 1938); clo 16 June 1947**; {Harpenden – Redbourn}.

ROW – see RHU.

ROWAN [SR] op 18 December 1933 *(SR*, supported by *SR sig 1934/1* – has been brought into use); was R for ELM DRIVE HALT; clo 1 January 1939 (Sunday) *(RM January)*; {Dyke branch}.

ROWDEN MILL [GW] op 1 September 1897 *(co n Ephemera)*; clo 15 September 1952 *(Railway Executive notice WR Kington Times 23 August)*. Became HALT *hba* September 1949 and so shown BR ticket *(JB)* but not in *Brad*, *nor clo notice*.

ROWFANT [LBSC] op 9 July 1855 *(Brighton Gazette 12th)*; clo 2 January 1967 *(Kent & Sussex Courier 16 December 1966)*.

ROWINGTON JUNCTION: according to letter from PS Boness, *RM November 1968, p 675*, there was a 'halt' here, on the GW's Henley-in-Arden branch. However, clear that did not exist (see LOWSONFORD).

ROWLANDS CASTLE [LSW] op 1 January 1859 *(SR; co n T 1st- line)*; still open.

ROWLANDS GILL [NE] op 2 December 1867 *(co n Newcastle Courant 2nd)*; see 1951**; clo 1 February 1954 *(RM March)*.

ROWLEY [NE] op 1 September 1845 *(S&D)* as COLD R; see 1843** – *Brad* shows Crook as terminus to October 1846 (C R added November); renamed 1868; clo 1 May 1939 *(Cl)*; {map 28}.

ROWLEY REGIS [GW] op 1 April 1867 *(co n Brierley 30 March)* as ROWLEY (but R R, *GW ac*, pre-opening); renamed R R & BLACKHEATH 1 September 1889 *(hbl 24 October)*, R R 6 May 1968 *(Cl)*; still open.

ROWNTREE – see YORK.

ROWRAH

ROWRAH [WCE Jt] op 1 February 1864**; clo 13 April 1931 *(LNW Record)*; 1933 or 1934 to 1939 excursions to Southport Flower Show *(JNMC)*.

Also see ARLECDON.

ROWSLEY [Mid] op 4 June 1849 *(Derbyshire 9th)*; re-sited on extension to Hassop 1 August 1862 wtt *(Mid)*; was R for CHATSWORTH 1 September 1867 co tt to 14 June 1965 *(Mid)*; clo 6 March 1967 *(Birmingham Daily Post 6 January)*. LMS tt 1947 and BR LM Region 1948 (both *Bradshaw* prints): R for C and HADDON HALL.

Ticket platform opened before 1880; closed ? *(Mid)*.

ROWTHORN & HARDWICK [Mid] op 1 September 1890 *(Derbyshire Daily Telegraph 2nd)*; clo 28 July 1930 *(Derbyshire Times ... 12th)*.

ROWTON [GW] op 29 June 1935 *(GW Chester Divn Report 1935)*; HALT; clo 9 September 1963 *(T 9th)*; {Crudgington – Peplow}.

ROXBURGH [NB] op 17 June 1850 *(NB)*; see 13 August 1948**; clo 15 June 1964 *(RM July)*. R JUNCTION 1856/9 to 1883/4 (index later) in *Brad*.

ROY BRIDGE [NB] op 7 August 1894 *(Glasgow Herald 8th)*; still open.

ROYAL ALBERT [Dock] op 28 March 1994** *(RM October)*; still open.

ROYAL ALBERT DOCK: at times prefixed to CENTRAL; CONNAUGHT; GALLIONS; MANOR WAY, all of which see.

Also see ROYAL GROUP OF DOCKS.

ROYAL (CALEDONIAN) CURLING CLUB: see CARSEBRECK

ROYAL EDWARD YARD [GW] (non-tt): op from / by 5 May 1919 (added since 3 March *wtt supplement* – perhaps 28 April on closure of Avonmouth Dock GW passenger station); clo ?; {Avonmouth Town Goods Yard – Holesmouth Junction} *(R. Maund, Chron July 2013)*.

Also see AVONMOUTH.

ROYAL GARDENS [NE] only in *Brad* from June 1857 to October 1857 (inclusive) but used over a longer period; earliest use found was for a Temperance Gala 16 & 17 May 1853 *(Leeds Mercury 14th)*, then every day, including Sundays, from June to September (inclusive) 1853, for the general public; this pattern, or some variant of it, was followed until the gardens closed for most purposes 1 July 1858 *(Leeds 12 June)*. There was at least one later use, for a Temperance Gala, 13 and 14 June 1859 *(Leeds Times 18th)*. The service varied in detail: most trains were regarded as excursions and came from the Wellington goods stations of the NE and GN but advert 9 May 1857 *(ibid)* referred to Sunday trains from Midland and Holbeck stations, at times there were stops on regular services (thus in *Brad*) and the Galas attracted excursions from all over the NE's system. {Leeds – Headingley}. Burley Park here/near later.

ROYAL GROUP OF DOCKS (LONDON) [PLA].

Temporary platform 24 February 1879 in Victoria Dock for 17th Lancers on way to Zululand *(London Daily News 25th)*.

Boat trains ran to various destinations over the years. They were running to Royal Albert Dock by ?; included 'P' in 1883 *hb*; earliest specific evidence 16 December 1884 *(Special Order R 1731, GE and London St Katharine's Docks Railway)*, which shows arrangements for trains from Custom House to SOUTH SIDE and NORTH SIDE of Dock, to come into force on 17th. Running to Victoria Dock from ? – shown 'P' in *hb* 1890. Running to King George V Dock (opened 1921) by ? (certainly by 1925 when there were references in PLA documents). No platforms; temporary arrangements at individual berths for dealing with passengers. Before about 1965 all trains stopped at Custom House to pick up PLA pilot and ran via High Level line over Connaught Road swing-bridge and PLA lines to dock berths. After High Level line closed from Albert Dock Junction to PLA boundary, they ran via Victoria Dock, picking up PLA pilot in the Exchange Sidings and going on to King George V and Royal Albert Docks. These services ceased 1966 when passenger liners stopped calling at these docks (but arrangements still included in *No 1 Supplement August 1967 to Sectional Appendix of 1 April 1960* – inertia). Oddly, Royal Albert Dock and Royal Victoria Dock last shown 'P' in *hb* 1895 – result of lack of 'stations' as such? (Material from GE, PLA and BR sources provided by R. Green.)

Also see GALLIONS for special early use.

ROYAL OAK op 30 October 1871 [HC] *(GW notice T 24th)*; [GW] service first in *Brad* June 1878; GW use ended 1 October 1934; see 24 July 2010**; still open for [HC].

Both used same platforms, originally at sides, later replaced by island (*L*, confirmed from OS by R Hellyer). Originally owned by GW; transferred to London Underground 1 January 1963.

ROYAL ORDNANCE FACTORY THORP ARCH – see THORP ARCH

ROYAL SHOWGROUND [LNW] op 23 June 1903 *(RCH)*; last public use 27 June 1903. It op for merchandise on 2 June *(LNW Record)*: 2nd class single ticket to Kensal Rise is dated 28 June 1905, supporting use for that year's Show (27 to 30 June) and likelihood of similar service for 1904 Show (21 to 25 June), since shown 'P' 1904 *hb*; *hb* 1908a 'delete'.

ROYAL VICTORIA [Dock] op 28 March 1994**; still open.

ROYAL VICTORIA DOCK – see ROYAL GROUP OF DOCKS.

ROYAL VICTORIA HOSPITAL – see NETLEY.

ROYAL WELSH AGRICULTURAL SHOWGROUND [GW] (non-tt): at Ystrad Park, Johnstown end of Carmarthen on road to Llanstephan, excursion trains to the Llanstephan station adjoining showground 5, 6 and 7 August 1925 *(Glamorgan Advertiser 31 July, Western Mail 5 August)*; {Carmarthen Junction – Sarnau}. In *Cl* as Llanstephan Crossing.

ROYDON [GE] op 9 August 1841 *(co n Morning Advertiser 5th – fare given)*; still open.

ROYDS GREEN LOWER [EWYU] (non-tt): workmen; dates ?; {branch from Robin Hood} *(D&C 8)*.

ROYSTON near Cambridge [GN] op 21 October 1850 *(co n T 18th)*; still open.

ROYSTON & NOTTON [Mid] op 6 April 1841 (see 1 July 1840** for full details); re-sited about 1 mile south 1 July 1900 *(Mid)*; clo 1 January 1968 *(RM February)*. Always R & N *(Mid*, supported by *Brad, hb)*.

ROYTON [LY]

ROYTON (a) op 21 March 1864 *(co n Manch 19th)*; always R, on branch; *RM May 1919 said* 'has been reop', but trains shown in tt February and May 1919 so perhaps error – or had it been temporarily reduced to 'halt' status during war?); clo 18 April 1966 *(RM June)*.

ROYTON (b) op 1 July 1864 *(co n Oldham Standard 25 June)** as R JUNCTION on main line; served as station for Royton after branch closed; renamed R 8 May 1978 tt; clo 11 May 1987 *(BLN 561)*.

* = in *Brad* for some time previously, no trains calling; *co n Manch 19 March 1864* said would not be opened 'at present'.

RUABON [GW] op 4 November 1846**; still open. Sir William Watkin Wynn had right to stop trains *(GW Deed M1254, dated 2 February 1846)*. RHUABON in *Topham* until 1849, in *Brad* until 1852.

RUBERY [Halesowen Joint] op 10 September 1883 *(Dudley & District News 15th)*; clo to public 5 May 1919 *(wtt)*. Workmen's use continued; ceased probably 1933/34*. Used for Rubery Tenants' Association's chartered excursion to Belle Vue, Manchester 28 August 1960 (local press, R. Maund); {in *IA*}.

* = clearly shown 11 September 1933 wtt; 30 April 1934 wtt and thereafter all calls eastbound were noted as calling only for single-line working purposes; a decreasing westbound service, culminating in the 29 April 1935 wtt with a Saturday only stop, was shown without this note; in 4 May 1936 wtt all stops were noted; the probability is that all services both ways should have been thus noted from 1933; a one-way service would have made no sense (R. Maund).

RUDDINGTON

RUDDINGTON [GC] op 15 March 1899 *(Nottingham Journal 15th)*; clo 4 March 1963 *(RM March)*.

R FACTORY [LNE] (non-tt): op 1 September 1941 *(LNE letter 13 August 1945 Cl pap)*; wtt shows still in use 6 May 1946; clo after 1947 *(U)*; HALT; Ordnance workers; {branch from Ruddington} *(U)*.

RUDDLE ROAD [GW] op 3 August 1907 *(Gloucestershire Echo 2nd)*; HALT; clo Sunday 29 April 1917 *(wtt supp)*; {map 94}.

RUDGWICK [LBSC] op 1 November 1865 *(Sussex Advertiser 31 October)* – op after line because originally condemned by BoT inspector, but paper said it had now been made satisfactory to the inspector; clo 14 June 1965 *(Cl)*.

RUDHAM – see EAST RUDHAM.

RUDYARD LAKE

RUDYARD LAKE [NS] op 22 July 1850 *(co n Staffs Advertiser 20th)* clo 7 November 1960 *(T 7th)*. In *co n** and *Brad* as HORTON, renamed R later 1850; later erratically R, R OR H, R (H); settled as R 2 April 1923 co tt *(JS)*, LAKE added 1 April 1926 *(hbl April)*.

* = also there as H or (R) station near the Rudyard Lake.

Also see CLIFFE PARK.

RUFFORD [LY] op 2 April 1849 *(LY; tt Southport Vis 7th)*; still open.

RUFFORD COLLIERY [Mid] (non-tt): PLATFORM; op 10 February 1918 *(Mid)*; clo 16 July 1928 (LMS wtt notice 3 September, *RAIL 957/15)*; {branch from Mansfield}.

RUGBY

RUGBY [L&B] at Old Station Square op 9 April 1838 *(T 11th)* >

RUGBY [Midland Counties] op 30 June 1840 *(co n T 27th)*; temporary terminus, whilst viaduct linking to L&B was being finished >

On 4 July 1840 both companies moved to new station [LNW/Mid], about 45 chains east of 1838 one *(Mid)*. That was replaced by station on overlapping site, op in instalments 5 July 1885 to 10 April 1886 *(Mid)*; became R MIDLAND 25 September 1950 *(RM October)*, reverted 4 May 1970 tt *(Mid)*; still open. Erratically R JUNCTION LNW co tt 1852 and *Brad* some tables to later 1860s, by when thus in southbound table only.

Ticket platform: earliest reference seen: inquest on accident on down lines on 6th, close to ticket platform *(Coventry Herald 11 February 1859)*. Also: ticket offence; from Leamington *(Rugby Advertiser 6 December 1862)*. Station made closed for Midland trains *(notice September 1886 wtt – Mid)*.

R CENTRAL [GC] op 15 March 1899 *(Nottingham Post 15th)*; clo 5 May 1969 *(Coventry Evening Telegraph, Saturday 3 May* – last train today).

RUGBY ROAD [NSWJ] op 8 April 1909 *(L)*; clo 1 January 1917 *(RCH)*. HALT in lists of closures *T 1916* and *RCH 1921* – see 1905**.

RUGELEY

R TOWN (a) [LNW] op 1 June 1870 *(Birmingham Daily Post 4th)*; clo 18 January 1965 *(Birmingham Daily Post 10 December 1964)*.

R TOWN (b) op 2 June 1997 *(RM August)* – op with 1 June tt but that a Sunday and no Sunday service here; see 13 August 2017**; still open.

R TRENT VALLEY [LNW] op 15 September 1847 *(co n T 13th)*; T V added 1 June 1870 *(LNW Officers 15 May – to be officially)**, dropped 6 May 1968 *(Cl)*, back 11 May 1992 tt *(AB Chron)*; still open. Early was R JUNCTION *(Brad; hb)*.

* = according to *W Mid* added T V in branch line table only until 15 April 1917.

RUISLIP

RUISLIP op [Met] 4 July 1904 *(RCG; Morning Post 1st)*; [Dist] added 1 March 1910, transferred to [Picc] 23 October 1933; still open.

R & ICKENHAM – see WEST RUISLIP.

R GARDENS [GW/GC] op 9 July 1934 *(T 28 June)*; clo 21 July 1958 *(Cl)*.

R GARDENS [Cen] op 21 November 1948 *(T 20th)*; still open.

R MANOR op [Met/Dist] 5 August 1912 *(L)*; HALT until 1934/5 *(Brad)*; clo 12 February 1917, reop 1 April 1919 *(RCH)*; Dist service transferred to [Picc] 23 October 1933; still open.

Also see SOUTH RUISLIP.

RUMBLING BRIDGE [NB]
RUMBLING BRIDGE (a) opened 1 May 1863 *(T 4th)*; closed 1 October 1868 (Thursday) for line rebuilding *(co notice Evening Courant 30 September)*.
RUMBLING BRIDGE (b) op 1 October 1870 on deviation *(Scotsman 5th)*; clo 15 June 1964 *(Cl)*.
RUMWORTH & DAUBHILL [LNW] To avoid an incline the original station (just DAUBHILL) was replaced by another on a deviation**;** *Bolton Evening News Saturday 31 January 1885* said that old station would be closed about 11 a.m. on Sunday morning and the new opened at 5.30 p.m; *Wigan Observer 4th* confirmed that new was available for first time on Sunday 1st; op as D, renamed 28 April 1885 *(Cl; RCG ref July)*; clo 3 March 1952 *(RM April)*.
RUNCORN
RUNCORN [LNW] op 1 April 1869 *(LNW Officers 3981* and *Appendix C pp 640, 643; Liverpool Weekly Courier 3rd)*; still open.
R EAST op 3 October 1983 *(RM December)*; at/near earlier Norton; still open.
Also see HALTON.
RUNCORN GAP – see WIDNES.
RUNEMEDE (RANGE) – see YEOVENEY.
RUSHALL [LNW] op Easter Monday 24 March 1856 *(co n Aris 17th)*; clo 1 March 1909 *(RCG)*; {Walsalln – Pelsall}.
RUSHBURY [GW] op 16 December 1867 *(GW- line)*; clo 31 December 1951 *(T 31st)*.
RUSHCLIFFE [GC] op 5 June 1911 *(co handbill)*; HALT; clo 4 March 1963 *(RM March)*. Shown as PLATFORM *(hb, IA)*.
RUSHDEN [Mid] op 1 May 1894 *(RCG; Stamford Mercury 4th)*; clo 15 June 1959 *(RM July)*.
RUSHEY PLATT [MSWJ]
Opened 18 December 1883 with Cheltenham extension of line *(Wilts & Glos Standard 22nd)*; Andover line platforms clo with link line to Swindon 2 March 1885 *(RAIL 253/369)*, Cheltenham line 1 October 1905 (Sunday) *(RCG)*.
RUSHFORD [Manchester & Birmingham] op 4 June 1840 *(Manch 6th)*; clo 10 April 1843 *(co n Manch Cour 8th)*, when replaced by Longsight – Levenshulme, opened previous year, was too close to make continuance of R worthwhile; {map 52}.
RUSHTON near Stoke-on-Trent [NS] op 1 September 1849 *(Churnet)*; clo 7 November 1960 *(T 7th)*.
RUSHTON – see GLENDON.
RUSHWICK [GW] op 31 March 1924 *(GW H)*; HALT; clo 5 April 1965 *(Cl)*; {Henwick – Bransford Road}. Pre-op Whitehall Halt *(RAC)*.
RUSKINGTON
RUSKINGTON (a) [GN/GE] op 6 March 1882 *(co n Stamford Mercury 3rd)*; clo 11 September 1961 *(RM September)*.
RUSKINGTON (b) op 5 May 1975 *(T 23 April)*; still open.
RUSPER ROAD – see LITTLEHAVEN.
RUSPIDGE [GW] op 3 August 1907 *(Glos Echo 2nd)*; HALT (but not in *hb*, where first shown 'P' 1929); clo 3 November 1958 *(T 21 October)*; {map 94}.
RUSSELL SQUARE [Picc] op 15 December 1906 *(co n T 14th)*; still open.
RUSWARP [NE]: line op 8 June 1835 (see 1835 B**), nd, May 1848 *(Topham)*; still open.
RUTHERFORD [NB]: line op 17 June 1850 *(Grev Temp)*, nd, June 1851; see 13 August 1948**; clo 15 June 1964 *(RM July)*.
RUTHERGLEN
RUTHERGLEN (a) [Cal] op 1 June 1849 *(T 5th- line)* on main line. Replaced >
RUTHERGLEN (b) [Cal] 38 chains west 31 March 1879 *(Cl)* for opening of Dalmarnock branch, platforms on main line and west-north curve. Replaced >
RUTHERGLEN (c) [Cal] slightly west, 1892 same arrangement; platforms on east-north curve added 1 November 1895 *(RM December 1907 p. 475)* for line via Glasgow Cross. Replaced >
RUTHERGLEN (d) by new station on Argyle line 5 November 1979 *(Wishaw Press 2nd)**; platforms in use only on east-north curve; see 10 December 1994**; still open.
* = platforms on slow line now closed for regular use but "retained for use in emergency" *(BR ScR signalling notice)*; final demise?
See article, with maps, by John Paton in *True Line, 113, July 2011*, from which some of this was taken and which includes details not given here.
Also see BROMIELAW HARBOUR.
RUTHIN [LNW] op 1 March 1862 *(N Wales Chronicle 8th)*; see 17 August 1879**; clo 30 April 1962 *(Cheshire Observer Saturday 5 May- line* – last previous Saturday).
RUTHRIESTON [GNS] first in *Brad* June 1856 and included in Deeside Co's notice of alterations and additions from 2 June 1856 *(Aberdeen Press 28 May)* but co's tts not regularly included there so no certainty that it was start of service; April 1864 reduced to one train daily, from Aberdeen; November 1866 replaced by one daily, to Aberdeen; last trains shown April 1867; reop 1 June 1885 *(Cl)*; HALT on LNE ticket *(JB)* and in *Brad* from 1928; clo 5 April 1937 *(Aberdeen Press 5th* – HALT, last train 3rd).
RUTHVEN ROAD [Cal] first in *Brad* May 1859; aot request; R R CROSSING 1864/5 to 1938/9 *Brad)*; clo 1 October 1951 *(BR notice Strathearn Herald 22 September* as HALT*)*. *Hb*: 1862 R R SIDING; 1872 R R; 1938 R R HALT (and LMS ticket thus, *JB)* but not in *Brad*.
RUTHWELL [GSW] 23 August 1848**; clo 6 December 1965 *(RM January 1966)*.
RUTTONSIDE [Cal] (non-tt): railwaymen and families; op 3 January 1900; clo after 1926; {Beattock – Elvanfoot} *(U)*.
RYBURGH [GE] op 20 March 1849 *(Norfolk Chronicle 24th)*; aot request; clo 5 October 1964 *(RM September)*.
RYDE
R ESPLANADE [LBSC/LSW] op 5 April 1880 *(Hants Teleg 7th)*; clo 1 January 1967 for electrification, reop 20 March 1967 *(RM May)*; still open. Incorporated PIER GATES of tramway (see below).
R PIER HEAD [LBSC/LSW] op 12 July 1880 *(Hants Teleg 17th)*; clo 23 January 1966 for pier repairs, reop 18 April 1966 *(Cl)*; clo 18 September 1966 for electrification, reop 20 March 1967 *(RM May)*; still open.

R ST JOHNS ROAD [IoW] op 23 August 1864 *(Salisbury 27th)*; ST J R added 1880; clo 1 January 1967 for electrification, reop 20 March 1967 *(RM May)*; still open.
Pier & Tramway. Was in *Brad*. Op Pier Head to Pier Gates 29 August 1864; extended to Castle 28 January 1870; to St Johns Road 7 August 1871 *(IoW co ½ T 28 August)*. Pier Gates station replaced to west 1871 (T Cooper) often in *Brad* as PIER TOLL GATE. Initially acted as a link between the ferries and the railway service. Pier Gates (i.e. Esplanade) to St Johns Road closed 5 April 1880 when the 'main' line covered that stretch but the original section kept until 26 January 1969 to provide extra capacity to that of the parallel 'main' line, especially for ferry passengers not going beyond Ryde by train, *(IoW)*. BR issued tickets for PIER GATES but that not shown separately in *Brad*.
Station built at Simeon Street about 3/8 mile north of St Johns Road by Pier company, intending that Ryde & Newport Railway would also use but BoT refused approval; was opened about March 1876 as tram station and closed in 1880 *(Ryde, p 67 on)*.

RYDER BROW op 4 November 1985 *(Mid)*; still open.

RYDERS HAYS [South Staffs] op Easter Monday 24 March 1856 *(co n Aris 17th)*; clo 1 June 1858 *(co n Aris 7th)*; {Pelsall – Brownhills}.

RYE

RYE [SE] op 13 February 1851 *(co n T 13th)*; still open.

RYE [Rye & C] (ng) op 13 July 1895**; no winter service after 1925; clo 4 September 1939 *(Cl)*. Later, line almost as far as Golf Links used by Admiralty during war for carrying men and materials to build jetty near golf links (P. A. Harding, *The Rye & Camber Tramway*, author, 1985).

RYE HILL & BURSTWICK [NE] op 27 June 1854 *(co ½ T 4 September- line; in description of formal op on 26th, Hull Packet 30th)* as B; renamed RYE HILL 1 July 1881 *(RCG)*, R H & B 23 September 1929 *(Cl)*; clo 19 October 1964 *(Cl)*. Became HALT 4 January 1960 according to *RM* of that month but not thus tt – note added that no staff were in attendance. Spelling 'RYE HILL' as in all railway sources seen.

RYE HOUSE [GE] op privately 1845 *(GE Journal October 1993)*, to public Whit Sunday, 31 May 1846 *(co n T 28th)*; still open.

RYEFORD [Mid] op 4 February 1867 *(Stroud J 9th)*; clo 16 June 1947**; *Gloucester Citizen Tuesday 17th* said last train on branch Saturday.

RYELAND [Cal] op 1 May 1905 *(RCG; Hamilton Herald 3rd)*; clo 1 July 1909 (Thursday), reop 1 November 1909 *(Cl)*; clo 1 January 1917 *(RM February)*; back in *Brad* August 1919, when shown as terminus of trains from Strathaven – see July 1922 *Brad* reprint for nature of service; see April/May 1921**; clo 11 September 1939 *(LMS notice Motherwell Times 8th* – already scheduled for closure, *ibid 1st* carried notice of closure for 25 September).

RYHALL (& Belmisthorpe) [GN] op 1 November 1856**- line; aot request; clo 15 June 1959 *(Grantham Journal 29 May- line)*. R & B was RCH name; *Brad* (always), GN wtt 1888, GN co tt 1909, LNE tt 1933: all just R.

RYHILL

RYHILL – see WINTERSETT.

R HALT [Dearne] op 3 June 1912**; clo 10 September 1951 *(Bradford Observer 16 August)*.

RYHOPE [NE]

RYHOPE op 19 October 1836 (see 1836 A**); clo 5 January 1953 *(RM March)*.

R EAST [ex-Londonderry] op 2 July 1855 *(Durham Chronicle 6th- line)*; EAST added 1904 *(hb)*, 1905 *(Brad)*, 1905/6 *(Reid)* and thus LNE tt 1933; clo 7 March 1960 *(RM April)*.
Clear from inspection report dated 2 May 1855 that Londonderry did have own station here at start, but OS maps of 1855/57 show one station, about 11 chains north of site of East, placed as if to serve both Londonderry and Durham & Sunderland lines (S Bragg); thus some unrecorded re-siting must have occurred – perhaps of 1836 station, with OS failing to keep up. Would have been logical for both companies to share (or have platforms alongside each others) at start – Londonderry line to Seaham op for minerals Seaton to Ryhope 17 January 1854, using Durham & Sunderland line; own line to Sunderland opened with passenger service *(NE; T 21 January 1854)*. 1858 is likely time since *Brad* January 1858 says the 12.55 from Seaham 'meets the Durham & Sunderland trains at Ryhope' and the timing would not have allowed for anything beyond a change of platforms; note not present *Brad* January 1859 (was in *Intelligible Guide* June 1858).

RYLSTONE [Mid] op 30 July 1902 *(RCG)* – but four public trains on 29th, day of formal opening *(Mid)*; clo 22 September 1930 *(Liverpool Echo 13th)*. Perhaps used for excursions where passengers were transferred to buses for trips to Grassington after latter had closed for all purposes 11 August 1969 but condition in April 2007, short platform length and poor road accessibility all suggest unlikely (R. Maund).

RYSTON [GE] op 1 August 1882 *(Thetford & Watton Times 5th)*; clo 22 September 1930 *(Cl)*.

RYTON [NE]: op 10 March 1835**; clo 5 July 1954 *(RM September)*.

S & R COLLIERY see 1887**.

SADDLEWORTH [LNW] op 1 August 1849**; clo 7 October 1968 *(RM November)*. S UPPER MILL in LNW co tt 1852 (1864 S). S for DOBCROSS 1 August 1890 *(RCG)* to 1 January 1912 *(hbl 25th)*.

SAFFRON WALDEN [GE]

SAFFRON WALDEN op 23 November 1865 *(Essex Herald 28th)*; clo 7 September 1964 *(RM September)*.

Also see ASHDON.

ST AGNES [GW] op 6 July 1903 *(RCG; Cornish Telegraph 8th)*, at 2 m 64 ch, west side of single line; replaced 4 July 1937 by island platform at 2 m 60 ch after line doubled *(RAC)*; clo 4 February 1963 *(W Briton 4th)*.

ST ALBANS

ST ALBANS [GN] op 16 October 1865 *(co n T 14th)*; clo 1 October 1951 *(T 8 September)*.

ST ALBANS CITY [Mid] op 13 July 1868 *(T 14th)*; St A CITY 2 June 1924 *(T 16 May)* to 16 May 1988 tt *(Mid)*; CITY since restored; still open.

ST A ABBEY [LNW] op 5 May 1858 *(co n T 6th)*; ABBEY added 2 June 1924 *(T 16 May)*; still open. *Brad*: St A HOLYWELL HILL 1867 to 1889/90.

ST ANDREW(S)/ST A ROAD – see CASTLE DOUGLAS

ST ANDREWS [NB] op 1 July 1852 *(co ½ T 4 November)* – excursion previous day *(East of T J)*; re-sited on extension to Crail 1 June 1887 *(Fifeshire Journal 26 May, 2 June)*; clo 6 January 1969 *(RM October 1968)*.

ST ANDREWS ROAD Bristol [GW] op to workmen as Ministry of Munitions station 1 March 1917 *(Notice 236)*; clo 13 November 1922 *(Bristol notice 911)*; reop, now public, 30 June 1924 *(W D Press 30th)*; aot request; still open.

ST ANNES PARK [GW] op 23 May 1898 *(Bristol T 24th)*; clo 5 January 1970 *(Cl)*.

ST ANNES-ON-THE-SEA [PW] first in *Brad* December 1873; still open. LNW co tt: at first St A, became St A-on-S 1900/4. LMS tt 1930 and *Brad* St A until 1955: St A. *Hb*: 1874/5a St A, 1877 St A-on-the-Sea.

ST ANNS ROAD [TH Jt] op 2 October 1882 *(Mid)*; clo 9 August 1942 (Sunday), last train 8th (A. A. Jackson, *Chron*).

ST ANNS WELL [GN] op 2 December 1889 *(RCG)*; clo 1 July 1916 (Saturday) *(RCH; Railway News 24 June)*; {in *IA*}.

ST ANTHONYS [NE] op 1 May 1879 *(Shields Daily Gazette 28 April)*; clo by landslide at Lants Quarry between here and St. Peters early in morning of 27 December 1915, reop 17 January 1916 *(items, notices Newcastle Journal 28 December, 15 January)*; clo 12 September 1960 *(RM October)*.

ST ASAPH [LNW] op 5 October 1858 *(Chester Courant 5th)*; clo 19 September 1955 *(Rly Gaz 26 August)*.

ST ATHAN [GW] op 1 September 1939 *(hbl 8th)*; HALT until 1943 tt *(Cl)*; clo 15 June 1964 *(Cl)*; {Gileston – Llantwit Major}.

ST ATHAN ROAD [TV] op 1 October 1892 *(South Wales Star 7th)*; clo 4 May 1926**, reop 11 July 1927 *(Rly Gaz 11th)*; clo 5 May 1930 *(May 1930 alterations leaflet, RAIL 936/64)*. Ticket for St A R for THE LEYS *(JB)*.

ST AUSTELL

For early irregular service see 1830**.

St AUSTELL [GW] op 4 May 1859**; still open.

ST BEES [Fur]

St BEES op 19 July 1849**; still open.

St B GOLF HALT (non-tt): op 7 April 1914 (Dr. M. Andrews, *Furness Railway* ..., Barrai Books, 2012) to February 1918*; GOLF not always included; {Nethertown – St Bees}.

* = agreement for use ended 5 February 1918 *(Journal of the Cumbrian Railways Association, May 1998).*

ST BLAZEY [GW] op 20 June 1876 *(R Cornwall Gaz 24th)* as PAR ST B; renamed 1 December 1878 GWR *(General Manager Circular 529, 27 November 1878)*; 1 January 1879 rail link opened Par/ St Blazey – previously passengers changing between Newquay branch and main line had to go between stations by road *(Cornwall; W Briton 2nd)*; clo 21 September 1925 *(Plymouth Division Annual Report)*; workmen used to 29 December 1934 *(U)*.

ST BOSWELLS [NB] op 20 February 1849 *(Caledonian Mercury 26th)*; see 13 August 1948**; clo 6 January 1969 *(BR clo notice)*. At first various names different sources *(Murray April 1852* managed three in same issue), e.g.: NEWTOWN OF ST B *(co n Caledonian Mercury 26th)*; NEW TOWN St B, St B N T/NEWTOWN JUNCTION/ NEWTON St B; settled 1 March 1865 *(Cl)*.

ST BOTOLPHS – see COLCHESTER.

ST BRIAVELS [GW] op 1 November 1876 *(co n Western Mail 1st)* as BIGSWEIR; renamed St B & LLANDOGO 1 May 1909 *(hbl 22 April)*, St B 9 March 1927 *(GW notice, dated 'March')*; clo 5 January 1959 *(T 5th)*.

ST BRIDES CROSSING [LMS] (non-tt) railwaymen; in use 1926 *(U)*; 15 September 1952 and summer 1959 wtts show 5.15 p.m. Glasgow-Oban calling alternate Saturdays to set down railwaymen {Callander – Strathyre}.

ST BUDEAUX {map 114}

ST B FERRY ROAD [GW] op 1 June 1904 *(W Morn News 1st, 2nd)* as HALT; became PLATFORM 1906; F R added 26 September 1949*; still open.

ST B VICTORIA ROAD [LSW] op 1 June 1890 *(W D Merc 2nd)* as St B for SALTASH (still thus *Brad* 1947, though *sig notice amendment 14 November 1923* said was to lose 'for' tag and *hb* 1925 had just St B); V R added 26 September 1949*; HALT 18 May 1965 to 5 May 1969 *(Cl)*; still open.

* = BR SR tt into force Monday has renamed stations to ST B FERRY ROAD ['Platform' now omitted] and ST B VICTORIA ROAD *(Western Morning News Friday 23 September 1949).*

Date used based on practice thereabouts of initiative for renamings coming from the Railway Executive. Earliest clear evidence now found for FERRY ROAD is advert for excursions in *Western Morning News 8 December 1949.* Now left as it is until clear evidence for a different date is found, when entry will be amended. It is not beyond the bounds of possibility that an earlier date should be given since September one from tt. A detailed study of adverts provided by both SR and WR in paper cited shows that inclusion of both Ferry Road and Victoria Road was erratic – e.g. 20 December 1949 just St B for SR destinations.

ST CLEARS [GW] op 2 January 1854 *(T 29 December 1853- line)*; clo 15 June 1964 *(Cl)*.

ST COLUMB ROAD [GW] op 20 June 1876 *(R Cornwall Gaz 24th)* as HALLOON; renamed 1 December 1878 GWR *(General Manager Circular 529, 27 November 1878)*; aot request; still open.

ST COMBS [GNS] op 1 July 1903 *(GNS; Peterhead Sentinel 4th)*; paper said that line skirted the road all the way from where it left main line to Philorth Water and passengers could board at any point; clo 3 May 1965 *(Sc Reg notice Aberdeen Press 23 March)*.

ST CYRES – see NEWTON ST CYRES.

ST CYRUS [NB] op 1 November 1865 *(co n Dundee Courier 30 October)*; clo 1 October 1951 *(Dundee Courier Monday 1st*- last train Saturday).

ST DENYS [LSW] op 5 March 1866, about ¼ mile south of Portswood, which it replaced (B. Moody, *Southampton's Railways*, 1992); op as P, renamed 1 January 1876 *(Cl)*; still open.

ST DEVEREUX [GW] op 2 January 1854 *(T 29 December 1853- line; co n Hereford Times 24 December)*; clo 9 June 1958 *(BR notice Western Mail 9 May)*.

ST DUNSTANS [GN] op 21 November 1878 *(GN)*; clo 15 September 1952 *(RM November)*.

ST ENOCH

For main line station, see GLASGOW.

ST ENOCH [GU] op 14 December 1896**; still open.

ST ERTH [GW] op 11 March 1852 *(co n R Cornwall Gaz 12th)* as St IVES ROAD; renamed 1 June 1877 *(Cl)*; still open.

Ticket platform: on St Ives branch in use July 1897; closed by 1 January 1903 *(U)*.

ST FAGANS

ST FAGANS [GW] op 1 April 1852 *(Cambrian 26 March)*; clo 10 September 1962 *(Cl)*.

Non-tt: Private station for Earl of Plymouth, chairman of Barry; at east end of Barry line, level with GW station between station signal box and junction with Barry. (J. Hodge, *South Wales Main Line Part 3*, Cardiff – Bridgend, Wild Swan, p 25).

ST FILLANS [Cal] op 1 October 1901 *(RCG; Dundee Evening Telegraph 1st)*; clo 1 October 1951 *(Strathearn Herald 15 September)*.

ST FORT [NB] op 1 June 1878 *(Dundee Courier 3rd)*; clo 6 September 1965 *(Aberdeen Press 20 August)*.

Ticket platform: many papers 30 December 1879 and early 1880 mentioned ticket platform here in connection with trying to establish numbers killed in Tay Bridge collapse. Nothing else seen.

ST GABRIELS [SIT] first in *Brad* July 1877 as GORSE LANE, aot G L St HELENS; see 25 July 1860**; renamed St G 1896 *Brad*; last there February 1917, but last in *hb* 1929 – inertia?; {map 88}.

In 1880s there were intermittent *Brad* references to fast trains to Oystermouth from G L SIDINGS.

ST GEORGES CROSS [GU] op 14 December 1896**; still open.

ST GERMANS near Kings Lynn [EA] op 27 October 1846 *(co n Lynn Advertiser 31st)*; last *Brad* October 1850 but still in EC co tt May 1851 (not in *Truscott's* EC tt 1 January 1853); {map 67}. (Spelling in all sources seen was SAINT GERMANS).

ST GERMANS near Plymouth [GW]

ST GERMANS op 4 May 1859**; still open.

ST G VIADUCT (non-tt) used by workmen during building of deviation line; op 1905; clo by November 1915; {St Germans – Defiance} *(U)*.

ST HARMONS [Cam] trains first shown *Brad* June 1872 (opening of siding here reported in Mid-Wales *co ½ Cambrian News 23 February 1872)* but start of passenger use not found; aot request; clo 31 December 1962 *(T 31st)*. HALT *hb* 1938, 1956 and Cam ticket *(JB)* but not in tt.

ST HELENS [IoW] op 27 May 1882 *(IoW Observer 3 June)*; clo 11 February 1951, reop 22 March 1951 *(IoW 1923* and see 1951**); clo 21 September 1953 *(T 21st)*.

ST HELENS Swansea [SIT] op 25 July 1860**; clo 6 January 1960**; {map 88}. At first St H ROAD, later St H JUNCTION, St H ROAD BAY VIEW, St H B V *(Brad, Cambrian)*.

ST HELENS – see WEST AUCKLAND.

ST HELENS Lancashire

ST H CENTRAL [LNW]: for op see 1832 B**; re-sited short distance west 19 December 1849 (J. M. Tolson, *St Helens* Railway, Oakwood, 1983, p 27) at Peasley Cross Lane (road later called Warrington Old Road); re-sited again, to the north, 3 February 1858, 22 chains north-west, close by Raven Inn, Raven Street (now called Parr Street) beyond Parr Street bridge, on new alignment from Ravenhead Junction; St H SHAW STREET 1 March 1949 *(LNW Record)*, but *Brad* earlier, to 11 May 1987, when became ST H C; still open.

ST H CENTRAL [GC] op 3 January 1900 *(Liverpool Daily Post 4th)*; clo 3 March 1952 *(RM April)*.

ST H JUNCTION [LNW]: line op 17 September 1830**, nd, 1 January 1831; still open.

Stop listed in 1830 was BOTTOM OF SUTTON INCLINE; early name for St H J or was latter early replacement? ST HELENS JUNCTION (PARR) in 11 October 1832 list. Also see 1832 B**.

ST HELENS COLLIERY [LNW]: (non-tt) miners; in wtt for October 1915 as ST.HELENS NO. 2 COLLIERY; ceased? – not present October 1922 wtt; {Siddick Junction – Flimby}. Perhaps same as Siddick Junction Colliery Platform *(JF)*.

ST HELENS JUNCTION – see SWANSEA BAY and 25 July 1860**.

ST HELIER [SR] op 5 January 1930 *(T 6th)*; still open.

ST HILARY [TV] op 1 May 1905 *(Evening Express 1st*, which called it St H Road); see 1904**; clo 12 July 1920 *(RCG)*; {Cowbridge – St Mary Church Road}.

ST IVES near Cambridge [GN/GE] op 17 August 1847 *(Cambridge Indep Press 21st)*; clo 5 October 1970 *(RM October)*. St I JUNCTION *Brad* 1852 to 1858/9.

ST IVES near Penzance [GW] op 1 June 1877 *(Cornish Teleg 5th)*; clo 4 April 1955, reop 14 May 1955 (J R Ling); re-sited 6 chains east at end of viaduct 23 May 1971 *(Cl)*; clo 15 January 1973 for flood relief scheme, replaced by buses, *(BR leaflet WE4.73)*, reop 21 April 1973 – due to reopen Thursday 19 April according to *leaflet* – delay?; still open.

Ticket platform: in use July 1897; closed by 1 January 1903 *(U)*.

ST IVES ROAD – see ST ERTH.
ST JAMES Newcastle [TWM] op 14 November 1982 *(Newcastle Journal 12th)*; still open.
ST JAMES – see LIVERPOOL.
ST JAMES DEEPING [GN] op 1 August 1849 *(GN Society Magazine 9)*; clo 11 September 1961 *(Peterborough Standard 28 July*, where shown as D ST J*)*. Early tts: CROWLAND & St J D (thus opening tt *RM September 1910)*/St J D & C/variations, until settled 1851. GN co tt 1909, LNE tt 1933 and *Brad* ? to 1955: St J D for MARKET DEEPING.
ST JAMES PARK Exeter [LSW] op 26 January 1906 *(Exeter 27th)* as LIONS HOLT; renamed St J P 7 October 1946 *(Cl)*; HALT until dropped 5 May 1969 *(SR App)*; still open.
ST JAMES STREET – see WALTHAMSTOW.
ST JAMES'S PARK London [Dist] op 24 December 1868 *(T 21st, 25th)*; still open.
ST JOHNS [SE] op 1 June 1873 *(T 28 May)*; still open.
ST JOHNS CHAPEL [NE] op 21 October 1895 *(RCG; Stockton Herald 26th)*; clo 29 June 1953 *(RM August)*.
ST JOHNS WOOD op [Bak] 20 November 1939 *(T 18th)*; replaced Lords; to [Jub] 1 May 1979 *(Daily Mirror 30 April)*; still open. Pre-op Acacia Road *(L)*.
ST KEW HIGHWAY [LSW] op 1 June 1895 *(Cornish & D P 8th)*; clo 3 October 1966 *(Cornish & D P 8th)*.
ST KEYNE WISHING WELL HALT [GW] op 1 September 1902 *(Cornish T 30 August)*; clo 3 November 1990 for flood prevention work, reop 19 November 1990 *(RM January 1991)*; still open. Aot request; HALT in *hb* 1938 and 1956 but not in *Brad* until 1952 – dropped 5 May 1969; W W HALT added 18 May 2008 *(First Great Western information)*.
ST LAWRENCE near Bodmin [GW] op 26 October 1906 *(Cornish Guard 2 November)*; PLATFORM (but HALT on GW ticket, *JB*, and in *Brad* until 1909/11); clo 1 January 1917 *(GW notice dated 22 December 1916)*; {map 113}.
ST LAWRENCE IoW [IWC] op 20 July 1897 *(co n IoW County Press 24th)* as VENTNOR St L; renamed 1900 tt; became HALT 1928/9 *(Brad)*; aot request; clo 15 September 1952 *(T 6 August)*. *Brad*: St L HALT for BLACKGANG; not thus *hb*.
ST LAWRENCE PEGWELL BAY [SE]: 'has been opened' *(S E Gazette Tuesday 26 July 1864)*. First in *Brad* September 1864 with note that it was 'the Junction Station for Pegwell Bay and Village'; clo 3 April 1916 *(T 11 March)*; {map 131}. *Brad* variously: as above, St L JUNCTION, St L for P B, finally St L P B . *Hb*: St L, St L for P B.
ST LEONARDS
ST L (BULVERHYTHE) [LBSC] op 27 June 1846 *(Hants Chron 4 July)*; according to description of line in *Hastings & St. Leonard's Observer 9 September 1905* Glyne Gap Halt was about 200 yards west of the site of this; temporary terminus replaced on extension of line by >
ST L WEST MARINA [LBSC] op 7 November 1846 *(LBSC)* as HASTINGS & St L; renamed St L 13 February 1851 *(Cl)*, St L W M 5 December 1870 *(Cl)*; Resited slightly east 1 June 1889 *(internal LBSC notice 81)*. Clo 10 July 1967 *(RM August)*.
ST L WARRIOR SQUARE [SE] op 13 February 1851 *(co n T 13th)*; W S added 5 December 1870 *(Cl)*; clo 1 January 1917 *(T 22 December 1916)*; reop 1 January 1919 *(wtt, RAIL 975/20);* still open.
Also see WEST St LEONARDS. Also see HASTINGS for possible early ticket platform here.
ST LEONARDS – see EDINBURGH.
ST LUKES – see SOUTHPORT.
ST MARGARETS [GE] op 31 October 1843 *(T 2 November- line*)*; re-sited west of level crossing 3 July 1863 *(C/W)*; became St M HERTFORSHIRE 14 May 1984 tt; still open. Was St M for STANSTEAD ABBOT(T)S 22 June 1909 *(hbl 7 July)*, and thus GE co tt 1914, to 1955 *(Brad)*.
* = mentioned in inspection report; named after village church at Swanstead – village's name not used to avoid confusion with another Swanstead, in Essex.
ST MARGARETS near Twickenham [LSW] op 2 October 1876 *(co n Morning Post 30 September)*; still open.
ST MARGARETS – see EDINBURGH.
ST MARY CHURCH ROAD [TV] op 1 October 1892 *(South Wales Star 7th)*; clo 4 May 1926**, reop 11 July 1927 *(Rly Gaz 11th)*; clo 5 May 1930 *(Alterations leaflet May 1930, RAIL 936/64)*.
ST MARY CRAY [LCD] op 3 December 1860 *(T 4th)*; still open. St MARYS CRAY in opening notice and in *Brad* until 1861/2.
ST MARYS near Huntingdon [GN] op 22 July 1863 *(Rtn- line)*; aot request; after 22 September 1930 *Brad*, before with August 1931, rail service reduced to one that ended about 10.30 a.m.; buses for rest of day. Thus to closure 6 October 1947 *(RM January 1948)*.
ST MARYS BAY [RHD] (ng) op 16 July 1927** (which see for later history of line) as HOLIDAY CAMP; renamed H C JESSON 1939 *Brad*, St M B on reopening 1946. Became JEFFERSTONE LANE in preservation days (since reverted).
ST MARYS CROSSING [GW] op 12 October 1903 *(Stroud N 16th)*; HALT; clo 2 November 1964 *(W D Press 2nd)*.
ST MARYS WHITECHAPEL ROAD [Met/Dist] op 3 March 1884 *(L)*; at first St M/W St M/St M W; at first used by SE trains; [Dist] use added 1 October 1884 as terminus of service to New Cross SE; [Met] use to New Cross SE began 6 October 1884, Dist then switching to New Cross LBSC; ROAD added 26 January 1923 *(L)*; clo 1 May 1938 (Sunday) *(RM June* – clo after last train April 30).
ST MELLONS (non-tt): wtt 2 October 1944 shows return service Cardiff General to here and back (including Sundays), at times clearly designed for workers (Reprint of GW Swindon etc area wtt, Dragonwheel Books); {Marshfield – Roath}.
ST MELYD GOLF LINKS [LMS] op 1 October 1923 *(LNW Cl)*; clo 22 September 1930 *(Liverpool Echo 13th)*; {Prestatyn – Meliden}.
ST MICHAELS Liverpool [CLC] op 1 June 1864 *(Manchester Times 4th)*; closed 17 April 1972 *(Liverpool Echo 23 March)*; reop 3 January 1978 *(ibid 3rd)*; still open.
ST MONANCE [NB] op 1 September 1863 *(Scotsman 2nd)*; St MONANS 1875 to 1936 tt *(Cl;JS)*, and thus NB co tt 1900; clo 6 September 1965 *(Aberdeen Press 20 August)*.
ST NEOTS [GN] op 7 August 1850 *(T 6th, 8th)*; still open.

ST OLAVES [GE] op 1 June 1859 *(T 2nd)*; clo 2 November 1959 *(RM December)*.
ST OLAVES JUNCTION – see HADDISCOE.
ST PANCRAS – see KINGS CROSS ST P for underground, LONDON for main line station.
ST PAULS
See LONDON BLACKFRIARS for main line station.
ST PAULS [Cen] op 30 July 1900 *(London Evening Post 31st)* as POST OFFICE; renamed 1 January 1937; still open.
ST PAULS – see under HALIFAX.
ST PETERS Newcastle [NE] op 1 May 1879 *(Shields Daily Gazette 28 April)*; clo 23 July 1973 *(BR Board notice Newcastle Evening Chronicle 22nd)*.
ST PETERS – see under SUNDERLAND.
ST PHILIPS, ST PHILIPS MARSH – see BRISTOL.
ST QUINTIN PARK & WORMWOOD SCRUBBS [WL]
(non-tt): GW had consented to erect temporary platform at its junction with West London on Wormwood Scrubs for use of West Middlesex Rifle Corps and visitors when they were exercising on their nearby practice ground *(Army & Navy Gazette 19 May 1860)*. No evidence of use seen but military connection is suggested because the only notices so far seen for opening to public appeared in *Volunteer Service Gazette, e.g. 5 August 1871*.
Public op (clearly to the south) 1 August 1871 *(LNW Officers 6791)* as W S; renamed 1892; resited 1 November 1893 *(co ½ Rly Times 10 February 1894)*; destroyed by fire 3 October 1940 *(LMS letter 29 May 1945 Cl pap)* – but *wtt supp* says clo 21 October 1940 – presumed that they now decided would not reopen.
ST ROLLOX
For early main line terminus see under GLASGOW.
ST ROLLOX [Cal] earliest structure here was 'temporary platform' (date unknown) for collection of tickets, replaced by permanent station 1 August 1883 *(North British Daily Mail 2nd)*; clo 5 November 1962 *(RM October)*. Sometimes GLASGOW St R in tts.
When Works Trips ran, alternate trains ran from station and adjoining Cattle Bank *(Away pp 116-8)*; *True Line June 2001* gives details of one such, from the **CATTLE BANK STATION, SPRINGBURN ROAD** to Carlisle on 9 September 1899.
ST THOMAS – see EXETER.
ST THOMAS CROSS [WCE Jt] (non-tt) PLATFORM used by workers at Florence Pit Iron Mine; op 15 January 1912 *(Journal of the Cumbrian Railways Association, May 1998)*; in July 1924 wtt *(@JF)*; clo by June 1952 *(U)*; {Egremont – Beckermet}.
ST WINEFRIDES [LNW] op 1 July 1912 *(LNW Officers 43723; Flintshire County Herald 7, 28 June)*; became HALT 1938/9 *(Brad* and LMS tt); clo 6 September 1954 *(BR notice)*; {Holywell branch}.
ST-Y-NYLL [Barry] op 1 May 1905**; clo 20 November 1905 *(Chron. 73/11)*; HALT or PLATFORM; {Creigiau – Wenvoe}.
SALCEY FOREST [East & West Junction] op 1 December 1892 *(Northampton Mercury 2nd)*; last train ran Thursday 30 March 1893 owing to intervention of Easter; {Stoke Bruern goods – Olney}.
SALE [MSJA] op 20 July 1849**; op as S MOOR *(Manchester Courier 21st)*; MOOR dropped 1856/7 *(Brad)*; S & ASHTON-ON-MERSEY 1 February 1882 (Cl) to 1930/1 *(Brad; ref RCH dist 19 October 1931)*; clo 27 December 1991 *(BLN 671)* for conversion to Manchester Tramlink (Section 6).
SALEHURST [KES]: earliest use non-tt – July 1903 Col. Stephens, line owner, told BoT he had put up platform (Vicar of Salehurst had asked for Wednesday and Sunday stops for his organist who lived at Bodiam) *(KES)*; first in public tt starting 23 September 1929; aot request; 1929/30 became S PLATFORM, 1931/2 reverted to S, 1939 became S HALT *(Brad)*. Clo 4 January 1954 *(T 2nd- last train Saturday 2nd)*; {Robertsbridge – Junction Road}.
SALEM [WH] (ng); op (?) 14 May 1881 for quarrymen, clo (?) October 1901 – informal general use began ?; perhaps continued until line clo 1 November 1916 *(WHH 50, p. 15)*; reop 2 October 1922; at times request; last train 26 September 1936; {map 76}. HALT in co tts and *(Brad)* until 1923 and on WH ticket *(JB)*.
SALFORD
S CENTRAL [LY] op 29 May 1838**; CENTRAL added 29 May 1994 tt, but in use locally by 1990 *(AB Chron)*; link to Manchester Victoria op 1 August 1865 *(co n Manch 1st)*; still open. *Co n Manch 26th* has MANCHESTER in heading of skeleton tt but S NEW BAILEY STREET in detail. Also variously S, MANCHESTER S.
S CRESCENT op 11 May 1987 *(Sandwell Evening Mail 11th)*; at/near earlier Oldfield Road; still open.
A **temporary platform** was put up at Salford 10 April 1988, on ex-LNW line, for northbound use only during resignalling; certainly still in use April 1989, clo 2 October 1989 (notice at station)
Also see OLDFIELD ROAD.
SALFORD PRIORS [Mid] op 17 September 1866 *(Mid; Rtn- line)*; clo 1 October 1962 *(Mid)*, but bus service to 17 June 1963 *(Birmingham Daily Post 11 May)*.
SALFORDS [LBSC; SR] op as non-tt railway staff halt 8 October 1915 *(U)*; became public 17 July 1932 *(RCH; West Sussex Gazette 14th)*; HALT until renamed 1 January 1935 *(Cl)*; still open.
SALHOUSE [GE] op 20 October 1874 *(T 21st)*; still open.
SALISBURY {map 126}
SALISBURY (Milford) [LSW] op 1 March 1847 *(W Fly P 6th)*; terminus, replaced on line to Exeter by >
SALISBURY [LSW] op 2 May 1859 *(W Fly P 3rd- line)*; still open.
Ticket platform: first reference seen – accident to excursion from London to Exeter *(Salisbury & Winchester Journal 13 August 1864)* where Market House Junction commences, used by trains both ways, 'western trains' having to go backwards to station and forwards on their journey. Work in progress to provide extra platform and save backing from ticket platform *(ibid 27 April 1878)*. 'New' station opened 19 August 1878 *(Salisbury Times 24th)*. Old ticket platform between station and Castle Street has been demolished *(ibid 29 September 1899)*.
SALISBURY [GW] op 30 June 1856 *(W Fly P 1 July)*; clo 12 September 1932 *(Cl)*; service diverted to LSW station.
Hb called both GW and LSW stations S FISHERTON and GW ticket thus exists *(JB)*; also in *Brad* for GW late 1860s, early 1870s.

Ticket platform: *Devizes & Wiltshire Gazette Thursday 17 March 1864*: Sunday last train drawn by a Metropolitan engine ran through at Fisherton, unable to stop at ticket platform, about 100 yards from station. Op & clo dates unknown.

SALT (& Sandon) [GN] op 23 December 1867 *(Staffs Sentinel 28th)*; clo 4 December 1939 *(Cl)*. *Brad, co tt* and tickets just SALT; S & S was RCH version.

SALTAIRE

SALTAIRE (a) [Mid] op 1 April 1856? – *Bradford Observer (3rd)* – 'The Midland Railway have, perhaps tardily, recognised the importance of the establishment at Saltaire by stopping certain of their trains there'; first in *Brad* May; clo 22 March 1965 *(RM April)*. At first SALTARRE in *Brad*.

SALTAIRE (b) op 9 April 1984 on same site *(Mid)*; still open.

SALTASH [GW] op 4 May 1859**; still open. GW co tt 1932: S for CALLINGTON.

SALTBURN [NE] op 19 August 1861 *(RAIL 667/395)*; still open. S-BY-SEA/S-BY-THE-SEA in *Brad* until 1887/9.

There was also an excursion station, unusual in that it was effectively part of the Zetland Hotel (built by the railway company in 1863, *co ½ Durham County Advertiser 14 August 1863)*. Op? Tenders for building waiting-room and conveniences on platform advertised in *Daily Gazette for Middlesbrough* 9 July 1870. Earliest use found was for return excursion on 22 July 1872 *(co n Leeds Times 20th)*. Station clo? – line lifted by 1971.

Ticket platform: recommended erection of one here *(co minutes 9 March 1864)*. No evidence that did so.

SALTCOATS

See 1834** for early service through here.

SALTCOATS [GSW]: line op 17 August 1840 *(Rtn)*, nd, March 1850; re-sited to west 1 July 1858 *(Cl)*; again re-sited, now between first and second sites, 1882 *(Cl)*; S CENTRAL 30 June 1952 to 4 February 1965 *(Cl)*; see 5 February 2021**; still open.

S NORTH [Cal] op 4 September 1888 *(Scotsman 3rd, 4th)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RCH)*; NORTH added 2 June 1924**; clo 4 July 1932 *(Cl)*. Later used for excursions: earliest notices seen 1 July 1933 *(Motherwell Times 30 June)*; last 20 August 1939 *(Bellshill Speaker 11th)*. Also for specials to Kings Park for football: Scotland v England 15 April 1939 *(co n Daily Record 13th)* and Clyde v Motherwell 22 April 1939 *(ibid 20th)*.

SALTER LANE [Ashover] (ng) op 7 April 1925 *(Derby Daily Telegraph 8th)*; request; clo 14 September 1936**; {map 59}.

SALTERSGATE COTTAGE – see 1843** (possible early S&D stop/staff halt – see HIGH STOOP); Salter's Gate included in *hb* 1862, facilities unknown; references to station here e.g *Newcastle Courant 16 September 1873* in connection with brickworks but no evidence of passenger use – but passenger information about places in this area is erratic; later S G Siding/Siding and Stone Wharf; still in 1956 *hb*; no facilities ever shown; {map 30}.

SALTERTON – see BUDLEIGH SALTERTON.

SALTFLEETBY [GN] op 17 October 1877 *(Lincoln Gazette 20th)*; clo 5 December 1960 *(RM January 1961)*.

SALTFORD near Bath

SALTFORD [GW] op 16 December 1840 *(co n Bath & Chelt 15th)*; clo 5 January 1970 *(Cl)*.

Also see KELSTON.

SALTHOUSE – see BARROW-in-Furness.

SALTLEY [Mid] op 1 October 1854 *(Mid)*; clo 4 March 1968 *(Coventry Evening Telegraph 5 February)*.

SALTMARSHE [NE] op 2 August 1869 *(T 2nd- line)*; clo 23 December 1973 by damage to Ouse bridge by ship, reop 5 August 1974; clo again for same reason early on 23 November 1988 *(BLN 600)*, reop 2 October 1989 *(BLN 620, 621)* – taxis meanwhile; still open.

SALTNEY [GW]

SALTNEY a) op 4 November 1846**; near road bridge; clo 1 January 1917 *(GW notice dated 22 December 1916)*.

SALTNEY b) op 4 July 1932 *(GW Chester Divn Report 1932)*; south of (a) near 211¾ milepost *(appendix to wtt May 1954*; see V. Mitchell & K. Smith, *Shrewsbury to Chester*, Middleton Press, 2010); clo 12 September 1960 *(Cl)*. HALT on BR ticket *(JB)* but not tt; also shown this way as extra stop for railwaymen in *wtt 17 June 1957*.

SALTNEY FERRY MOLD JUNCTION [LNW] op 1 January 1891 *(RCG; MT6/654/10, inspection report dated 22 January 1891)*; clo 30 April 1962 *(Cheshire Observer Saturday 5 May- line* – last previous Saturday).

SALTOUN [NB] op 14 October 1901**; clo 3 April 1933 *(Scotsman 15 March)*.

SALVATION ARMY [GN; LNE] op non-tt by 1 November 1897 *(U)*; used for Sunday School treat 18 July 1900 *(Herts Advertiser 21st)*; first in public tt for 8 July 1929; SIDING/HALT; last in public tt September 1942; clo 1 October 1951 *(T 8 September)*; {Hill End – St Albans}. Originally SANDERS SIDING; aot S A & CAMP FIELD PRESS *hb* – no facilities ever shown; aot MESSRS SANDER & CO'S ORCHID SHEDS in GN public tt. Tt note said passengers for here had to make application to officer in charge before leaving Hatfield or St Albans, termini of branch it was on.

SALWICK [PW] first in *Brad* December 1841 (see 16 July 1840**); at first Saturdays only, perhaps early service intermittent; clo 2 May 1938 *(T 21 March)*; reop 8 April 1940 for ICI factory workers and to public 2 November 1942 *(LNW Record)*; still open. Alias S ROAD early (even co tts erratic).

SALTWOOD [SE] (non-tt) temporary platform opposite castle for reception of body of Lt. Col. P. H. S. Barrow (had died in the Sudan as result of old wounds) prior to burial in churchyard here 23 February 1886, and use of those attending ceremony; between Sandling and Hythe *(Folkestone Express 27th)*.

SALZCRAGGIE [High] op non-tt 28 July 1874 for private shooting estate *(U)*; public opening 26 May 1907 *(High* – with note that perhaps July 1907, when first in *Brad)*; wtt appendix 1 May 1920 says for use of shooting or fishing tenant using S Lodge; to hold tickets to next stop either way but *Brad* thereabouts included as ordinary request stop. Clo 29 November 1965 *(Cl)*. PLATFORM 1938 *hb*, HALT *hb* 1941a (dropped 1962a); PLATFORM in tt until 1962/3 – dropped from index 18 June 1962, table later.

SAMPFORD COURTENAY

SAMPFORD COURTENAY (a): [LSW] op 8 January 1867 *(W D Merc 10th)* as OKEHAMPTON ROAD; to BELSTONE CORNER 3 October 1871, S C 1 January 1872 *(Cl)*; HALT 12 September 1965 to 5 May 1969 *(Cl)*; clo 5 June 1972 *(Cornish & DP 11th)*.

SAMPFORD COURTENAY (b): op 23 May 2004, summer Sundays only *(RM July, p 79)*; in tt summer 2003 but not opened that year service suspended after last train Sunday 8 September 2019 *(Wikipedia)*.

SAMPFORD PEVERELL [GW] op 9 July 1928 *(Tiverton 10th)*; became HALT 18 June 1962 tt; clo 5 October 1964 *(Som Gaz 5 September)*. Shown as HALT by *Cl* and so regarded locally but not thus *hb* (first included 1930a, before halts generally added), nor GW co tt, nor *Brad* until 1962. Tiverton Parkway here later.

SAND HUTTON [Sand Hutton] (ng); {map 40}

CENTRAL; DEPOT; GARDENS – all three op 4 October 1924** *(RM December)*; last two HALTS *(Brad)*; last train Saturday 1 March 1930**.

SANDAL

SANDAL [WRG Jt] op 1 February 1866 *(Leeds Times 3rd)*; clo 4 November 1957 *(RM December)*.

S & AGBRIGG op 30 November 1987 *(BLN 581)*; still open.

S & NOTTON – see NOTTON.

SANDALL [SY] first in *Brad* April 1857; Saturdays only; last September 1859; {Doncaster – Bramwith}.

SANDBACH

SANDBACH [LNW] op 10 May 1842 *(T 16th/Liverpool Mail)*; clo (for resignalling) for about 18 months, reopened 26 June 2006 *(Northern Rail leaflet)*; still open. LNW co tt 1874: S for NORTHWICH.

Also see WHEELOCK.

SANDERS SIDING – see SALVATION ARMY.

SANDERSTEAD [CO Jt] op 10 March 1884 *(co n Pall Mall Gazette 8th)*; still open.

SANDFORD & BANWELL [GW] op 3 August 1869 *(Shepton 6th)*; clo 9 September 1963 *(Weston 13th)*. Just S in B&E wtt 1886.

SANDGATE [SE] op 6 October 1874 *(Hastings & St Leonards Observer Saturday 10th* said Hythe railway opened on Tuesday); it had been inspected and found fit on Friday *(Kentish Gazette Tuesday 6th)*; 9th, given by a multitude of papers, including *ibid 13th*, was later formal opening by Duke of Teck. Clo 1 April 1931 (Wednesday) *(Folkestone ... Herald item 28 March)*.

SANDHILLS [LY] first in *Brad* July 1854 (*RAIL 372/3*, 4 July said had opened) as LIVERPOOL NORTH DOCKS, soon N D; renamed S 1857 tt *(JS)*; platforms moved from north to south of Sandhills Lane by 9 July 1881, when *Waterloo Times* said it had been done; still open. LY co tt 1899 and LMS tt 1930: S for N D.

SANDHOLME [HB] op 27 July 1885 *(op tt NER I)*; clo 1 August 1955 *(RM September)*.

SANDHURST

SANDHURST (a) [SE] op 4 May 1852 *(SE)*; last trains in *Brad* and *tts Berkshire Chronicle* December 1853. Later use, 3 May 1856, for special trains taking people to see Queen Victoria lay foundation stone of Wellington College *(co n T 2nd)* and 2 June 1856 *(co n T 28 May)* for fete there.

S BERKS (b) [SEC] op 4 August 1909 – has been opened, *Berkshire Chronicle 7th* said opened on Bank Holiday; HALT until dropped 5 May 1969 *(SR App)*; BERKS added 1974/6 tt; still open.

SANDIACRE

S & STAPLEFORD [Mid] op 6 September 1847**; clo 1 May 1872 (Wednesday) *(Cl)*.

See STAPLEFORD & SANDIACRE for replacement.

SANDILANDS [Cal] op 1 April 1864 *(Cal- line)*; clo 5 October 1964 *(RM October)*.

Non-tt: Prior to opening of line participants based at Lanark in coursing competitions of the Scottish National Meeting in late March 1864 had a special train that took them to and from meetings; there were also specials for spectators. It is not always clear from press accounts whether they made early use of stations or were set down at convenient points. All following from *Bell's Life in London*, paper date in brackets, unless otherwise specified.

Tuesday 21 March at MILLMUIR (Millmoor shown east of line in *Cobb Atlas)*, about four miles on Douglas railway from Lanark; drop-off north of Sandilands a possibility *(26 March)*.

Wednesday 22 March: SANDILANDS specified *(26 March)*, 2½ miles to meet at Pepper Knows Farm (east of line; spelling variations other papers). *Glasgow Morning Journal (25th)* said Caledonian special went to station at Douglas Mouth Bridge (i.e. near confluence of Douglas Water and Clyde).

Thursday 23 March: met at SANDILANDS station, no other detail *(26 March)*.

Friday 24 March: met at FOWER about six miles from Lanark, dropped off special within a few hundred yards of meeting; no place of this name discovered but Tower Farm shown to west of line *Cobb Atlas* would suit a drop-off point south of Ponfeigh *(2 April)*; support from *Sporting Gazette (2 April)* – 'landed' at Five Mile Bridge.

SANDLING

SANDLING [SE] op 1 January 1888 *(SE)* as S JUNCTION; renamed S Junction for HYTHE 3 December 1951; before / with 1 May 1961 *Brad* S for HYTHE; intermittently thus until 12 May 1980 tt, when settled as S *(Cl)*; still open.

SANDLING PARK: [SE] (non-tt): temporary station for meeting of Kent Archaeological Society at Hythe on 10 & 11 July 1862 *(Maidstone Journal 15th)*; site? Same as 1888 station? Item on local council's complaint about delay to station above and name chosen suggested should be S Park J for H and Sandgate *(Canterbury Journal 24 December1887)*.

SANDLING INTERNATIONAL (non-tt): used 16 September 2003 only, for invited guests to formal opening of new link to Channel Tunnel *(Rly Obs November, p 492)*.

SANDON [NS] op 1 May 1849 *(co n Staffs Advertiser 28 April)*; clo 6 January 1947 *(RM January 1950)*.

SANDON DOCK [LO] op 6 March 1893**, which see for clo; {Huskisson Dock – Nelson Dock}.

SANDOWN [IoW] op 23 August 1864 *(co n London Evening Standard 22nd)*; clo 1 January 1967 for electrification work, reop 20 March 1967 *(RM May)*; still open. LBSC co tt 1912: S JUNCTION in one table.

SANDPLACE [GW] first in *Brad* December 1881, when it replaced Causeland, which see; clo 3 November 1990 for flood prevention work, reop 19 November 1990 *(RM January 1991)*; aot request; still open. According to *Cl* became HALT in 1953, but thus *hb* 1938 and *Brad* from 1951/2; HALT dropped 5 May 1969 *(Cl)*.

SANDSEND [NE] op 3 December 1883 *(Whitby Gazette 8th)*; clo 5 May 1958 *(RM May)*.

SANDSFOOT CASTLE [WP Jt] op 1 August 1932 *(GW source Cl pap)*; HALT; clo 3 March 1952 *(RM March)*; {Rodwell – Portland}.

SANDSIDE [Fur] op 26 June 1876 *(D&C 14; LNW Officers 16040- line; included in line description Lancaster Gaz 10th)*; clo 4 May 1942 *(LNW Record)*.

SANDWELL & DUDLEY [LNW] op 1 July 1852 *(Staffs Advertiser 3rd)* as OLDBURY & BROMFORD LANE; renamed OLDBURY 6 May 1968, S & D 14 May 1984 *(BR pamphlet)*; still open.

SANDWICH [SE] op 1 July 1847 *(co n T 30 June)*; still open.

SANDWICH ROAD [EK]: for op see March/April 1925**; Saturday only at first; HALT in some sources; clo 1 November 1928. See 1 November 1948** for other details.

SANDY

SANDY [GN] op 7 August 1850 *(T 6th, 8th)*; still open. S JUNCTION 1867/9 to 1893/4 *(Brad)* but just S in GN wtt 1888.

SANDY [Sandy & Potton] op 9 November 1857**; clo December 1861. LNW purchased line >

SANDY [LNW] op 7 July 1862 *(Beds Mercury 12th)*; clo 1 January 1968 *(Cl)*. Became S VILLAGE 1867, S JUNCTION 1868 (and thus LNW co tt 1868), S 1908 *(JS)*.

SANDY LANE [Lancs, Derby & East Coast] (non-tt) miners' HALT; in use 1923; {on branch to WELBECK COLLIERY, which see}.

SANDY LODGE – see MOOR PARK.

SANDYCROFT

SANDYCROFT [LNW] op 1 March 1884 *(LNW Officers 25670)*; original station temporary (platforms of old sleepers), to see if traffic justified it *(MT6/360/14)*; clo 1 May 1961 *(RM June)*.

S H M FACTORY PLATFORM (non-tt) op before 16 October 1916 when *co n RAIL 931/16* shows alteration of service for munitions workers, clo 29 October 1920 *(LNW dates, no authority for clo date; MT6/360/14* refers to 'New Factory Platform'); {300 yards east of Dundas Siding 1900 Signal Box, which was west of main station}.

SANDYFORD [GSW]: Ogston & Tennants workmen used from ?; originally S PLATFORM; first included *hb* 1941a as HALT; still thus 1956 (no indication public/private); op to public 18 April 1966 *(U)*; clo 5 June 1967 *(Cl)*; {Paisley – Renfrew}.

SANKEY

S BRIDGES [LNW] op 1 February 1853 *(T 16th- line)*; clo 1 January 1917 *(T 22 December 1916)*; reop 1 July 1919 *(Cl)*; clo 26 September 1949 *(RM September)*.

S FOR PENKETH [CLC] op 1 May 1874 *(co n Liverpool D P 24 April)*; still open. Always thus *Brad* and co tts seen but just S in op notice, 'for P' only added in *hb* 1904.

SANKEY VIADUCT [LM] (non-tt): in 1830 company ran trips at 5/- each (clearly aimed at the well-to-do), in grand coach used for opening ceremony; these ran from Liverpool end (mentioned in item *Manchester Courier 23 October)* and were planned from Manchester from 1 November, trains leaving passengers ½ hour at viaduct *(ibid 30 October* carried advert for these and item that had been cancelled). Also used as dropping point 'nearest the course' for special trains to Newton Races 1, 2 and 3 June 1831 *(co n Manchester Times 28 May)*; {Collins Green – Earlestown} – at / near Grandstand used for ceremonial opening 15 September 1830?

SANQUHAR

SANQUHAR (a) [GSW] op 28 October 1850 *(co n Glasgow Gazette 26th)*; clo 6 December 1965 *(RM January 1966)*.

SANQUHAR (b) op 27 June 1994 *(BLN 735)*; still open.

SARN op 28 September 1992 *(RM December)*; still open.

SARNAU [GW] op 6 June 1888 *(co n South Wales Daily News 6th)*; clo 15 June 1964 *(Cl)*.

SARSDEN [GW] non-tt use by July 1897 as S SIDING *(U)*; op to public 2 July 1906 *(Oxfordshire Weekly News 27 June)* as S HALT; clo 3 December 1962 *(Birmingham Daily Post 26 November)*. Advert for sheep sale at Churchill on 31 March 1885 said was half-mile from Sarsden 'Sideing' but did not explicitly say passengers could use *(Oxford Journal 28th)*; complaint about discontinuance of 2 mid-day trains (one each way) made it plain that stops for passengers then routine *(Oxford Weekly News 21 February 1900)*.

SAUCHIE [NB] first in *Brad* October 1873 – 'new station' in item *Alloa Advertiser 11th*; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCH)*; clo 22 September 1930 *(Scotsman 15th)*.

SAUGHALL [GC] op 31 March 1890 *(co n Chester Chronicle 29th, item 5 April)*; clo 1 February 1954 *(RM March)*.

SAUGHTON [NB] op 21 February 1842** *(co n T 19th)* as CORSTORPHINE; not in *Brad* December 1842 (first time for several months full detail given); back May 1846 (but perhaps served by goods trains meanwhile); renamed 1 February 1902 *(co n Edinburgh Evening News 1 February 1902)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*; clo 1 March 1921 (Tuesday) *(co n Scotsman 23 February)*.

SAUGHTREE [NB] op 1 July 1862 *(co n T 1st- line)*; clo 1 December 1944 (Friday), *(LNE notice Newcastle Journal 28 November)*, reop 23 August 1948 *(RM November)*; clo 15 October 1956 *(T 21 September)*.

SAUNDERSFOOT [GW] op 5 September 1866 *(Cardiff T 7th)*; re-sited about end June 1868; aot request; still open.

SAUNDERTON [GW/GC] op 1 July 1901 *(S Bucks Standard 5th)*; still open.

SAVERNAKE: {map 124}.

SAVERNAKE [GW] op 11 November 1862 *(co n Marlborough 8th)*; became S LL 1 July 1924 *(GW circular 18 June)*, S FOR MARLBOROUGH 11 September 1961; clo 18 April 1966 *(Reading Evening Post 14th)*.

S HL [MSWJ] op 26 June 1898 *(RCG; Marlborough 2 July- line)*; HL added 1 July 1924 *(GW circular 18 June)*; clo 15 September 1958 *(Cl)*.

SAWBRIDGEWORTH [GE] op 22 November 1841 *(co n T 17th- line*; in inspection report); still open.

SAWDON [NE] op 1 May 1882 *(York Herald 27 April)*; clo 5 June 1950 ('after 3 June' - *Yorkshire Post 18 April)*.

SAWLEY

SAWLEY [Mid] op 4 June 1839 *(co n Nottingham Review 7th)* as BREASTON; renamed by mid-1840; clo 1 December 1930 *(Derby Daily Telegraph 1st)*.

S JUNCTION – see LONG EATON.

SAXBY [Mid] first in *Brad* February 1849; re-sited on deviation 28 August 1892 *(Mid)*; clo 6 February 1961 *(Mid)*.

SAXHAM & RISBY [GE] op 1 April 1854**; & R added 1914/15 *(RCG reference January 1915)*; aot request; clo 2 January 1967 *(RM February)*.

SAXILBY [GN] op 9 April 1849 *(GN/GE)**; still open. SAXELBY until 1850/1 *(Brad)*, then S JUNCTION until 1860s.

* = description of line in *London Daily News 11th* makes no mention of station here; first seen in *Topham* June 1849 (no May tt seen), first *Brad* October; Marton (Stow Park) was similarly treated in tts but was included in description, in way that suggested it was only intermediate station.

SAXMUNDHAM [GE] op 1 June 1859 *(T 2nd)*; still open. Aot S JUNCTION *(Brad)*.

SCAFELL [Cam]

SCAFELL (a) first in *Brad* May 1863; all days; aot request; clo 1 July 1891 (Wednesday) *(co n Montgomeryshire Express 9 June)*.

SCAFELL (b) reop 9 June 1913, eastbound only *(co's Sec & G M's Report to Board 5 June 1913, RAIL 92/88)*; HALT; last actually used by public 1952 but last in tt 20 September 1954 *(Cl)*, though *Cam II p 194* gives 7 March 1955 (a delayed 'official' date?); {goods *IA*}.

SCALBY [NE] op 16 July 1885 *(T 16th)*; clo to general public 2 March 1953 *(RM April)*; until 1964 trains called for people who had hired camping coaches here – wtt June 1961 shows two or three trains each way with definite calls.

SCALE HALL op 8 June 1957 *(Morecambe Guardian 7th)*; clo 3 January 1966 *(RM February)*; {Lancaster – Morecambe}.

SCALFORD [GN/LNW] op 1 September 1879 *(LNW Officers 20028; Nottingham Evening Post 2nd)*; clo 7 December 1953 *(T 7th)*.

SCARBOROUGH [NE]

SCARBOROUGH op 8 July 1845**; still open. S CENTRAL 1926 *(hbl ref October)* to 5 May 1969.

An **excursion platform** existed by 2 November 1869 when *Leeds Intelligencer (3rd)* said it was used to despatch a regular train because the Prince of Wales had arrived at the ordinary station. *Leeds Mercury (10 August 1883)* said it had been completely arched over and was capable of holding 6,000 persons. Site? – *York Herald (13 June 1894)* reported that derailment just at the end of this had blocked lines to platforms 1 and 2 of main station; *Yorkshire Post (13 August 1900)* said that the Lord Mayor of London and his party had left by the excursion exit into Westborough on the 11th; private adverts for letting rooms in Belgrave Road said they were opposite this platform. When used for soldiers going to camp on 7 June 1908 it was the 'old' excursion platform. It certainly had at least one use after its replacement: on 4 August 1908 the Duke & Duchess of Connaught arrived here.

The new one was first used 8 June 1908 *(Yorkshire Post 9th*, which called it the new excursion station, Londesborough Road). All company notices, *co ½ (Yorkshire Post 8 August)* and most press references seen initially referred to it as the Scarborough excursion platform; 'Washbeck' seems to have been a local name. *Beverley & East Riding Recorder (22 July 1911)* called it thus in connection with excursion planned for Minster Boys' School on the 29th, as did *Sheffield Daily Telegraph (4 August 1919)* – used for first time since war to cope with traffic on 2nd; both called it 'station' rather than platform. It was renamed **SCARBOROUGH LONDESBOROUGH ROAD STATION** on 1 June 1933 *(U*, supported by *Yorkshire Post*, *3 June* – is now to be this to help visitors find it). First in *Brad* July 1933 tt; Scarborough Excursion Platform used for relocation of children from West Hartlepool to Scarborough during the week-end *(Hartlepool Daily Mail, Monday 11 September 1939)*. Last advertised use Saturday 7 September 1963.

Ticket platform, first and last references seen: ticket offence *(Yorkshire Gazette 25 August 1855)*; trespass contrary to by-laws *(York Herald 11 August 1894)*.

SCARCLIFFE [GC] op 1 January 1898 *(GC dates)*; clo 3 December 1951 *(Cl)*.

SCARNING [EA] op 11 September 1848 *(Norfolk Chronicle 23rd)*; clo 1 November 1850 *(co n Lynn Advertiser 26 October)*; {Wendling – Dereham}. Spelling as in papers, *Brad*, *Topham*; alias SCURNING according to some modern books

SCAWBY & HIBALDSTOW [GC] op 2 April 1849 *(Lincs Times 3rd)*; clo 5 February 1968 *(RM February)*.

SCHOLES [NE] op 1 May 1876 *(Leeds Mercury 29 April)*; clo 6 January 1964 *(Cl)*.

SCHOOLHILL [GNS] op 1 September 1893 *(Aberdeen Press 2nd)*; clo 5 April 1937 *(ibid 5th*, last train 3rd).

See Aberdeen for **ticket platform** here.

SCOPWICK & TIMBERLAND [GN/GE] op 1 August 1882 *(GN/GE)*; clo 7 November 1955 *(RM December)*.

SCORRIER [GW] op 25 August 1852 *(co n R Cornwall Gaz 18th)*; S GATE until renamed 1 October 1896 *(Cl; RCH dist ref 30 January 1897)*; clo 5 October 1964 *(Cl)*.

SCORTON near Darlington [NE] op 10 September 1846 *(co n Catterick)*; clo 3 March 1969 *(RM March)*.

SCORTON near Preston [LNW] op 26 June 1840 *(LPJ; co n Carlisle Patriot 27th- line)*; re-sited about ½ mile north about August 1840 *(LPJ)*; clo 1 May 1939 *(T 27 April)*.

SCOTBY

SCOTBY [Mid] op 1 May 1876 *(Carlisle Express 6th)*; clo 1 February 1942 (Sunday) *(LNW Record)*.

SCOTBY [NE]: op 20 July 1836 (see 10 March 1835**); clo 2 November 1959 *(RM December)*.

SCOTCH DYKE [NB] op 29 October 1861**; clo 2 May 1949 *(Cl)*. Until 1904 in *hb* as one word. Alias SCOTSDIKE *(Waverley)* – local usage?

SCOTLAND STREET – see EDINBURGH.

SCOTSCALDER [High] op 28 July 1874 *(co n John O'Groat Journal 30th)*; aot request; still open.

SCOTSGAP [NB] op 23 July 1862 *(item & tt Morpeth Herald 26th)*; clo 15 September 1952**. Early was SCOTS GAP JUNCTION *(Brad)*; 'in future' SCOTSGAP JUNCTION *(GM circular 1 February 1871)*; JUNCTION dropped 1901/2, but only to one word 1890 *(hb)* and 1903 tt *(Cl)*. S G for CAMBO in *Brad* and NB co tt 1900. LNE tt 1933: S for C.

SCOTSTOUN

S EAST [Cal] op 1 October 1896 *(co n Glasgow Herald 28 September)* as VICTORIA PARK; renamed S 1 October 1900 *(RCG)*; EAST added 30 June 1952 *(Cl)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*.

S WEST [Cal] op 1 October 1896 *(co n Glasgow Herald 28 September)*; WEST added 1 October 1900 *(RCG)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*.

S SHOW YARD [NB] (non-tt): full dates ?; earliest use found 17 and 18 April 1901*; *Aberdeen Press & Journal 3 July 1905* said was being used for 78th Highland Society's Show; ticket exists for Whiteinch Show Yard station, assumed by compiler to be the same (see D. Geldard, *Chron January 2019* for more detail). Used 13 May 1913*. NB special advice dated 22 June 1914 says will be in use 25-27 June for services from Glasgow Queen Street and Helensburgh for 'Great Aviation Display'. Other uses? – in *hb* 1904-38 inclusive; according to *hba* May 1948 was 'closed' (= no longer available?); {Scotstounhill – Jordanhill}.

* = see Gilbert McCaul, *Chron October 2020* for sources and site suggestions; perhaps occasional use in years immediately after 1918.

SCOTSTOUNHILL [NB]: op 1 December 1882** - just Scotstoun in all papers seen then; full name first seen *Brad* July 1883; still open.

SCOTSWOOD [NE]

SCOTSWOOD: op 21 October 1839 (see 10 March 1835**); clo 1 May 1967 *(RM June)*.

S WORKS (non-tt); aot S HALT; under construction for Armstrong Whitworth & Co 14 April 1915; worked under agreement of 25 August 1915; clo 27 September 1924; reop 7 April 1941*(Cl 29)*; clo 1944 {Scotswood – Elswick}; (mostly *Nhumb Young)*.

SCOTTISH CENTRAL JUNCTION [EG] – see UPPER GREENHILL.

SCOTTLETHORPE [Edenham & Little Bytham] – see 8 December 1857**.

SCOTTON – see CATTERICK.

SCRATBY [MGN] see 17 July 1933**; HALT; {Caister – Great Ormesby}.

SCREDINGTON – see ASWARBY.

SCREMERSTON [NE]: line op 29 March 1847 (see 1847**), nd, August 1847; clo 5 May 1941* *(Berwick Advertiser 1st*, reop 7 October 1946 *(co n ibid 3rd)*; clo 9 July 1951 –based on *Cl* – says 8th but that a Sunday; no Sunday service here. 1953 wtt shows stop here to set down railway staff on Fridays, northbound only (RN Forsythe, *Steam Days*, September 2001); stops also shown Summer wtt 1958.

* = 5 May 1941 wtt showed one call only for setting-down 'News parcels' but at least 6 October 1941 wtt to 6 May 1946 wtt all weekdays northbound, and Saturdays only southbound, one request call to set down.

SCROOBY [GE] first in *Brad* July 1850; clo 14 September 1931 *(LMS PCC 221)*; later excur – e.g. July 1938 *(RM October)*.

SCROPTON [NS] first seen in tt for September 1849 *(Staffordshire Advertiser 6th)*, not present August; that paper said Sudbury and Tutbury were the only stations at line opening (11 September 1848); clo 1 January 1866 *(co n Staffs Advertiser 30 December 1865)* – still included in tts local press April 1866, assumed inertia.

3 August 1895 a temporary platform was provided here on north side of line when three trains from Burton-on-Trent brought the whole of the staff and workers of Allsopp & Son's breweries to Foston Hall (about a mile away) for food and entertainments to celebrate the marriage of Hon. G. Allsopp *(Burton Chronicle 8th)*.

SCRUTON [NE]: line op 4 March 1848 (see LEEMING BAR); although not in *Brad* until January 1857 was cited in advert *Newcastle Journal* March 1851; clo 26; alias S LANE early; clo 26 April 1954 *(T 20th)*.

SCULCOATES [NE] op 1 June 1853 *(co n Hull Packet 3rd)*; clo November 1854 *(Cl)*; line through reopened 1 June1864 *(ibid 3rd)*, but unlikely that this reop with it – not in description in paper cited; first evidence when line included *Brad* August 1865 and this station then included; clo 9 June 1912 (Sunday) *(Cl)*; {map 63}.

SCUNTHORPE

SCUNTHORPE [GC] op 3 September 1906 *(RCG)*; terminus of Whitton branch; clo 13 July 1925 *(Cl)*.

SCUNTHORPE [LNE] op 11 March 1928 as S & FRODINGHAM, replacement for Frodingham *(Rly Gaz 16th)*; renamed 16 November 1963 *(Cl)*; still open.

SEA BEACH – see ARGYLE STREET.

SEA MILLS [CE] op 6 March 1865 *(W D Press 7th)*; still open.

SEABURN op by [LNE] 3 May 1937 *(RM July)*; transferred to [TWM] 31 March 2002**; still open.

SEACOMBE [Wirral] op 1 June 1895 *(Wrexham 15th)*; S & EGREMONT 1 July 1901 *(RCG)* to 5 January 1953 *(Cl)*; clo 4 January 1960 *(RM February)*.

SEACROFT [GN] op 28 July 1873 *(GN)* as COW BANK; renamed 1 October 1900 *(hbl 12th)*; aot request; clo 7 December 1953 *(RM January 1954)*.

SEAFIELD

SEAFIELD [Cal] – see 1903** for intended service.

SEAFIELD [NB] – see LEITH: SOUTH LEITH.

SEAFORD [LBSC] op 1 June 1864 *(co ½ T 25 July)*, free travel opening day *(Sussex Advertiser 4th)*; still open.

SEAFORTH

S & LITHERLAND [LY] op 1 October 1850** as S, at a level crossing on south side of Bridge Road. Replaced by station on embankment, still south side of Bridge Road First part of high level station op Sunday 26 December 1886, for trains to Liverpool *(Ormskirk Advertiser 30th)*; second 9 January 1887 for trains to Southport *(LY minutes)*. LY Board Minutes *(RAIL 343 series)* of 21 December 1887 say that damage to embankment would make temporary closure necessary, but not known whether closure actually took place. & L added *hb* 1894a, 1905 tt *(Cl)*. Still open.

S SANDS [LO] op 30 April 1894 *(Liverpool Mercury 6 May)*; original was a terminus; through platforms added on connection to LY 2 July 1905 for race day use, 1 June 1906 for full public use; both in use together until 1925, when original part closed; through part clo 31 December 1956 *(T 29 September)*.

SEAHAM [NE]

SEAHAM op 2 July 1855 *(Durham Chronicle 6th- line)*; S COLLIERY until C dropped 1 February 1925 *(hbl April)*; still open.

S HARBOUR op 2 July 1855 *(Durham Chronicle 6th)*; HARBOUR added 1 February 1925 *(hbl April)*; clo 11 September 1939 *(Cl)*.

S HALL (non-tt): alias HALL DENE; private station for Lord Londonderry; op 1875; right to stop trains other than expresses only exercised four times between 1900 (NE take-over) and 1923; believed that at one time Marquess of Londonderry had private train

which ran between here and Wynyard (another of his residences) after station opened there in 1880, and made occasional trips to Newcastle Central *(Mountford)*; clo 1 February 1925 *(RAIL 393/151)*; {Ryhope – Seaham Colliery}.

SEAHOUSES [North Sunderland] op non-tt 14 December 1898 *(Newcastle Daily Chronicle 17th)*; available to all, first day free; first in public tt August 1934; clo 29 October 1951 *(Yorkshire Evening Post Saturday 27th* – closes this evening). Added *hb* 1900a; present 1925; omitted 1929; back 1936a (since 1930a); really closed for a while or removed as non-public in tidying-up exercise?

SEALAND

SEALAND [GC] non-tt military use began 17 June 1918 as WELSH ROAD HALT; first in public tt May 1919; renamed S 14 September 1931 *(LMS PCC 218)*; clo 9 September 1968 *(RM October)*; {Chester – Connahs Quay}.

S RIFLE RANGE (non-tt) HALT [LNE] op by before / with 3 October 1921 wtt, when Saturday and Sunday calls shown; 16 June 1947 wtt shows several request calls daily; clo 14 June 1954 *(U)*; {Hawarden Bridge – Burton Point}. In *hb* as RIFLE RANGE, 'P (for military use only)' 1938 and 1956 (inertia?). [via Stan Yates of GC Society].

SEAMER [NE] op 8 July 1845**; still open. S JUNCTION 1852/3 to 1893/4 *(Brad)* and thus NE co tt 1880.

SEASCALE [Fur] op 19 July 1849**; aot request; still open. S for GOSFORTH in opening notice *(Furness Rise)* and *Brad* until 1866 when became S for G and WASTWATER; thus until 1955 *(Brad)*, but not LMS tt 1930 nor *hb*.

SEASIDE – see AINSDALE BEACH.

SEATON near Exeter [LSW]

SEATON op 16 March 1868 *(Trewman 18th)*; clo 7 March 1966 *(RM April)*. Became S & BEER *Brad* 1872 to 1888/9 and thus in *hb* 1883 to 1923a *(RCG ref October 1922)*.

S JUNCTION op 19 July 1860** as COLYTON for S; renamed C J 16 March 1868 *(SR)*, S J 1869 tt *(Cl)*; clo 7 March 1966 *(Chard 3rd)*.

SEATON near Leicester [LNW] op 2 June 1851 *(co ½ T 16 August)* as S & UPPINGHAM – *LNW notice of alterations (T 2nd)* said line through here would open 1st, but that a Sunday, no Sunday service; renamed 1883/91 (LNW co tt), 1894/6 *(Brad)**; clo 6 June 1966 *(Birmingham Daily Post 30 May)*.

* In both cases & U was dropped in one table long before it was completely omitted; *Brad* kept it longest for GN service and briefly (certainly in 1894) had S for U in LNW table.

SEATON near Sunderland [NE]: line op 19 October 1836, nd; not in *Brad* until June 1858, but see 1836 A**; was on Macaulay's map of 1851; at some stage re-sited nearly a mile north (S Bragg); clo 1 September 1952 *(RM October* – 'will reopen for annual Durham Gala Day').

SEATON near Workington [CW Jc] on 18 March 1887 a large party of ladies and gentlemen was taken here to see new station at invitation of the contractor *(West Cumberland Times)*; op to public 4 January 1888 *(D&C 14)*, Wednesdays and Saturdays; after January 1892 *Brad* but before/with January 1893 reduced to Saturdays only; last trains July 1897; new service of market trains from 1 December 1906 *(co n West Cumberland Times 1st)* but not back in *Brad* until February 1907, Saturdays only; 2 May 1913 increased to one train per day plus extra on Saturdays *(Workington Star 29 April)*; last in *Brad* February 1922, *LMS PCC 105, 26 June 1929* 'has been closed since February 1922; also miners' services *(RM September 1912)*. Not in *Brad* until June 1888 but services in this area often not regularly updated; *D&C* date was a Wednesday. There was also much excursion use, e.g. 4 July 1891 to Carlisle *(co n West Cumberland Times 1st)*, 9 August 1891 for Edinburgh Exhibition and Forth Bridge, tickets for 1, 3 or 8 days *(co n ibid 2nd)* and 7 September 1895 *(co n West Cumberland Times 4th)*.

SEATON CAREW [NE] op 10 February 1841**; CAREW added 1872 *(hb)*, 1875 tt *(Cl)*; still open.

SEATON DELAVAL [NE] op 3 May 1847**; S D COLLIERY until 1864 tt *(Cl)* but just S D 1862 *hb*; clo 2 November 1964 *(Newcastle Journal 2nd- line)*.

SEATON SLUICE [BT] op 3 May 1851 Tuesdays & Saturdays; last advertised 14 May 1852 – line had no Act of Parliament, service operated privately; when Act for line received 30 June 1852, operator withdrew *(BT)*; however a service was again advertised from January to April 1853 in the *Sunderland News and North of England Advertiser*, leaving Seaton Sluice at 7.4 a.m. and returning from Percy Main at 5.30 p.m. (S. Bragg, *RCHS Journal* July 1984) {map 26}.

According to *U* a station (alias COLLYWELL BAY) was built here about 1914 but never provided with a service.

SEBASTOPOL

SEBASTOPOL [GW] op 28 May 1928 *(co n dated 'May')*; clo 30 April 1962 *(T 6 April)*; {Upper Pontnewydd – Panteg}.

Also see PANTEG.

SEDBERGH [LNW] op 16 September 1861 *(co n Lancaster Gaz 14th)*; clo 1 February 1954 *(T 1st)*; later school use, last 17 September 1964 *(RM November 1977)*. Also used 1963 when snow blocked Settle to Carlisle line.

SEDDON'S FIELD BRIDGE (or S FOLD B) [Manchester, Bolton and Bury] op 11 June 1838 (see 29 May 1838**); clo before / on 31 July 1838; {Bolton – Kearsley}.

SEDGEBROOK [GN] 15 July 1850 *(co n Derby Mercury 24th)*; clo 2 July 1956 *(RM August)*. Sometimes SEDGBROOK in *Brad*, sometimes one way only.

SEDGEFIELD [NE]: line op 11 July 1835 *(NE)*, nd, November 1845 – but mentioned in accident report dated 16 March 1844 *(Rtn)*; clo 31 March 1952 *(RM June)*, but used for race meetings until 1960 *(AB)*.

SEDGEFORD [GE] op 17 August 1866*; aot request; clo 2 June 1952 *(RM June)*.

* = in *Brad* September; *T 18th* covered line and mentioned all stations except this – omitted in error? Included in description of line in *Lynn Advertiser 25th*, which did not include opening date.

SEDGEWICK/SEDGWICK [Lancaster & Carlisle] (non-tt): description of formal opening of line, 21 September 1846 says train stopped here to take up several gentlemen (R Bingham, *The Chronicles of Milnthorpe*, Cicerone Press, 1987); implication is that there was no proper station here (confirmed, description *Carlisle Patriot 25th)*; oral tradition has it as stop (private for Sedgwick House?) in early days of line (letter, J. S. Berry, *Cumbrian Railways vol 7 no 10)*; {Oxenholme – later Hincaster physical junction}.

SEEDLEY [LNW] op 1 May 1882 *(LNW Officers 23342; Manchester Courier 3rd)**; clo 2 January 1956 *(Cl)*.

* = *LNW Record* has 1 May 1880, date when they merely agreed name for station yet to be built.

SEEND [GW] op 1 September 1858 *(Salisbury 4th)*; clo 18 April 1966 *(Coventry Evening Telegraph 4th)*.

SEER GREEN [GW/GC] op (non-tt) for golfers 2 April 1906 *(U)* as BEACONSFIELD GOLF LINKS; made public 23 December 1914 *(wtt supp January 1915, RAIL 937/116)*; renamed S G for B GOLF CLUB 16 December 1918 *(hbl 23 January 1919)*, S G & JORDANS 25 September 1950 *(L)*, S G 6 May 1974 *(BR notice)*, S G & J 3 October 1988 tt, S G 28 September 1992 BR tt (but Chiltern Railways and Network Rail continued to add & J) ; still open. HALT in *Brad 1922*; until ?

SEFTON & MAGHULL [CLC] op 1 September 1884 *(Manch Cour 6th)*; & M added 1886; clo 1 January 1917 *(T 23 December 1916)*; reop non-tt in March 1919 for races at Aintree *(CLC Portrait)*; reop fully 1 April 1919 *(RCH)*; clo 7 January 1952 *(RM February)*.

SEFTON ARMS – see AINTREE.

SEFTON PARK [LNW] op 1 June 1892 *(co ½ Rly Times 13 August)*; clo 2 May 1960 *(RM June)*.

SEGHILL [NE] op 28 August 1841 *(co n Durham Co Advertiser 27th)*; clo 2 November 1964 *(Newcastle Journal 2nd- line)*.

SELBY [NE]

SELBY op 22 September 1834**; original terminus (adjacent to quayside) replaced by through station 2 July 1840 *(Cl)*; still open.

S BRAYTON GATES op 16 February 1898 *([Yorkshire] Evening Press 17th)*, terminus from Cawood, only temporary wooden platform and shelter *(Cawood)*; service diverted to main station 1 July 1904 *(Cl)*.

S BARLBY SIDINGS (non-tt): used 15 April 1964 for British Oil & Cake Mills Ltd excur to Peterborough *(JB)*; {Selby – Riccall}.

SELHAM [LBSC] op 1 July 1872 *(Hastings ... Observer 29 June)*; clo 7 February 1955 *(co n W Sussex)*.

SELHURST

SELHUST [LBSC] op 1 May 1865 *(L)*; still open.

Non-tt: **(a)** staff shuttle from Norwood Junction 1928-9 *(@JF)*.

(b) special shuttle from Norwood Junction to Paint Shop at Depot here 21 September 1980 *(IU)*.

SELKIRK [NB] op 5 April 1856 *(co n Selkirk 4th)**; see 13 August 1948**; clo 10 September 1951 *(RM October)*.

* = notice referred to 'Gala Opening' but clearly full service of fare payers – directors' experimental trip week previous.

SELLAFIELD [Fur/WCE Jt] op 21 July 1849**; still open. In op co notice *(Furness Rise)* as S & CALDERBRIDGE and thus *Brad* until 1955 but not LMS tt 1930.

SELLING [LCD] line op 1 August 1860; this included without trains in tts *Maidstone Journal* from start; trains first shown there in December 1860 tt, also first found in tt for 1 December 1860 *(T 7th)* – not shown *Brad* with its stretch of line; still open.

SELLY OAK [Mid] op 3 April 1876 *(co n Birmingham Daily Post 25 March)*; re-sited on deviation 13 April 1885 *(Mid)*; S O & BOURNBROOK 22 November 1898 *(hbl 26 January 1899)* to 1 April 1904 *(hbl 28th)*; still open.

SELSDON [CO Jt/WSC Jt] op 10 August 1885 *(LBSC)*; first month only in *Brad* as S ROAD JUNCTION, then S R until just S 30 September 1935 *(Cl)*; clo 1 January 1917 *(T 22 December 1916)*; reop 1 May 1919 *(RCH)*; clo 16 May 1983 *(BLN 456 corr)*.

SELSEY [WS]

S TOWN op 27 August 1897**; clo 12 January 1935**. TOWN omitted *Brad* 1911/2 to 1930/1; *hbl* entries, not giving exact dates, support omission but suggest TOWN added again by 1928.

S BEACH op 1 August 1898 *(D&C 2)*; last in *Brad* October 1904; {south of S}; according to 1904 *hb*, summer only (thus tt inclusion involved inertia?).

S GOLF LINKS op non-tt about 1897 *(U)*; first in *Brad* July 1910; last there August 1914; back May 1924; replaced in *Brad* by * >

S BRIDGE first in 19 July 1926 *Brad*; clo 12 January 1935**.

* = while this change made in *Brad*, G LINKS included in fare table of 1933 reproduced in *Branch Lines to Selsey* (V. Mitchell & K. Smith, Middleton Press), so presumably continued in use, probably to line closure.

SEMINGTON [GW] op 1 October 1906 *(Bristol NWR)*; HALT; clo 18 April 1966 *(Coventry Evening Telegraph 4th)*.

SEMLEY [LSW] op 2 May 1859 *(Salisbury 7th)*; clo 7 March 1966 *(RM April)*. LSW co tt 1914: S for SHAFTESBURY; 'for S' dropped 1929/30 *Brad)*, 1956 *(hb)*.

SENGHENYDD [Rhy] op 1 February 1894 *(S Wales Echo 2nd)*; SENGHENITH until altered 1 July 1904 *(hbl 7th)* but ...YDD in paper cited for opening; clo 15 June 1964 *(RM August)*.

SERRIDGE [SW Jt]

SERRIDGE first in *Brad* July 1877; last October 1879. One way only; note in tt said passengers for Lydbrook could alight here on informing guard at Speech House Road; looks as if they had to buy ticket to Lydbrook but could get off here if more convenient; shown, partly via notes, as SERRIDGE PLATFORM, SPEECH HOUSE; {physical junction *IA*}.

SERRIDGE JUNCTION (non-tt): siding here available for picnic carriage 1889-94 (inclusive); see Coleford Junction (c) for details.

SESSAY [NE] op 1 August 1841 *(Leeds 21st)*; clo 15 September 1958 *(RM October)*.

SESSWICK [Cam] first in *Brad* October 1913; HALT; clo 10 June 1940**, reop 6 May 1946 *(T 16 March)*; clo 10 September 1962 *(RM October)*; {Bangor-on-Dee – Marchwiel}.

SETON MAINS [NB] op 1 May 1914 *(Daily Record 29 April)*; HALT; clo 22 September 1930 *(Scotsman 15th)*; {Longniddry – Prestonpans}.

SETTLE [Mid]

SETTLE op 1 May 1876 *(Carlisle Express 6th)*; S NEW; NEW dropped 1 July 1879 co tt *(Mid)*; still open.

S JUNCTION op 2 October 1876 *(Yorkshire Post 30 September)*; clo 1 November 1877 (Thursday) *(RCG)*; {physical junction *IA*}.

S OLD – see GIGGLESWICK.

SETTRINGTON [NE] op 1 June 1853**; clo 5 June 1950 *(Cl)*.

SEVEN HILLS [GE] op 20 December 1922 *(Bury Free Press 16th)*; HALT; clo 8 June 1953 *(T 8th)*; {Ingham – Barnham}.

SEVEN KINGS [GE] op 1 March 1899 *(Eastern Counties Times 4th)*; still open.

SEVEN SCORE CROSSING (non-tt): stops shown 17 June 1957 wtt; presumably for staff though not so shown – 'staff' included for similar stops in this wtt; {Minster – Ramsgate}.

SEVEN SISTERS near Neath [N&B]: op before March 1875 *(N&B Gomer)*; at start miners only? – not in *Brad* until June 1876; see 15 July 1880**; clo 15 October 1962 *(BR WR notice Port Talbot Guardian 12th)*.

SEVEN SISTERS London:
SEVEN SISTERS [GE] op 22 July 1872 *(Pall Mall Gazette 23rd)*; still open.
SEVEN SISTERS [Vic] op 1 September 1968 *(T 2nd)*; still open.
SEVEN SISTERS ROAD HOLLOWAY – see FINSBURY PARK.
SEVEN STARS – see under WELSHPOOL.
SEVEN STONES [PDSW] op 16 June 1910 *(Plymouth, Devonport & SW Junction Railway*, Oakwood, 1967); request, daylight only; last used 1914, last in tt September 1917 *(Cl)*; {Latchley – Luckett}. *Cornish & D P, 8 October 1966*, dealing with history of line, then about to close, said had served Phoenix Park Pleasure Ground, very popular with parties from Plymouth; park had closed 1914, leaving station to fade away (not 'closed' until *hb* 1944a – lengthy inertia).
SEVENOAKS
SEVENOAKS [SE] op 2 March 1868 *(co ½ T 21 August)*; still open. At first SEVEN OAKS; to one word 1869 tt, then erratically S TUBS HILL, S & RIVERHEAD, S T H & R; settled as S 5 June 1950 *(hba May 1950)*.
Also see BAT & BALL.
SEVERN BEACH [GW]: PLATFORM op 5 June 1922 (Whit Monday); used for excursions that day and next, then Wednesdays and Saturdays, until regular service began 10 July 1922 (first in *Brad* July), last in tt October 1922; used Easter 1923 *(Avon)*; back in tt 9 July 1923, still shown winter 1923/4; became station 26 May 1924 *(GW Circular 4077; W D Press 27th)*; still open.
SEVERN BRIDGE [SW Jt] several trains provided 17 October 1879 (formal op day) so locals could see line (see Sharpness); public op 20 October 1879 *(Gloucester J 11th, 18th)*; clo 26 October 1960**. Before public opening Bishop of Gloucester and Bristol passed over Severn Bridge on Monday evening [29 September] in a saloon carriage of the company following an ordination service at Lydney (*Taunton Courier Wednesday 1 October 1879)*. (The bridge was only tested by Col. Rich on 3 October.) GW co tt 1902 to 1947, Mid co tt 1903, LMS tt 1930: S B for BLAKENEY. Thus *Brad* to clo but not *hb*.
SEVERN TUNNEL JUNCTION [GW] op 1 December 1886 *(co n Bristol Merc 30 November)*; still open. Pre-opening Rogiet *(RAC)*.
SEXHOW [NE] op 3 March 1857**; clo 14 June 1954 *(Cl)*.
SEXTON GATE [GE]: (non-tt): William Powlett claimed had privilege (granted 1848) of stopping all trains here but in 1850 company withdrew this on grounds that it could find no record; in 1862 letter found and privilege restored. No other information known; site unknown. See article on Boreham by H. Paar, *RCHS Journal September 1979*.
SEYMOUR COLLIERY [Mid] (non-tt)
Apparently service for miners before and for some time after Mid bought line to here from Staveley Company on 1 May 1866 – an agreement after purchase stated that miners would continue to be provided with service to/from Chesterfield. *Derbyshire Times Wednesday 16 April 1873* mentions this in item about accident previous Saturday about an hour before this was due to run; Mid wtt first shows train for miners here 2 August 1875, at first Saturdays only, to and from Chesterfield; all days November 1885 wtt. The October 1886 wtt shows the daily train switched to **S JUNCTION** {Staveley Town – Bolsover} and **S COLLIERY** {branch from S Junction} reverting to Saturdays only. Notice with November 1888 public tt says that trains will no longer pick up/set down at sidings adjacent to colliery on Saturdays – passengers now to go to/from Netherthorpe (later Staveley Town) and Staveley (later Barrow Hill) on newly-opened Clowne branch.
S JUNCTION shown clo in 14 September 1931 wtt.
SHACKERSTONE [AN Jt] op 1 September 1873 *(LNW Officers 10205, 10207; Burton Chronicle 28 August)*; clo 13 April 1931 *(Leicester Evening Mail 8th)*. Later excursion use: two each summer 1960 and 1961 *(BR doc)*; one to Blackpool 7 October 1961 *(AB)*. S JUNCTION in LNW co tt 1876 and 1891 (not 1875, 1900 – though still S J in index).
SHADWELL
SHADWELL [East London] op 10 April 1876 *(co n T 8th)*; clo 25 March 1995 for engineering work *(BLN 746 corr)*; reop 25 March 1998 *(RM September)*; clo 23 December 2007**; reop fully 23 May 2010**. Used by [Dist] 1 October 1884 to 1 August 1905 and [Met] 6 October 1884 to 3 December 1906 and 31 March 1913 on. Op as S, became S & ST GEORGES IN THE EAST* 1 July 1900, reverted to S 1918 *(L)*.
SHADWELL [Dock] op 31 August 1987 *(T 1 September)*; still open.
SHADWELL [GE] op 1 October 1840 *(co n T 1st)*; see 31 March 1849**; became S & ST GEORGES EAST* 1 July 1900 *(L)* to clo 22 May 1916**; reop 5 May 1919 *(T 2nd)* as S; clo 7 July 1941 *(T 25 June)*.
* = difference result of space available in relevant sources? Only shorter version seen in *Brad* but longer on Underground Map of period.
SHAFTESBURY ROAD – see RAVENSCOURT PARK.
SHAFTHILL – see COANWOOD.
SHAFTON JUNCTION [Dearne] (non-tt) miners ?; all branch trains booked to call without qualification in wtt 28 October 1940; still in use 1943; {Ryhill – Grimethorpe} *(U)*.
SHAKESPEARE CLIFF [SEC] (non-tt): possible that several slightly different sites involved. Dover Colliery here; by ? miners were travelling to/from colliery by passenger trains, climbing in/out directly from/to track. Wtt 1900 has early morning train calling at DOVER COLLIERY; SEC miner's ticket from Dover for COLLIERY WORKS PLATFORM *(JB)*. Proper HALT op 2 June 1913 but not public – when footbridge op 1914 SEC restated that Halt not for use by local women and children; colliery had erratic history owing to flooding problems; *Dover Express 17 December 1915* said had been decided to close during war; mining never resumed but part was used as safe storage place for anti-ship mines and in 1920s work was started on making it ready for mining iron ore found during all this so halt still of possible use; certainly use for workmen January 1919 wtt; as S COLLIERY. Later use at various times by Admiralty, military camp, Channel Tunnel workmen; still in use 12 June 1961 tt as S STAFF HALT; used by construction workmen until Tunnel opened 1994; see internet *Disused Stations* for more information; {Folkestone East – Dover}.
SHALFORD [SE] op 20 August 1849 *(co n T 18th)*; still open. Was S for GODALMING 1904 to 1926a *(hb)*.
SHALLCROSS – see May 1833**.
SHANDON [NB] op 7 August 1894 *(T 7th)**; clo 15 June 1964 *(RM July)*. Briefly SHANDONS (*hb* 1912), corrected 1914a.

SHANKEND [NB] op 1 July 1862 *(co n T 1st- line)**; clo 6 January 1969 *(BR clo notice)*.
* = *Kelso Chronicle 4 July* covered line opening but did not specifically say station here; *Southern Reporter 17th* gave belated description including station here but did not give opening date.
SHANKLIN [IoW] op 23 August 1864 *(Salisbury 27th)*; clo 1 January 1967 for electrification, reop 20 March 1967 *(RM May)*; still open.
SHAP [LNW] op 17 December 1846**; clo 1 July 1968 *(Cl)*. *Brad* ? to 1955: S for HAWES WATER. Not thus LMS tt 1930 nor *hb*.
SHAP SUMMIT [LNW] (non-tt)
Shap Granite Co's workmen's trains to and from Shap probably began in mid-1880s and ended autumn 1956; around 1947-8 some men also carried from Penrith (HD Bowtell, *Over Shap to Carlisle*, Ian Allan, 1983). Trains certainly running summer 1954: BR (LM) Special Traffic Notice for week starting Saturday 31 July 1954 says that a Saturday train will not run (men on holiday?). Photograph of platform in *Steam Days*, December 2002, p 759; in *Cumbria* as S QUARRY; {Tebay – Shap}. According to *LNW dates* WORKMEN'S PLATFORM op 1928; when proper platform provided or separate one just north for Manchester Corporation Waterworks, Haweswater (work began 1929)? – according to HD Bowtell, *as above*, separate sidings for latter never built.
SHAPLEY HEATH – see WINCHFIELD.
SHAPWICK [SD Jt] op 28 August 1854**; clo 7 March 1966 *(Shepton 11th)*. S for WESTHAY in *Brad* ? to 1955. HALT at clo *(BR Passenger Alterations leaflet P11-449)*.
SHARLSTON [LY] first in *Brad* January 1870; clo 3 March 1958 *(RM April)*; later excursions, eg. special notice for one 18 June 1966 *(IU)*.
See STREETHOUSE for later station nearby.
SHARNAL STREET [SE] op 1 April 1882 *(Morning Post 10th)*; clo 4 December 1961 *(T 8 November)*. *Brad* ? to 1955: S S for HOO and ST MARYS HOO.
SHARNBROOK [Mid] op 8 May 1857** *(Mid; co ½ T 13 August- line)*; clo 2 May 1960 *(RM June)*.
SHARPNESS
SHARPNESS (a) [Mid] op 1 August 1876 *(Bath Chron 3rd)*; replaced by >
SHARPNESS (b) [SW Jt] op 16 October 1879 ready for Severn Bridge line *(hbl 30 December 1880)*; clo 2 November 1964 *(Mid)*. S NEW in *Brad* until 1904.
SHARPNESS DOCK: Severn & Wye and Severn Bridge *co n Gloucester Citizen 15 October 1879* said that for public opening of Severn Bridge on Friday 17th there would be a special service of trains between Lydney and Sharpness Dock. Was this original station or separate provision? Any connection with next item?
S DOCKS (non-tt): workmen; dates?; perhaps site of first station *(@JF)*.
SHAUGH BRIDGE [GW] op 21 August 1907 *(GW Plymouth area records)*; PLATFORM; clo 31 December 1962**. GW ticket as S B HALT *(JB)*.
SHAW & CROMPTON [LY] op 2 November 1863 *(Oldham Standard 31 October co n- line, included tt 7th)*; & C added 1 December 1897 *(hbl 27 January 1898)*, removed 6 May 1974 *(BR notice)* and added again 15 May 1989; clo 4 October 2009**.
SHAWCLOUGH & HEALEY [LY] op 1 November 1870 *(item, co tt Rochdale Observer 5th)*; clo 2 April 1917 *(Leeds Mercury 22 March)*; back in tt October 1919; clo 16 June 1947**. Clearly intended clo date – *Manchester Evening News 7 May* said would close then because no longer any demand from people living along line.
SHAWFAIR op 6 September 2015**; still open.
SHAWFORD
See TWYFORD for early station here/near.
SHAWFORD [LSW] op 1 September 1882 *(Hants Adv 2nd)*; still open. At first S & TWYFORD; S for T 1923/4 to 1955.
Also see OTTERBOURNE.
SHAWFORTH [LY] op 1 December 1881 *(item and co tt Rochdale Observer 3rd)*; clo 16 June 1947**. Clearly intended clo date – *Manchester Evening News 7 May* said would close then because no longer any demand from people living along line.
SHAWHILL – see ANNAN.
SHAWLANDS [Cal] op 2 April 1894 *(co n Glasgow Herald 21 March)*; still open.
SHEEP PASTURE – see May 1833**.
SHEEPBRIDGE
SHEEPBRIDGE [Mid] op 1 August 1870 *(Sheffield Independent 3rd – said on Whittington Moor but presumed named thus to distinguish from station on Sheffield and Chesterfield line)*; S & WHITTINGTON MOOR 8 October 1897 *(RCG)* to 18 June 1951 *(LMS circ 31 May)*; clo 2 January 1967 *(Mid)*; later excur and occasional use when engineering work prevented stop at Chesterfield *(U)*. 1872 only: SHEEP BRIDGE *(hb)*.
For **SHEEPBRIDGE** [GC] see BRIMINGTON.
SHEERNESS
S DOCKYARD [LCD] op 19 July 1860 *(T 19th)*; D added 1 June 1883; clo 2 January 1922 *(RCG)*. Also boat trains connecting with Flushing Steamers July 1875 to May 1876 *(U)*. At times S & S-ON-SEA *Brad* – depending on space available?
S-ON-SEA [LCD] op 1 June 1883 *(Shipping & Mercantile Gazette 2nd)*; clo 8 November 1914 *(RCH)*; reop 2 January 1922 *(RCG)*; still open.
In effect, the two above alternated in use from 1914.
S EAST [SEC] op 1 August 1901 *(RCG; Dover Express 9th)*; clo 4 December 1950 *(T 4th)*. Service suspended 18 December 1922 following damage to Kings Ferry Bridge, resumed 21st *(Pall Mall Gazette 21st)*.
Also see Section 7, Non-rail.

SHEFFIELD {map 57}
S (BRIDGEHOUSES) [MS&L] op 14 July 1845 *(co n Sheffield 12th)*; terminus, probably with through platform just to west; just S in *Brad*; replaced by >
S VICTORIA [GC] op 15 September 1851 *(co n Sheffield Times 6th)*; clo 5 January 1970 *(BR leaflet EA 116)*. Used 7 January 1973 when 14.15 Sheffield-Manchester failed and passengers were picked up here *(IU – personal experience)*.
Ticket platform: detailed description of station just before opening on 15th; that on west side extends as far as Johnson Street, that on east crossing canal and reaching Coal Company's yard *(Sheffield Independent 13 September 1851)*. At MS&L half-yearly said to be between station and junction with line to Park [goods] station *(Sheffield Daily Telegraph 29 July 1869)*. Item, *ibid 18 September 1891*, implied still in use. Made closed station some years ago *(Lincolnshire Echo 6 February 1914)*.
S WICKER [Mid] op 1 November 1838 *(co n Sheffield Iris 30 October*, which also included information about limited free use on formal opening day, 31 October); W added April 1852/October 1853 co tt *(Mid)*; terminus, replaced by through S MIDLAND, below; will close at 2 a.m. on Tuesday next *(Sheffield Daily Telegraph Friday 28 January)*.
Wicker Junction – Tunnel Junction inspected 22 September 1846, opened 1 January 1847; **ticket platform** mentioned in inspection report *(Mid)*. Still in use, *Sheffield Independent 29 August 1857*: railwayman assaulting passenger.
SHEFFIELD [Mid] op 1 February 1870 *(co n T 22 January)*; still open. At first S NEW MIDLAND; became S MIDLAND 1 February 1876 co tt *(Mid)*, S CITY 25 September 1950 *(Mid)*, S MIDLAND 18 June 1951 *(Mid)*, S 4 May 1970 (P. Jeffries). *Brad* called it S STATION ROAD at least 1867-9 and 1887-1906. *Hb* called whole Mid station POND STREET until 1938; in 1956 it separated entry into MIDLAND (passengers) and P S (goods).
Temporary platform provided 21 May 1897 alongside Cyclops Works Rolling Mill for Queen's departure after seeing how armour plate for new battleship was produced *(St James's Gazette 22nd)*.
Also see Sheffield Supertram (Section 6).
GRIMESTHORPE BRIDGE – see under 'G'.
S GOODS [MS&L] (non-tt): ticket *(JB)* for 'cricketers'; no other information.
Non-tt: platform erected for departure of King Edward 7 and Queen Alexandra after their visit to the River Don Works of Vickers, Sons & Maxim on 12 July 1905 (had arrived at Midland station, thence by road); gained access to main line at Upwell Street Junction, between Sheffield and Rotherham (R. Brettle, from *Sheffield Telegraph* and *Sheffield Independent*, both having articles 11th and 13th).
SHEFFIELD PARK [LBSC] op 1 August 1882 *(Surrey Mirror 29 July)* as FLETCHING & S P; renamed 1 January 1883 *(Cl)*; clo, prematurely by strike, 30 May 1955**, reop 7 August 1956 *(RM May 1958)* – legal objections; clo 17 March 1958 *(T 17th)*.
SHEFFORD [Mid] op 8 May 1857** *(Mid; co ½ T 13 August- line)*; clo 1 January 1962 *(RM January)*.
SHEIRE HEATH [SE] op 20 August 1849 *(co n T 18th)*; probably clo before January 1850, when detail for line first given in *Brad* (platform removed 1850 – *Surrey*) – not in December 1849 tt *South Eastern Gazette*, & S H added to GOMSHALL in tts there in January; {Gomshall – Chilworth}.
SHELFORD [GE] op 30 July 1845 *(Norfolk Chronicle Supplement 2 August)*; still open.
SHELLHAVEN – see THAMESHAVEN.
SHELTON: shown as op January 1862 as terminus, in tables at back of *NS*, but not in list of closed stations there. No support seen. Error? Horse-drawn tram of some description? If there was station, would have been [NS], replaced by Hanley.
SHENFIELD
SHENFIELD (a) [EC] first in *Brad* October 1847 (advert for tenders for building station 'at Hutton Road near Shenfield' *Chelmsford Chronicle 5 February 1847)*; last in *Brad* March 1850 (shown with trains tt for February *Chelm Chron 5th*, no trains April tt *ibid*, no tt for March seen there); 19¾ miles from Shoreditch; probably used by passengers from Billericay and Wickford.
SHENFIELD (b) [GE] op 1 January 1887 *(co n Essex Newsman 3rd)* as S & HUTTON JUNCTION; JUNCTION dropped later 1887 in tt but persisted longer in *hb*; & H dropped 20 February 1969 *(Cl)*; still open.
SHENSTONE [LNW] op 15 December 1884 *(co n Birmingham Daily Post 13th)*; still open.
SHENTON [AN Jt] op 1 September 1873 *(LNW Officers 10205, 10207; Burton Chronicle 28 August)*; clo 13 April 1931 *(Leicester Evening Mail 8th)*.
SHEPHERDS [GW] op 2 January 1905 *(W Morn News 3rd)*; clo 4 February 1963 *(W Briton 4th)*.
SHEPHERDS BUSH
SHEPHERDS BUSH [Cen] op 30 July 1900 *(T 25th)*; still open.
SHEPHERDS BUSH [LSW] op 1 May 1874 *(L)*; clo 5 June 1916 *(RCH)*.
SHEPHERDS BUSH op 28 September 2008 *(RM December)*; still open. On site of earlier Uxbridge Road.
S B & UXBRIDGE ROAD [WL] op 27 May 1844 *(T 24th)*; clo 1 December 1844**; {map 100}. Both parts of name also used separately – e.g. U R in inspection report.
SHEPHERDS BUSH MARKET [HC] op 13 June 1864 *(co n T 10th)*; re-sited 13 chains nearer Wood Lane 1 April 1914 *(RCG)*^; MARKET added 12 October 2008; see 24 July 2010**; still open.
* = according to *Westminster Gazette of 1 April 1914* this was called UXBRIDGE ROAD and, with Goldhawk Road, replaced earlier Shepherds Bush.
SHEPHERDS COTTAGE: see 20 August 1883**.
SHEPHERDS WELL
SHEPHERDSWELL [EK] op 16 October 1916 *(Dover Express 20th)*; clo 1 November 1948** *(RM January 1949)*. S JUNCTION in *hb* and opening notice and co tts until 1937/9, though always just S in handbills for workmen.
SHEPHERDS WELL [LCD] op 22 July 1861 *(Kentish Gazette 30th)*; still open.
In both cases tickets exist in one word form *(JB)*. *Brad* and RCH always put two together as S W – would have been absurd to show differently.
SHEPLEY [LY]: line op 1 July 1850 *(T 8th)*, in earliest detailed tt seen, *Huddersfield Chronicle 10 August*; op as S, became S & SHELLEY 1 July 1892 *(hbl 7th)*, reverted 12 June 1961 *(RM April)*; still open.

SHEPPERTON [LSW] op 1 November 1864 *(co n T 27 October)*; still open. LSW co tt 1914 and *Brad* to 1955: S for HALLIWELL.

SHEPRETH [GN] op 1 August 1851 *(co n T 2nd)*; still open.

SHEPSHED [LNW] op 16 April 1883 *(co n London Evening Standard 16th)*; SHEEPSHED until 1888 *(Cl; RCG ref July)*; clo 13 April 1931 *(Leicester Evening Mail 8th)*.

SHEPTON MALLET

Brad (index only) had S MALLETT at least 1883 to early 1890s; GW ticket thus *(JB)*.

S M CHARLTON ROAD [SD Jt] op 20 July 1874 *(Shepton 24th)*; C R added added 26 September 1949*; clo 7 March 1966 *(Shepton 11th)*. C R added 1901/2 *(Brad)*.

S M HIGH STREET [GW] op 9 November 1858 *(Shepton 12th)*; H S added 26 September 1949*; clo 9 September 1963 *(Weston 13th)*. *Brad* showed it as TOWER (error), then TOWN STREET from 1883 to 1949.

* = *Shepton Mallet Journal 23 September 1949* said SR station would become Charlton Road on 26th; *ibid 14 October 1949*, reporting a council meeting held on 12th, said they had received a joint notice from Southern and Western Regions that C R and H S were to be added.

SHERBORNE [LSW] op 7 May 1860 *(W Fly P 8th)*; still open.

SHERBURN – see WEAVERTHORPE.

SHERBURN near Durham [NE]; {map 32}

S COLLIERY op 19 June 1844 *(co n T 24 May- line*; in description of formal opening, 18th in *Leeds Mercury 22nd* as SHERBORNE); COLLIERY added 1 April 1874 *(Cl)*; clo 28 July 1941 *(Cl)*.

S HOUSE for op in 1837 see 1836 A** HOUSE added 1 April 1874 *(Cl)**; re-sited on Durham Elvet branch 24 July 1893 *(Durham County Advertiser 28th* – new single platform station); clo 1 January 1931 (Thursday) *(T 5 December)*.

* = 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.; clo 1 January 1931 (Thursday) *(T 5 December)*. S HOUSE in fares *NE notice F 80a, issued 20th for extension to Elvet but no resiting mentioned there*.

SHERBURN-IN-ELMET

SHERBURN-IN-ELMET (a) [NE]: op 30 May 1839 *(co n Leeds Mercury 18th)*; -in-E added 1 July 1903 *(hbl 9th)*; clo 13 September 1965 *(T 4th)*.

SHERBURN-IN-ELMET (b) op 9 July 1984 *(BLN 495)*; still open. Hyphens not always in tt index; present 2009.

SHERE – see SHEIRE; GOMSHALL.

SHERIFFHALL [Ed & Dalk; NB?]: see 1831 A**; terminus of first contractor's service, run by MJ Fox, begun 2 June 1832 *(his advert, Caledonian Mercury 4th)*; *co n Caledonian Mercury 3 September 1838* said parcels could be sent via station here; *co n 30 March 1843* said that fares between SHERIFF LODGE and all places south would be twopence (same place?); marked on map produced by NB, March 1844; presumably clo 1847 with line rebuilding; {map 18}.

SHERINGHAM [MGN] op 16 June 1887 *(co n Norfolk Chronicle 11th)*; re-sited 2 January 1967 to opposite side of level-crossing, so that latter could be abolished; still open. SHERRINGHAM until 1894 *(Brad)*; *hb* 1898a 'should now read Sheringham'.

SHERNHALL STREET – see WALTHAMSTOW.

SHERWOOD [GN] op 2 December 1889 *(RCG)*; clo 1 July 1916 (Saturday) *(Railway News 24 June)*; {in *IA*}.

SHETTLESTON [NB] op 23 November 1870**; still open.

SHIDE [IWC] op 1 February 1875 *(Hants Chron 6th)*; clo 6 February 1956 *(S Daily Echo 6th)*. NEWPORT SHIDE until later 1875 *(Brad)*.

SHIELD ROW – see WEST STANLEY.

SHIELDHILL [Cal] op 1 September 1863 *(Glasgow Morning Journal 2nd)*; clo 19 May 1952 *(RM June)*.

SHIELDMUIR op 14 May 1990 *(BLN 634)*; still open.

SHIELDS – see HIGH SHIELDS; NORTH SHIELDS; SOUTH SHIELDS.

SHIELDS Glasgow

SHIELDS [GSW] op 1 July 1885 *(co ½ 1110/149- line)*; clo 1 January 1917 *(Cl)*; one Glasgow to Ardrossan Saturday only train shown calling October 1919 tt *(C/W)* – not present July 1919 tt; back in tt April 1920; clo 1 November 1924 (Saturday) *(Cl)*.

S ROAD [GSW]* op 12 December 1870 *(Glasgow Herald 13th)*; clo 1 January 1917 except for workmen's services; reop to public 1 April 1925, when amalgamated with Shields and Pollokshields as S R *(Cl)*; clo 14 February 1966 *(Cl)*; {map 15}. *Hb* (1872 only): SHIELS ROAD. Sometimes in tts as GLASGOW S R.

* = [CGU] until 1896.

S ROAD [GU] op 14 December 1896**; still open.

S DEPOT (non-tt): used for Open Day 16 September 1978 *(U; JB)*; {Shields Road – Ibrox}.

Also see POLLOKSHIELDS.

SHIFNAL [GW] op 13 November 1849 (see 1849**); still open. At first SHIFNALL *(Brad)*, SHIFFNAL *(hb)* and co tt; *Brad* altered in body 1850, index later, co tt after October 1854, *hb* 1899a.

SHILDON [NE]: see 1825** for full details of S&D service; ceremonial run was from Mason's Arms here. Regular service began April 1826, operated by contractors; no station, exact arrangements at first unknown; aot later Grey Horse Inn acted as 'station'. In March 1837, S&D considered building station but settled for cheaper option of renting waiting-room at the Mason's Arms for £6 per year, including fire and cleaning *(RAIL 667/9)*. Plans for station of own approved 28 August 1840 *(667/12)*; op ? When line to South Church op 19 April 1842, trains had to reverse since junction with new line was before Shildon station. New station, avoiding this problem, was built soon after – op between 29 April 1842, when they decided to call for tenders to build it, and 9 December 1842, when they agreed plans for turning old into cottages and a reading-room *(667/13)*; often called THICKLEY in early company minutes; still open.

See 1835 A** for [Clarence] service

SHILLINGSTONE [SD Jt] op 10 September 1863**; clo 7 March 1966 *(Shepton 11th)*. Mid co tt 1894, 1903 and *Brad* ? to 1955: S for CHILD OKEFORD and OKEFORD FITZPAINE. Not thus LSW co tt 1914, LMS tt 1930, *hb*.

SHILTON [LNW] first included in November 1847 tt *(Staffs Advertiser 30 October* – not included in October tts *ibid)*; clo 16 September 1957 *(LNW Record)*.

SHINCLIFFE [NE] {map 32}

SHINCLIFFE op 19 June 1844 *(co n T 24 May- line*; in description of formal opening, 18th in *Leeds Mercury 22nd*); clo 28 July 1941 *(Cl)*.

S TOWN op 28 June 1839 *(co n Durham Chronicle 29 June / 6 July)*; S BRIDGE in op notice; S when first in *Brad*, November 1848; S DURHAM 1859 tt *(JS)*, S TOWN 1861 tt *(Cl)*; clo 24 July 1893 *(Newcastle Daily Chronicle 24th)*. See 1836 A **.

SHIPLAKE [GW] op 1 June 1857 *(Berkshire 6th* – item on line op, station in paper's tt; though *Brad* included line June, S only added July); still open.

SHIPLEY

SHIPLEY [Mid] op by 16 July 1846 *(Mid)* – line op 1 July 1846 but roadside stations not ready *(Bradford Observer 2nd)*; re-sited about 1/8 mile north summer 1849 *(Mid* – from P Kay); made triangular 14 May 1979 for down trains (P Kay, *British Rail Illustrated*, November 1993, p 96), 9 March 1980 for up *(Mid)*; still open. *Brad*: S STATION ROAD 1883 to 1938/9.

S & WINDHILL [GN] op 15 April 1875 *(co n Yorkshire Post 13th)*; clo 2 February 1931 *(Shipley Times Saturday 7th* – last [last] Saturday). Brad: at first S; later variously S BRIDGE STREET WINDHILL, S & W BRIDGE STREET, S & W, S BRIDGE STREET.

SHIPLEY GATE [Mid] first in *Brad* July 1851; GATE added 1 July 1887 *(Cl)*; last train 28 August 1948 *(Mid; Derby Daily Telegraph Friday 27th* – will close from tomorrow; not used enough to justify cost of work needed; mining subsidence meant line almost level with top of platform and passengers needed step-ladder to board).

SHIPPEA HILL [GE] op 30 July 1845 *(co n Norfolk)* as MILDENHALL DROVE (thus in notice cited and *Norfolk Chronicle Supp 2 August)*; but M ROAD in inspection report; renamed M ROAD December 1845 *(Brad)* but already thus in 18 August 1845 co tt; renamed BURNT FEN 1 April 1885 *(co n Essex Standard 28 March)*, S H 1 May 1905 *(hbl 27 April)*; 20 May 2007 tt reduced weekdays to one train to Norwich, Saturdays both ways; aot request; still open.

SHIPSTON-ON-STOUR

For first services, including 'official' one starting 1 August 1853, see 1833 B**. SHIPSTONE until 1858 tt *(Cl)*.

SHIPSTON-ON-STOUR [GW] op 1 July 1889 *(Wilts & Glos Stand 6th)*; clo 8 July 1929 *(RM September)*.

SHIPTON near Kingham [GW] op 4 June 1853 *(Glos Chron 4th- line*; mentioned in account of formal opening 7 May *Gloucester Journal 14th* – public opening delayed by need to make alterations demanded in inspection report); HALT 3 January 1966 to 5 May 1969 *(Cl)*; aot request; still open. GW tt 1932, 1947: S for BURFORD; became just S 4 May 1975 tt.

SHIPTON – see BENINGBROUGH; LONDESBOROUGH.

SHIPTON-ON-CHERWELL [GW] op 1 April 1929 *(wtt supp)*; HALT; clo 1 March 1954 *(T 1st)*; {Kidlington – Blenheim}.

SHIRDLEY HILL [LY] op 2 September 1887 *(Southport Guard 8th)*; clo 26 September 1938 *(Liverpool Echo Friday 23rd*, citing tt changes in winter tt from Monday next*)*.

SHIREBROOK

SHIREBROOK op 25 May 1998 *(BLN 821)* – 'fun day' 24th; still open. On site of earlier S West.

S COLLIERY SIDINGS [Mid] (non-tt): op 1 July 1901 wtt *(Mid)*; clo by July 1954 *(U)*, however 11 September 1961 wtt shows stop by 5.30 from Worksop to Shirebrook West, nothing other way.

S NORTH [GC] op 8 March 1897** as LANGWITH JUNCTION; renamed 2 June 1924 *(Cl)*; S N for L in co tt 14 July 1924; clo 19 September 1955 *(BR ER internal notice August)*. Advertised summer Saturdays continued to 5 September 1964 (last train) *(Cl)*. Also later use for football specials (one such to Sheffield, 28 April 1956).

S SOUTH [GN] op 1 November 1901 *(RCG)*; SOUTH added 2 June 1924; clo 14 September 1931 *(LMS PCC 218)*. Later excur. Advertised summer Saturday use began 1954, when first train from here ran 19 June, first back 26 June *(BR tt 14 June)*; last such train ran 18 August 1962. Later excursions – e.g. to Blackpool 18 May 1964 *(AB)*; also non-tt but semi-regular winter football service for Nottingham home games lasted to about same time as advertised summer Saturday use.

S WEST [Mid] op 1 June 1875 *(Nottingham Journal 1st)*; WEST added 18 June 1951 *(LMS circ 31 May)*; clo 12 October 1964 *(RM November)*.

SHIREHAMPTON [CE] op 6 March 1865 *(W D Press 7th)*; still open.

Also see KINGWESTON PARK.

SHIREMOOR [TWM] op 11 August 1980 *(Newcastle Evening Chronicle 11th)*; still open.

SHIREOAKS [GC] op 17 July 1849 *(Sheffield Independent 14th, 21st)*; still open. SHIRE OAKS in *hb* until 1877.

SHIRLEY [GW] op 1 July 1908 *(Banbury Advertiser 25 June)*; still open.

SHIRLEY HOLM(E)S [LSW]: although not in public tt, intended for public use by people of Sway; op 10 October 1860; clo 6 March 1888 when Sway opened (M. Hutson, *SW Circular April 1998)*; only available, daylight only, to/from Brockenhurst. *LSW* spells S HOLMS.

SHOEBURYNESS [LTS] op 1 February 1884 *(Essex Newsman 2nd)*; still open.

SHOLING [LSW] op 1 August 1866 *(SR corr)*; still open.

SHOOT HILL [SM] first in *Brad* September 1921; HALT until 1927 *(Brad)*; clo 6 November 1933 *(Cl)*. See 13 August 1866** for other relevant information.

SHOOTERS HILL – see ELTHAM.

SHOOTING PLATFORM [GW] (non-tt): details?; {Llandrilo – Llandderfel} *(RAC Atlas)*. Same site as Crogen Hall?

SHOOTING RANGE [LSW] (non-tt): PLATFORM/HALT; op about 1885; clo after 1947; {Bodmin – Wadebridge} *(U)*.

SHOREDITCH

See LONDON BISHOPSGATE for early terminus.

SHOREDITCH [East London] op 10 April 1876 *(co n T 8th)*; worked exclusively by [Met] from 31 March 1913. Clo 25 March 1995 for engineering work *(BLN 746, corr)*, reop 27 September 1998 *(LRR January 1999)* but peak hours and Sunday mornings only. Clo 11 June 2006 for line reconstruction – to be replaced on new site (last train Friday 9th) *(Today's Railways, August 2006)*.

SHOREDITCH [NL] op 1 November 1865 *(T 2nd)*; clo by bomb damage on night of 3/4 October 1940.
SHOREDITCH HIGH STREET: East London service [re]op fully from this new station 23 May 2010**; still open.

SHOREHAM near Brighton

S AIRPORT BUNGALOW TOWN [SR]: reopening of old B T Halt; brought into limited use in connection with Railway Air Services 27 May 1935 *(advert Portsmouth Evening News 8 June*, which gave times of arrival at S Airport, with electric train service to Brighton; a Bristolian describing his experiences of flying used this as S A Halt 12 June 1935 and gave opening date, *W D Press 16 June)*. Full public use 1 July 1935 *(Cl 29)*; HALT; clo 15 July 1940 *(Cl)*; {Shoreham – Lancing}.
S-by-SEA [LBSC] op 12 May 1840** as S; renamed S HARBOUR 1 July 1906 *(hbl 12th)*, S-B-S 1 October 1906 *(hbl 25th)*; still open. SR tt 1939 (Brad print), 1947: S-by-S for LANCING COLLEGE; not thus LBSC co tt 1912.
SHOREHAM KENT: [LCD] op 2 June 1862 *(co n T 3rd)*; KENT added 9 July 1923 *(hbl 26 April)*, omitted 14 May 1979 tt, back 12 May 1980 tt *(C/W)*; still open.
SHORNCLIFFE CAMP [SE] op 1 November 1863 *(co n Dover Express 31 October)*; became S & SANDGATE 1 December 1863, reverted 1 October 1874 *(SR)*; replaced 1 February 1881 *(Cl)*, about 150 yards east, by station listed under FOLKESTONE.
SHORT HEATH CLARKS LANE [Mid] op 1 November 1872 *(Staffordshire Advertiser 2nd)*; clo 5 January 1931 *(LMS alterations January)*. Name as in Mid co tts seen, LNW co tt 1874 and *Brad* to closure; just S H in LMS tt 1930 and *hb* (always).
SHORTLANDS [LCD] op 3 May 1858 *(co n T 4th)* as BROMLEY (shown as B in June tt *Bromley Record* but '(S) B' in July tt); to S 1 July 1858 according to *L*; still open.
SHOSCOMBE & SINGLE HILL [SD Jt] op 23 September 1929 *(Somerset Guardian 20th, 27th)**; HALT; clo 7 March 1966 *(Shepton 11th)*.
* = 21st was formal opening, by Lansbury, Labour Cabinet Minister (halt served coalfield area).
SHOTLEY BRIDGE [NE] op 2 December 1867 *(co n Newcastle Journal 2nd)* as SNOWS GREEN; first in *Brad* January 1868 as SHOTLEY BRIDGE; see 1951**; clo 21 September 1953 *(RM October)*.
SHOTTLE [Mid] op 1 October 1867 *(Mid)*; clo 16 June 1947** *(Derby Daily Telegraph 28 May* made it clear that permanent).

SHOTTON

SHOTTON (HL) [WMCQ] op 1 October 1891 *(RCG, Manchester Courier 2nd)* as CONNAHS QUAY & S; renamed S HL about December 1952/January 1953 – sources vary, S 6 May 1968 >
SHOTTON LL [LNW] op 1 April 1907 *(RCG, Cheshire Observer 6th)*; LL added about December 1952/January 1953 – sources vary >
LL closed 14 February 1966 *(BR LM notice North Wales Weekly News 13 January)*; reop 21 August 1972 *(RM October; BR notice Cheshire Observer 18th)*.
After 1972 treated as one, 'SHOTTON', but ex-WMCQ back to S HL 26 September 1999 tt *(AB Chron)* – ex-LNW still S; still open.
(Non-tt) reference to a temporary platform at GOLF LINKS here *(Cheshire Observer 15 August 1903)*; nothing else seen.

SHOTTON BRIDGE [NE]

SHOTTON BRIDGE (a) first in *Brad* December 1863; Saturdays only, market trains to/from Sunderland; last there July 1871 but perhaps continued in use until next opened – certainly in use 16 December 1871 (report of law case *Shields Daily Gazette 5 February 1872)*.
SHOTTON BRIDGE (b) op 1 January 1877 *(Northern Echo 1st)*; full use; clo 9 June 1952**.
SHOTTS [Cal] op 9 July 1869 *(co n Edinburgh Evening Courant 9th)*; still open.
SHRAWARDINE [SM] op 13 August 1866** which see for other relevant information; aot request; finally clo 6 November 1933.

SHREWSBURY

SHREWSBURY [SH Jt] op 14 October 1848 *(Shrewsbury 13th)*; temporary station; replaced, on extension of line, by permanent 1 June 1849 *(Cl)*; still open. *Brad*: at first S; added GENERAL by 1887, but only in table including English Bridge, presumably to differentiate from that; thereafter erratic; approx 1898-1910 S JOINT; 1914 to 1947/8 S GENERAL. Not seen as GENERAL in any GW or LNW co tts, nor in LMS tt 1930; *hb* thus 1872 on.
Ticket platform, only references seen: guard on Shropshire Union injured on 21st *(Shrewsbury Chronicle 27 May 1853)*. Inquest on 14 December 1867; young ticket clerk killed evening before *(ibid 20th)*.
S ABBEY [SM] op 13 August 1866**, which see for full details; finally clo 6 November 1933. *Hb* added ABBEY 1872. ABBEY kept by *Brad* but removed from *hb* and co tts at 1911 reopening *(S&M Chron)*.
Ticket platform, only reference seen: collision here just outside terminus *(Leicester Daily Mercury 30 December 1875)*.
S ABBEY FOREGATE [Shrewsbury & Wellington Joint]: in LNW co tt (from Stafford only) June 1868 and March 1869 (not May 1864 nor April 1870). First in *Brad* April 1887; ticket platform (as such in wtt from 1866), on line from Wellington, alighting only; clo 30 September 1912 *(Cl)*. *Hb*: included 1862 (when no facilities were shown), first 'P' 1890 and thus to *hb* 1938/41a – inertia? Used for race specials until 1887 *(SU)*.
S ENGLISH BRIDGE [GW/LNW] op 2 November 1886 as 'drop station' *(LNW/GW Joint Officers 23rd)* – supposed not to appear in public tt for present – but there December 1886; ticket platform on Hereford line (as such in existence from mid 1870s), alighting only; clo 2 May 1898 *(Cl)*.
S WEST [SM] op 14 April 1911*; aot request; clo 6 November 1933 *(Cl)*. See 13 August 1866** for details.
* = line reop date; station is in *RCG* list for that date and in opening tt *(RM September 1911)*, but no trains shown in *Brad* until September 1911. BoT conditional approval given 18 May 1911 so presumably op May 1911 – full sanction only followed inspection 24 May 1912 *(S&M Chron)*..
(non-tt)
S CASTLE FOREGATE GOODS YARDS (non-tt): both this and GW yards to be used for Royal Show 14-18 July 1884 *(Eddowes 4 June)*; LNW used for racegoers 12 and 13 November 1884 *(Walsall Advertiser 8th)* and for fete in 1902 *(AB)*.
S COLEHAM EXCURSION: PLATFORM used for specials to/from for Shrewsbury Flower Show; dates ?; *Shrewsbury Chronicle* 25 October 1861 said that a train to Much Wenlock (which see) used "the Coleham station", opposite engine shed, south of station; temporary platform certainly used 16 and 17 August 1882 for passengers from south and west for Horticultural Society Show *(Wellington Journal 19th)*. Also for 1884 Royal Show, last two days (see above).

Also temporary platforms between Monkmore and Crowmere Road (on Wellington line) for first three days of 1884 Royal Show (see above).
Also see RK Morriss, *Rail Centres, Shrewsbury*, Ian Allan, 1986; WW Tasker, *The Merthyr, Tredegar and Abergavenny Railway*, OPC, 1986.
Ticket issued by GW exists for HM Forces on leave from Newtown to **SHREWSBURY LMS** (auction catalogue photocopy); the only station that would seem to fit that description is ex-LNW goods – did war-time leave trains use that as an overflow?

SHRIVENHAM [GW] op 17 December 1840 (see note for Wootton Bassett Road); clo 7 December 1964 *(Cl)*.

SHUSTOKE [Mid] opened 1 November 1864 *(co notice Coventry Standard 11th)*; closed 4 March 1968 *(Coventry Evening Telegraph 5 February)*.

SIBLE & CASTLE HEDINGHAM [CVH] op 1 July 1861 *(T 1st)*; SIBLE & added 1867 tt; clo 1 January 1962 *(T 17 November 1961)*. *Hb* aot showed as C H and S H, treating as alternative names in use at same time; 1903-8 just H in *Brad (C/W)*.

SIBLEYS [GE] op 1 April 1913 *(T 1st)*; clo 15 September 1952 *(RM October)*. GE co tt 1914, LNE tt 1933, *Brad* and *hb* always: S for CHICKNEY and BROXTED.

SIBSEY [GN] op 2 October 1848 *(Stamford 3rd)*; clo 11 September 1961 *(Peterborough Standard 28 July)*.

SIBSON

SIBSON [GN] op 1 January 1870 *(GN)*; GN terminus while junction with LNW at Wansford was clo; clo 1 March 1878 (Friday) when junction reop *(LNW Officers 18287; Stamford Mercury 1st* – instead of stopping at hut on north side of line, passengers changing trains at station instead of walking 200 yards between trains); {Wansford – Wansford Road}.
Also see WANSFORD.

SIDCUP [SE] op 1 September 1866 *(Gravesend Reporter 1st)*; still open. S for HALFWAY STREET 1867/9 to 1892/3 *(Brad)*; *hb* 1875a had entry for H STREET – 'same as Sidcup'.

SIDDICK JUNCTION

SIDDICK JUNCTION [LNW/CW Jc]: op 1 September 1880 for passenger exchange *(LNW Officers 21248)*; 1 March 1890 as normal station, passengers and parcels *(LNW Officers 31620)*; no indication in 1880s *Brad* of any restrictions on use; clo 1 October 1934 *(LNW Record)*.

S J COLLIERY [LNW] (non-tt): PLATFORM; in use 1923 and 1924 wtt; {Siddick Junction – Workington} *(U)*. Perhaps same as St Helens Colliery *(JF)*.

SIDESTRAND [Norfolk & S] op 25 May 1936 *(RM August)*; HALT; clo 7 April 1953 *(RM May)*; {Trimingham – Overstrand}.

SIDEWAY [NS] op 1 June 1905 **; HALT; clo 2 April 1923 *(Cl)*; {Trentham – Stoke-on-Trent}.

SIDLESHAM [WS]: op 27 August 1897**; clo 15 December 1910 by floods, reop June 1911 tt *(Cl)* – see MILL POND; clo 12 January 1935**. According to *RCH dist 4 February 1930* had been renamed from S SIDING, but always just S in *Brad.*

SIDLEY [SEC] op 1 June 1902 *(Hastings ... Observer 31 May)*; clo 1 January 1917 *(T 18 December 1916)*; June 1917 a Tuesday and Friday service was restored – a notice in *Bexhill-on-Sea Observer Saturday 16th* said this was now running and since this was a weekly paper it is likely that it had begun previous Tuesday. This service was withdrawn, exact date not given, because footbridge had been removed for use elsewhere *(ibid 1 December 1917);* reop 14 June 1920 *(ibid 19th)*; clo 15 June 1964 *(Cl)*.

SIDMOUTH [LSW] op 6 July 1874 *(Trewman 8th)*; clo 6 March 1967 *(Express & E 6th)*.

SIDMOUTH JUNCTION – see FENITON.

SIGGLESTHORNE [NE] op 28 March 1864 *(NE- line)* as HATFIELD; renamed 1 October 1874 *(Cl)*; clo 19 October 1964 *(Cl)*. Became HALT 4 January 1960 according to *RM January* but not thus *Brad*; note was added that no staff in attendance.

SILEBY

SILEBY (a) [Mid] op 5 May 1840 *(co n Leicester Journal 1st)*; clo 4 March 1968 *(Coventry Evening Telegraph 5 February)*.
SILEBY (b) public use Ivanhoe Line Gala Day Saturday 28 May 1994, full public use 30th *(Mid)*; same site as (a); still open.

SILECROFT [Fur] op 1 November 1850 *(co n Furness Rise)*; aot request; still open.

SILIAN [GW] op 12 May 1911 *(Liverpool Journal of Commerce 15th)*; HALT, though in *hb* from 1912 as S (1938 S HALT); clo 12 February 1951 *(Cl)* – see 1951**.

SILKSTONE

SILKSTONE [GC] first in *Brad* August 1854 (place in July 1854 occupied by BLACK HORSE, no trains calling)*; clo 29 June 1959 *(Coventry Evening Telegraph 16th* – facilities for excursions will be retained for time being).
* = item in *Leeds 24 June* said that Mrs. Clarke of Noblethorpe, owner of the Silkstone Collieries, would treat all of her men to a trip to Grimsby on 1 July, opening day of line. No confirmation that trip took place, or if it did that public passenger service from here began that day; no detail on 1 July opening in local press.
S COMMON op 26 November 1984 *(RM January 1985)*; still open.

SILLOTH [NB]

SILLOTH op 3 September 1856**; clo 7 September 1964 *(RM October)*.
Ticket platform, only reference seen: When train stopped here friends back to find girl who had fallen out (had survived) *(West Cumberland Times 22 August 1906)*.
S BATTERY EXTENSION (non-tt); specials with visitors to Armstrong Whitworth gunnery battery on pier; 1886 to 1928 *(Hosp)*.
CUMBERLAND & WESTMORLAND CONVALESCENT INSTITUTION (non-tt): from 1862 to about 1928 patients taken to platform here on branch from short of main station *(Hosp)*.

SILVER STREET [GE] op 22 July 1872 *(Pall Mall Gazette 23rd)*; still open. Was S S for UPPER EDMONTON from about 1883 *(RCH ref July)* to ? – was thus GE co tt 1914, LNE tt 1933.

SILVERDALE near Carnforth [Fur] op 1 September 1857** *(Fur)*; still open.

SILVERDALE Stoke-on-Trent [NS]

SILVERDALE op 7 April 1862 *(co n Staffs Advertiser 5th)*; re-sited on extension to Market Drayton 1 February 1870 *(Staffs Advertiser 5th)*; clo 2 March 1964 *(RM April)*.

S CROWN STREET: an 'accommodation station' more conveniently placed than the 1870 station was opened in July 1871 *(Market Drayton)*; no mention of this when 'Halte' opened 1 June 1905**; HALT; clo 7 June 1949 (Tuesday, trainless Bank Holiday Monday intervening) *(RM September)* – however, this seems to have been a purely 'official' date – trains actually ceased calling after December 1945 *Brad* (when only one train, from Stoke was shown) but before/with 6-31 May 1946 tt; {Silverdale – Newcastle}. Usually just C S in *Brad*.

SILVERHILL COLLIERY [GN] (non-tt): miners; dates ?; {branch from Skegby} *(U)*.

SILVERTON [GW] op 1 November 1867 *(Tiverton 5th)*; clo 5 October 1964 *(Cl)*.

SILVERTOWN & LONDON CITY AIRPORT [GE] op 19 June 1863 *(L)* as S; renamed 4 October 1987 (R Connor, *North Woolwich – Palace Gates*, Connor & Butler 1997); clo 29 May 1994 *(BLN 734)* in connection with Jubilee line extension; reop 29 October 1995 *(RM February 1996)*; reverted (tt only?) to S 24 September 2000 tt; clo 10 December 2006 – last train Saturday 9th *(RM February 2007)*.

SIMONSIDE [TWM] op 17 March 2008 *(Rly obs May 2008)*; still open.

SIMONSTONE [LY] op 15 October 1877, two days before advertised date *(Blackburn T)*; clo 2 December 1957 *(RM January 1958)*.

SIMONS WOOD – see FAZAKERLEY.

SIMPASTURE

For early service from Stockton to Shildon through this area see 1835 A**.

SIMPASTURE (non-tt): *Away, p 30*, reproduces notice of excursion from here to Seaton and Hartlepool and back, Sunday 12 September 1847; notice headed 'Clarence Railway' but issued from Stockton & Hartlepool office.

S ROYAL ORDNANCE FACTORY [LNE] (non-tt); op 18 January 1942 *(LNE letter 13 August 1945 Cl pap)* to serve ROF Aycliffe; 4 May 1942 wtt (where just S) shows service to Durham, Tow Law and Bishop Auckland; still in wtt October 1943; absent from wtt 1 October 1945; {Stillington – Shildon}.

Also see HEIGHINGTON

SINCLAIRSTON [GSW] (non-tt): PLATFORM; workers; dates?; {Rankinston – Belston Junction} *(JF)*.

SINCLAIRTOWN [NB] *Fifeshire Journal 18 November 1847* said it had been in use for one morning up train for past ten days; fully op January 1848 – *Fife Herald (6th)* – station is now open. Replaced Sunday 18 April 1909 *(Scotsman 19th)* on opposite (east) side of St Clair Street overbridge *(Fifeshire Advertiser 22 August 1908*, explaining plans); see article by A Simpson in NB Study Group Journal 129. Clo 1 January 1917, except for workmen *(RM February)*; reop to public 1 February 1919 *(RCH*; trains shown February *Brad)*; clo 6 October 1969 *(BR leaflet 273)*.

SINDERBY [NE]: op 25 May 1852**; clo 1 January 1962 *(Cl)*.

SINDLESHAM – see WINNERSH.

SINFIN

S CENTRAL and **S NORTH** op 4 October 1976 *(Mid)*; actually clo 17 May 1993 *(RM April 1994)*, but taxis continued service when needed. NORTH in public tt but only for Qualcast and Internal Combustion factories. Reason originally given for closure was that no trains left in use were able to operate track circuits reliably *(Midland Society Journal Summer 2003)*; objections delayed official closure (ending need for taxi service) until letter from Department of Transport dated 23 September 2002 (R. Maund, *Chron October 2003)*.

SINGER

SINGER [NB] *GM circular 184 of 19 October* said new passenger station would open 3 November 1907 but this was a Sunday and is likely that a station mainly for workers would have had a service then? *Brad April 1910*, nearest to hand at present, does not even show a Sunday service for the line. Thus first trains would have used it on 4th. Still open. Became S for KILBOWIE & RADNOR PARK about 1913 according to *RCG ref July* and *hb* 1914a and reverted to S May 1948 *hba* but only S seen in *Brad.*

S WORKMEN'S [NB]: NB special advice dated 22 June 1914 refers to Football 'Advertised Excursion' from Springburn to here and back 21 June. Was this the original Kilbowie, kept in use for workmen after diversion came into use? *Scotsman Monday 15 March 1915* referred to accident at S W station on previous Friday, referring to boy killed when workmen's train started.

S WORKERS PLATFORM [LNE] (non-tt): continuation/reopening of above? op after 1942 *(U)*; clo 1 May 1967 *(BLN 79)*; {spur from Drumry}.

SINGLETON near Blackpool [PW]: this or a nearby site was used several times for agricultural purposes, mainly sales of cattle, sheep and potatoes. Would trains have stopped exactly at the same spot, or just where driver of the day thought appropriate? It was initially shown TODDERSTAFF* CROSSING, and later as 'stop at north end of Todderstaff cutting'. Known dates of use, all from notices in *Preston Chronicle* unless otherwise stated, date of paper in brackets:

9 February 1858 *(6th)* T Crossing within short distance of Preese Hall; 12 December 1860 *(8th)* same; 26 February 1862 *(8th)* within a few minutes' walk of Preese Hall; 24 September 1863 *(item 26th)* demonstration of Fowler's Improved Steam Plough at Preese Hall (advert on 19th had said trial ground within a few minutes' walk); 15 February 1865 *(11th)* stop at north end of T cutting, sale at Singleton, one mile away; 5 April 1865 *(1st)* cutting, close to T Hall farm; 13 February 1867 *(2nd)* as previous; 12 February 1868 *(8th)* T crossing; 17 April 1868 *(8th)* T crossing.

First regular use, as SINGLETON, 16 July 1870 (siding op 11th, *Preston Chronicle 16th*, but passengers Saturdays only). Advert in *Preston Herald (4th)* said that on Monday 6 March 1871 trains would stop at 'Toderstaff station' for sale of livestock and potatoes at nearby Avenham Hall – outdated name. All days May 1873 tt; aot request; clo 2 May 1932 *(LNW Record)*.

* = also single 'D' and T...STAFFE seen in local press.

SINGLETON near Chichester [LBSC] op 11 July 1881 *(co n W Sussex)*; clo 7 July 1935 (Sunday) *(W Sussex Gazette Friday 11th* – last train Saturday).*)*. Specially long platform and elaborate refreshment room and other facilities to cope with Goodwood race-goers; last used for race traffic 1933 *(AB)*.

SINGLETON – see SWANSEA.

SINNINGTON [NE] op 1 April 1875 *(York Herald 2nd)*; clo 2 February 1953 *(RM March)*.

SIR WATKIN'S – see GLANLLYN.

SIRHOWY [LNW] op 19 June 1865 *(co n Newport 17th)*; clo 13 June 1960 *(RM July)*.

SITTINGBOURNE [LCD] op 25 January 1858**; became S & MILTON 1 July 1899, S & M REGIS 1908 tt, S 1970 tt *(Cl)*; still open.

SIX BELLS

SIX BELLS [GW] op 27 September 1937 *(South Wales Gazette 24th)*; HALT; clo 30 April 1962 *(T 6 April)*; {Aberbeeg – Abertillery}.

S B COLLIERY [GW] (non-tt): op by July 1897; clo by July 1902; {Aberbeeg – Six Bells} *(U)*.

For S B [LNW] see GARNDIFFAITH.

SIX MILE BOTTOM [GE] op 4 April 1848 *(co n T 3rd- line)* as WESTLEY; renamed October 1848 tt *(Cl)*; clo 1 July 1850**; reop 9 September 1850 *(co n T 6th)*; aot request; clo 2 January 1967 *(RM February)*.

SKARES [GSW] op 1 July 1901 *(RCG)* – date also given by *GSW* but not in *Brad* until November 1901; clo 10 September 1951 *(RM October)*.

SKEGBY

SKEGBY [GN] op 4 April 1898 *(RCG; Railway News 9th)*; clo 14 September 1931 *(LMS PCC 218)*. Advertised summer Saturday use began 1954, when first train from here ran 19 June, first back 26 June *(BR tt 14 June)*; last such train ran 8 September 1962. Also non-tt but semi-regular winter football service for Nottingham home games lasted to about same time as advertised summer Saturday use. *Hb* 1904: S for STANTON HILL and thus *Brad* 1915/16 to closure.

S JUNCTION [Mid] At one time Midland was running special trains from Mansfield to here via 'Teversal' line for colliers; *Hucknall Morning Star 21 June 1895* reported prosecutions for travelling without tickets 31 May. Full dates unknown; {physical junction shown *Cobb Atlas*}.

SKEGNESS [GN] op 28 July 1873 *(Stamford Mercury 1 August)*; see 11 November 1962**; still open.

SKELBO [High] op 2 June 1902 *(co n Inverness Courier 3rd)*; clo 13 June 1960 *(T 8th)*. *Hb* 1938: S HALT; not seen thus *Brad*.

SKELLINGTHORPE

SKELLINGTHORPE [GN] op 2 January 1865 (based on *GN*, which gives 1st, a Sunday); clo 1 June 1868 *(Cl)*; {Lincoln – Saxilby}.

SKELLINGTHORPE [GC] op 15 December 1896 *(Derbyshire Times 19th)*; clo 19 September 1955 *(BR ER internal notice August)*.

SKELLOW [GC/GN Joint] (non-tt) miners' service – new shelter for miners at Skellow nearly ready 3 July 1916 *(Whittle* from GE Engineer's records), certainly in use 1 September 1920 *(Railways of South Yorkshire Coalfield ...*, A. L. Barnett, RCTS, 1984), also ticket *(@JS)*{near Bullcroft Colliery, branch from Skellow Junction, *Cobb Atlas p 374}.*

SKELMANTHORPE [LY] op 1 December 1879 *(Railway News 6th)*; clo 24 January 1983 *(BLN 456)*.

SKELMERSDALE [LY] op 1 March 1858 *(Ormskirk 4th)* as BLAGUE GATE, one word (in index only) 1865/7 *(Brad) – hb* to one word 1872; renamed 1 August 1874 *(RCG)*; clo 5 November 1956 *(RM December)*.

SKETTY ROAD [SIT]: line op 25 July 1860**, nd, May 1866; last in *Brad* February 1910 (back April 1910 only – error?); in *hb* 1867-1904, inclusive; {map 88}.

SKEWEN

SKEWEN (a) [GW] op 1 June 1882 *(Cambrian 2nd)* as DYNEVOR; renamed 1 October 1904 *(hbl 27th)*; re-sited 26 chains east 1 May 1910 *(Cl)*; clo 2 November 1964 *(Cl)*.

SKEWEN (b) op 27 June 1994 *(Rly Obs August)*; 3 chains west of station closed 1964; still open.

SKINNINGROVE [NE] op 1 April 1875 *(York Herald 2nd)* as CARLIN HOW; renamed 1 October 1903 *(hbl 29th)*; clo to public 30 June 1952 *(Cl)*; non-tt use until line closed 5 May 1958 – mostly iron workers but some general public *(TTS, June 1978, p 218)*.

SKIPTON [Mid] op 7 September 1847**; re-sited 10 chains north 30 April 1876 *(Mid)*; still open. **Ticket platform**, only reference seen: accident here, on Bradford side of station; *(Bradford Daily Telegraph 30 August 1875)*.

SKIPWITH & NORTH DUFFIELD [Derwent Valley] op 21 July 1913 *(Yorkshire Post 21st)*; clo 1 September 1926** (Wednesday).

SKIRLAUGH [NE] op 28 March 1864 *(line op Hull Packet 1 April, station co tt for April, ibid)*; clo 6 May 1957 *(Cl)*. 18 June 1961 wtt shows one Thursday call each way for BTC purposes (to pay staff?). *Hb* 1865a: SKIRLOUGH, corrected 1867.

SLADE GREEN [SEC] op 1 July 1900 *(L)*; SLADES G until altered 21 September 1953 *(Rly Obs November)*; still open.

SLAGGYFORD [NE] op 21 May 1852**; clo 3 May 1976 *(Newcastle Journal Monday 3rd – last train Saturday)*. Perhaps regarded as HALT in 1960s – ticket thus *(JB)* but 1961 tt just note that no staff.

SLAITHWAITE

SLAITHWAITE (a) [LNW] op 1 August 1849**; clo 7 October 1968 *(RM November)*.

SLAITHWAITE (b) op 13 December 1982 *(RM February 1983)*; still open.

SLAMANNAN [NB] op 5 August 1840**; clo 1 May 1930 (Thursday) *(co n Scotsman 7 April)*.

SLATEFORD

First station of this name, 3 miles from Lothian Road, was renamed KINGSKNOWE(S), which see.

SLATEFORD [Cal] op 1 January 1853 *(Edin)*, 2 miles from Lothian Road; re-sited slightly east 1871 (D. Lindsay); still open.

SLEAFORD [GN] op 15 June 1857**; still open.

Ticket platform, only references seen: ticket offence, train from Grantham *(Grantham Journal 11 November 1876)*. Damage to window *(Boston Guardian 4 June 1880)*.

SLEDMERE & FIMBER [NE] op 1 June 1853** as F; renamed S 1858 tt, S & F 1859 tt *(Cl)*; clo 5 June 1950 *(Cl)*; see 1953**.

SLEIGHTHOLME [Carlisle & Silloth]: op with line, first stop 6 September 1856 *(co n Carlisle Patriot 13th)*; Saturdays only; last trains 29 May 1857 *(co n Carlisle Journal 30 May* – would discontinue from 1 June). {Drumburgh – Kirkbride}.

SLEIGHTS [NE]: line op 8 June 1835 (see 1835 B**), nd, May 1848 *(Topham)*; still open.

SLINFOLD [LBSC] op 2 October 1865 *(T 3rd)*; clo 14 June 1965 *(Cl)*. Added *hb* 1866a as SLINFORD, amended 1872.

SLINGSBY [NE] op June 1853**; clo 1 January 1931 (Thursday) *(T 5 December 1930)*; later excursions – e.g. 27 July 1964 *(Whitby)*.

SLIPPER CHAPEL – see WALSINGHAM.

SLOANE SQUARE [Dist] op 24 December 1868 *(T 21st, 25th)*; still open.

SLOCHD CROSSING [High] (non-tt): railwaymen, families; by 1922; still in wtt 1938; {Carr Bridge – Tomatin} *(U, JF)*.

SLOUGH [GW]

SLOUGH: trains called from line opening 4 June 1838 *(co n GW)*, station provided 1 June 1840 *(co n T 30 May)* – delay caused by opposition from Eton College authorities*; re-sited 10 chains west 8 September 1884 *(Cl)*; still open. Joint GW/Dist service began 1 March 1883; from 1 October 1885 GW only. S JUNCTION in *Brad* 1851/3 to 1858/9.

* = Eton tried to get stop declared illegal but lost case: GW stopped beside existing road and used local pub as booking office – this did not break original agreement that they would not make a new road to a station.

(Non-tt) temporary platform 700 feet long on goods side of line to receive Volunteers who would then march to Review in Windsor Great Park, 9 July 1881 *(Windsor & Eton Express 9th)*. Also see Egham

S DEPOT (non-tt): originally S TRADING ESTATE; op 17 March 1919 *(RM May 1923)*; clo 16 January 1956 *(U)*; {branch from Slough}. Perhaps some sort of provision here earlier: *Sheffield Evening Telegraph 15 March 1919, quoting Times*, referred to defence put forward by Sir Robert McAlpine to charge of profiteering from government contract, in part of which he said he had constructed temporary platform here for men working on building Government Motor Repair depot here to save them walking from main station – or was this the one opened on 17th?

SMALL HEATH [GW] op 1 April 1863 *(GW ac)* as S H & SPARKBROOK (but just S H in *GW ac*); & S dropped 6 May 1968; still open. At times SMALLHEATH.

On 14 October 1852 a **Temporary station** and staircase were erected between present sites of this and Bordesley (at Sandy Lane near the Trinity Chapel) so that Queen Victoria could change from 'narrow' Midland line by which she had travelled thus far on part of her return from Balmoral to the broad gauge Great Western for the shortest return to Windsor *(Coventry Herald 8th, 15th)*.

SMALL LODE – see 20 August 1883**.

SMALLBERRY GREEN – see HOUNSLOW.

SMALLBROOK JUNCTION op 21 July 1991 *(Rly Obs October)*; exchange station for IoW preservation line (only open when it is), no road or pedestrian access; still in use.

SMALLFORD [GN] op 1 February 1866 as SPRINGFIELD and renamed 1 October 1879 *(Hatfield Mercury 3rd)*; clo 11 September 1939, reop 1 November 1939 *(LNE letter Cl pap)*; aot request; became SMALLFORD for COLNEY HEATH 1 June 1903 *(hbl 9 July)* and thus GN co tt 1909, LNE tt 1927 and *Brad* until clo 1 October 1951 *(T 8 September)*.

SMARDALE [NE]: line op 8 August 1861 and S in *Brad* when line first included September, but *co op wtt* only shows goods train calling and not included tt with *co op notice Westmorland Gazette 24th* though had been listed as a station without qualification in description of line *(ibid 10th)* so presumably slight delay in opening (delay in local press tts even longer – first seen March 1862 tt, *Teesdale Mercury 19th)*; clo 20 September 1915 *(T 18th)*; reop 1 November 1919 *(Cl)*; clo 1 December 1952 *(BR notice Penrith Observer 4 November)*.

SMEAFIELD [NE]: line op 29 March 1847 (see 1847**); opening date or exact type of facility unknown – given lack of earlier evidence, likely (but not certain) that opened later than Cragg Mill and Goswick (which see). Earliest use seen: 6 June 1864 in list of places to be served by excursion *(Illustrated Berwick Journal 3rd)* – not included in earlier notices that did include those two and none of the other types of use seen for them found. Market stops clearly in operation by February 1871, when in NE wtt, Tuesdays and Saturdays (A. Young). First in *Brad* January 1875; aot request; service varied – e.g. Saturdays only when first in *Brad*, Tuesdays also October 1877, Wednesdays added May 1884, other variations – August 1927 Tuesdays and Saturdays, July 1928 and July 1929 one each way daily; clo 1 May 1930 *(LNE letter 13 April 1845 Cl pap)* but private use continued – until ? *(U)*. Sometimes S Crossing.

SMEATON [NB] op 1 May 1872 *(Edin)*; clo 22 September 1930 *(Scotsman 15th)*.

SMEETH [SE] first in *Brad* October 1852 (advert *Kentish Gazette 13 July* 'nearly completed'); clo 4 January 1954 *(T 28 October 1953)*; stop for railway staff shown in 17 June 1957 wtt.

SMEETH ROAD [GE]: line op 1 February 1848**, nd, May 1848 *(Topham)*; aot request; clo 9 September 1968 *(RM November)*.

SMETHWICK

S ROLFE STREET [LNW] op 1 July 1852 *(Staffs Advertiser 3rd)*; R S added 1 July 1963 *(Cl)*; still open*.

* = *Rly Obs*, November 2002, p 502, said clo 29 September 2002; but *ibid* January 2003, p 20, – reality 'much reduced service due to Unit problems'; normal again 25 November 2002.

S WEST [GW] op 1 April 1867 *(co n Brierley 30 March)*; S JUNCTION until renamed 17 September 1956 tt; reduced to token service, Saturdays only, when Galton Bridge opened; last train 28 September 1996.

S GALTON BRIDGE op 25 September 1995 *(RM February)*; on two levels; upper effectively replaced WEST; still open.

SMITHAM – see COULSDON TOWN.

SMITHLEY – see DOVECLIFFE.

SMITHS PARK – see MEADOW WELL.

SMITHY BRIDGE

SMITHY BRIDGE (a) [LY] op 1 October 1868 *(Rochdale Observer 3rd)*; clo 2 May 1960 *(RM June)*.

SMITHY BRIDGE (b) op 19 August 1985 *(RM November)*; still open.

SMITHY HOUSES – see DENBY.

SMITHY MOOR – see STRETTON.

SMYLLUM JUNCTION – see LANARK.

SNAILHAM [SEC] op 1 July 1907 *(Hastings ... Observer 6th, two items)*; HALT; clo 2 February 1959 *(Cl)*; {Winchelsea – Ore}. Perhaps S CROSSING HALT at opening, but not thus August 1907, first appearance in *Brad*.

SNAINTON [NE] op 1 May 1882 *(York Herald 27 April)*; clo 5 June 1950 ('after 3 June' - *Yorkshire Post 18 April)*.

SNAITH [LY] op 1 April 1848 *(co n Leeds 1st)*; still open.
SNAPE JUNCTION [GE] appeared in *Brad* July 1859 and for some time afterwards (still January 1861, both ways) but no trains ever shown calling.
SNAPPER [Lynton] (ng) first in *Brad* May 1904; last there April 1906 (but perhaps omission result of change in tt layout rather than closure, S still in use subject to local knowledge); back June 1907 (layout again changed); last June 1917; back in *Brad* starting 14 July 1924 (again suspicion that tt did not tell full story – other changes now); clo 30 September 1935**. Variously S PLATFORM, S P for GOODLEIGH, S HALT (daylight only) in *Brad.*
SNARESBROOK op [GE] 22 August 1856 *(L; co n T 22nd- line)*; transferred to [Cen] 14 December 1947 *(T 17th)*; still open. Became S for WANSTEAD 1857 (thus GE co tt 1882), S & W 1898 tt, S for W 1929, S 14 December 1947 *(JS)*.
SNARESTONE [AN Jt] op 1 September 1873 *(LNW Officers 10205 10207; Burton Chronicle 28 August)*; clo 13 April 1931 *(Leicester Evening Mail 8th)*. Still excursion use at 8 August 1961 (one each summers 1960 and 1961 *(BR doc)*. Alias SNARSTON/SNARESTON; erratic naming *Brad* and *hb*.
SNATCHWOOD [GW] op 13 July 1912 tt *(GW H)*; HALT; clo 5 October 1953 *(Cl)*.
SNELLAND [GC]: 1 February 1849 *(co n Hull Advertiser 26 January)*; clo 1 November 1965 *(RM December)*.
SNELLS NOOK [LNW] op 2 April 1907 *(LNW Cl; hotel advert Melton Mercury ... 28 March* said that railway service would begin Easter Tuesday – i.e. 2 April); see 1905** (a); clo 13 April 1931 *(Leicester Evening Mail 8th)*.
SNETTISHAM [GE] op 3 October 1862 *(T 6th)*; clo 5 May 1969 *(RM July*, photo-caption).
SNEYD PARK JUNCTION (non-tt): 1922 Bristol District carriage workings shows 5.08 p.m. to Avonmouth; staff ?; {junction of lines from Hotwells and Clifton Down}.
SNODLAND [SE] op 18 June 1856 *(Gravesend Reporter 21st)*; still open.
SNOW HILL – see BIRMINGHAM; LONDON HOLBORN VIADUCT.
SNOWDON
S RANGER (ng) – see QUELLYN LAKE.
S SUMMIT [Snowdon Mountain] (ng; rack) op 6 April 1896**; still open, summers only. Ticket *(JB)* for WYDDFA (Yr Wddfa = Welsh for Snowdon). Just SNOWDON early *Brad.*
Also see SOUTH SNOWDON.
SNOWDOWN [SEC] op 1 January 1914 for conveyance of miners and workmen only *(notice Dover Express 2nd)** as S HALT; public? First in *Brad* June 1914 as S & NONINGTON; HALT until renamed 5 May 1969 *(SR App)*; & N dropped 12 May 1980; still open. Ticket for S HALT *(DM)*.
* = *Dover Expess 3 October 1913* had said that workmen's trains would be provided here and Lydden on 20 October, erection of halts would begin at once; however, *ibid 28 November* 'construction about to be put in hand'.
SNOWS HILL – see SHOTLEY BRIDGE.
SOFTLEY [NE] (non-tt): unofficial stop; detail ?; {Lambley – Slaggyford} *(Nhumb Young)*.
SOHAM [GE] op 1 September 1879 *(Bury Free Post 6th)*; clo 13 September 1965 *(T 11 August)*.
SOHO Birmingham.
SOHO [LNW] op 2 May 1853 *(Wolv Chron 27 April)**; re-sited 13 chains west 1884/7 *(Cl)*; clo 23 May 1949 *(RM September)*.
* = note that 1st was a Sunday.
SOHO [GW] – see WINSON GREEN.
S ROAD [LNW] op 1 April 1889 *(LNW Officers 30795* – 'if passed by inspector', confirmed by *co ½ Rly Times 10 August)*; clo 5 May 1941 *(Cl)*.
Also see West Midlands Metro (Section 6).
SOLE STREET [LCD] first in *Brad* February 1861 and *co tts Maistone Journal* include without trains January, with February; still open.
SOLIHULL [GW] op 1 October 1852 *(Oxford Journal 2nd)*; moved about 120 yards south between 1904 and 1937 OS maps – with quadrupling of line in 1933? (see Stewart Smith, *Chron January 2020)*; still open.
SOMERFORD – see GREAT SOMERFORD; LITTLE SOMERFORD.
SOMERLEYTON [GE] op 1 July 1847 *(Norfolk News 3rd)*; still open.
SOMERSET ROAD [Mid] op 3 April 1876 *(co n Birmingham Daily Post 25 March)*; clo 28 July 1930 *(LNW Record)*. Mid co tt 1894, 1903, *hb* 1904: S R for HARBORNE. University hereabouts later.
SOMERSHAM [GN/GE] op 1 March 1848**; clo 6 March 1967 *(RM April)*.
SOMERTON near Langport [GW] op 2 July 1906 *(Langport 7th)*; clo 10 September 1962 *(Som Gaz 15th)*.
SOMERTON near Banbury – see FRITWELL.
SORBIE [PPW Jt] op 2 August 1875 *(company minutes 29 September)*; clo 25 September 1950 *(Cl)*. See GARLIESTOWN.
SOUGH – see SPRING VALE.
SOURDEN [GNS] op 1 October 1858 *(co n Elgin Courier 8th)*; request; S CROSSING until 1863/4 *(Brad)* – but perhaps C dropped to save space in notes; clo 1 August 1866 (Wednesday) *(GNS,* citing *GNS notice Elgin Courant 27 July*) but could still be used on a toll basis (D. Ross, *G N of Scotland Railway*, Stenlake 2015, citing BoT correspondence) – most unlikely any later passenger use; {map 3}.
SOUTH ACTON
SOUTH ACTON [NSWJ] op 1 January 1880 *(T 2nd)*; still open.
SOUTH ACTON [Dist] op 13 June 1905 *(RCG)*; clo 2 March 1959 *(RM March)*.
Covered connection provided 13 June 1905 *(L)*.
SOUTH ALLOA – see ALLOA.
SOUTH AYLESBURY [GC/GW] op 13 February 1933 *(T 9th)*; HALT; clo 5 June 1967 *(RM July)*; {Little Kimble – Aylesbury}.

SOUTH BANK

SOUTH BANK [NE]]: for first station of this name see ESTON.
Second op 1 May 1882 *(Daily Gazette for Middlesbrough 1st)*; re-sited about 700 yards east 23 July 1984 *(RM October)*; still open.
Also see ESTON; LACKENBY.

SOUTH BERMONDSEY [LBSC] op 13 August 1866 *(T 14th)* as ROTHERHITHE; renamed 1869 tt *(Cl)*; clo 1 January 1917 *(T 22 December 1916)*; reop 14 February 1917 for workmen *(T 13th)*, to public 1 May 1919 *(Cl)**; re-sited south of junction 17 June 1928 *(Cl)*; still open.
* = but *co wtt, RAIL 951/47* shows station reop April 1917 (workmen or public?).

SOUTH BROMLEY East London [NL] op 1 September 1884 *(NL Circular 185, T 2nd)*; clo 15 May 1944 but replacement bus service until 23 April 1945 *(Cl)*.

SOUTH CANTERBURY [SE] op 1 July 1889 *(Whitstable Times 6th- line; in description ibid 29 June)*; clo 1 December 1940 (Sunday) *(Cl)*. Tickets always C S *(JB)*. Local press described this as Ethelbert Road station and said it would be most useful for those going to the cricket ground,

SOUTH CAVE [HB] op 27 July 1885 *(op tt NER I)*; clo 1 August 1955 *(RM September)*. For earlier excursions see HULL CANNON STREET.

SOUTH CERNEY [MSWJ] op 18 December 1883 *(Wilts & Glos Standard 22nd)* as C & ASHTON KEYNES; renamed 1 July 1924 *(GW circular 18 June)*; clo 11 September 1961 *(T 9th)*.

SOUTH CHURCH – see BISHOP AUCKLAND.

SOUTH CROYDON [LBSC] op 1 September 1865 *(Brighton Gazette 13th)*; still open.

SOUTH DOCK [owned by PLA, service GE] op 18 December 1871 *(L)*; SOUTH WEST INDIA DOCK 1881 tt to 1895 tt *(Cl)*; clo 4 May 1926**. *Hb*: 1883 S W I DOCKS; 1904 S DOCKS MILWALL.

SOUTH DUFFRYN PITS – see Plymouth Railway in Section 7.4.South Wales.

SOUTH EALING op [Dist] 1 May 1883 *(L; Rtn – line; advert Kilburn Times 4th)*; [Picc] added 9 January 1933; Dist service ceased 10 October 1964; Picc continues.

SOUTH EASTRINGTON – see EASTRINGTON.

SOUTH ELMSALL [WRG Jt] op 1 February 1866 *(Leeds Times 3rd)*; still open.

SOUTH END near Coatbridge – see HOWES.

SOUTH ESK – see DALHOUSIE.

SOUTH GOSFORTH

SOUTH GOSFORTH [NE] op 27 June 1864**; SOUTH added 1 March 1905 *(RCG)*; clo 23 January 1978 *(RM March)* for conversion to >
SOUTH GOSFORTH [TWM] op 11 August 1980 *(Newcastle Evening Chronicle 11th)*; still open.
S G DEPOT (non-tt): open day; 17 September 1989 *(@JF)*.

SOUTH GREENFORD [GW] op 20 September 1926 *(T 25 August)*; HALT until renamed 5 May 1969 *(GW H)*; clo 27 August 1994 (main line resignalling meant diversion via Greenford loop with local stations served by bus), reop 3 October 1994 *(BR leaflets)*; still open.

SOUTH GRIFFIN Colliery/Pit(s) – see BOURNVILLE MON.

SOUTH GYLE op 9 May 1985, temporary tt 9 to 11 May, full service with new tt 13th *(Rly Obs July)*; still open.

SOUTH HAMPSTEAD [LNW] op 10 July 1922 *(T 10th)*; Loudoun Road here earlier; closed 21 July to 19 August 2001 (inclusive) *(Silverlink leaflet)*; still open.

SOUTH HAREFIELD [GW/GC] op 24 September 1928 *(hbl 69)*; SOUTH added 1929 *(Cl)*; clo 1 October 1931 (Thursday) *(LMS PCC 220)*; {Ruislip – Denham}. HALT *LMS PCC 66 at opening and LMS PCC 95 at renaming*, but not *Brad*.

SOUTH HARROW

SOUTH HARROW op [Dist] 28 June 1903 *(RCG; Acton Gazette 3 July)*; [Picc] added 4 July 1932; Dist use ceased 23 October 1933; entrance re-sited to north-west 5 July 1935; Picc continues.
Also see NORTHOLT PARK; SUDBURY HILL.

SOUTH HAYLING – see HAYLING ISLAND.

SOUTH HETTON [NE]: line op April or May 1837 *(NE)*, nd *Brad* until February 1858 but see 1836 A** and a platform adjoining line was mentioned in accident report dated 19 July 1844 *(Rtn)*; clo 9 June 1952**.
Report of inquest *(Newcastle Courant 14 March 1845)* referred to death on Saturday, 8th, when a passenger on the Durham & Sunderland had got off the market train at the FALLOWS-FIELD station, hitched a ride on a wagon to Haswell but fallen off on the way. 'Fallowfield' is shown on OS maps south of South Hetton; was F-F a local alternative for South Hetton or did market trains go on a little further? – report only makes sense if F-f was terminus or passenger off earlier than intended – drunk? No other reference to market trains on this line has so far been seen.

SOUTH HOWDEN [HB] op 27 July 1885 *(op tt NER I)*; SOUTH added 1 July 1922 *(hbl 13th)*; clo 1 August 1955 *(RM September)*; later excursions, last 30 August 1958 (M. Bairstow, *Railways in East Yorkshire*, Bairstow, 1990, p 60).

SOUTH HYLTON [TWM] op 31 March 2002, to east of level crossing (earlier HYLTON to west) *(Rly Obs May)*; still open.

SOUTH KENSINGTON

SOUTH KENSINGTON op [Met] 24 December 1868 *(T 21st, 25th)*; [Dist] added 10 July 1871; still open.
SOUTH KENSINGTON [Picc] op 8 January 1907 *(L;* see note on Covent Garden, which also applies here); still open.

SOUTH KENTISH TOWN [Nor] op 22 June 1907**; clo in morning of Thursday 5 June 1924 owing to power shortage, which *Camden New Journal 13 December 2012* ascribed to electricians' strike, and not reopened *(L)*. Castle Road pre-opening *(L)*.

SOUTH KENTON [LMS] op 3 July 1933 *(T 22 June)*; still open. Also [Bak] use until 27 September 1982** and from 4 June 1984 *(Ug)* to present.

SOUTH LEIGH [GW] op 14 November 1861 *(co n Oxford Chron 16th)*; clo 18 June 1962 *(T 18 May)*.

SOUTH LEITH – see LEITH.

SOUTH LYNN [MGN] op 1 January 1886 *(co n Norwich Mercury 2nd)*; originally east side of Saddlebow Road, replaced by one on west 14 April 1901 (N. Digby, *A Guide to the MGN Joint Railway*, Ian Allan, 1990); clo 2 March 1959 *(T 2nd)*.

SOUTH MARSTON [GW]

SOUTH MARSTON (non-tt): workmen; used 5 June 1941 to 1944 *(U)* and from Monday 17 December 1956 *(GW Agreement M85875)*; later document said not needed after Sunday 30 June 1957; {branch from Stratton}. Ticket as S M PLATFORM *(JB)*. In supplement to wtt 5 January 1942 as STRATTON FACTORY; trains via Kingsdown Road junction, calling at Stratton and Swindon. Also see STRATTON FACTORY JUNCTION.

SOUTH MERTON

SOUTH MERTON [SR] op 7 July 1929 *(LMS PCC 106)*; still open.

Also see SOUTH WIMBLEDON.

SOUTH MILFORD [NE] op 22 September 1834** - see note for details of early service; SOUTH added 1867 tt *(Cl)*; still open. M BRIDGE in *Brad* 1840, then no detail for some time.

SOUTH MOLTON [GW] op 1 November 1873 *(W Som F P 1st, 8th)*; clo 3 October 1966 *(Som Gaz 7th)*.

SOUTH MOLTON ROAD – see KINGS NYMPTON.

SOUTH PIT [GW] (non-tt): miners; HALT; op by 27 August 1923, when listed in GW agreement on provision of service (mine had reopened 1919); re-sited from 12 m 49 ch to 12 m 43 ch on realignment of branch – date ?; clo 2 November 1964; at first GLYNCORRWG S PIT, later S PIT; {beyond Glyncorrwg} (M Hale; *RAC*).

SOUTH QUAY [Dock] op 31 August 1987 *(T 1 September)*; clo during evening of 9 January 1996 by IRA bomb *(T 10th)*; reop 22 April 1996 *(London Railway Record, July)*; original last used early hours of Saturday 24 October 2009; replacement to east, into use Monday 26 October 2009 *(R Maund Chron July 2010)*; still open.

SOUTH QUEENSFERRY [NB]; {map 13}

SOUTH QUEENSFERRY (a) op 1 June 1868 *(co n Glasgow Evening Citizen 1st)*; re-sited further east when line extended to Port Edgar 2 September 1878 *(co n Scotsman 31 August)*; clo 5 March 1890 (Wednesday) *(Falkirk Herald 1st)*.

SOUTH QUEENSFERRY (b) op 1 December 1919 *(NB circular R545, 27 November)*; HALT; same site; clo 14 January 1929 *(LNE letter 19 April 1945 Cl pap;* announced by LNE that closed after 12 January as result of clo of Port Edgar naval base*)*.

SOUTH RENFREW [GSW] op 19 April 1897 *(RCG)*; clo 5 June 1967** *(Cl)*.

SOUTH RUISLIP

SOUTH RUISLIP [GW/GC] op 1 May 1908 *(RCG)* as NORTHOLT JUNCTION; renamed S R & N J 12 September 1932 *(Cl)*, S R 1947; still open.

SOUTH RUISLIP [Cen] op 21 November 1948 *(T 20th)*; still open.

SOUTH SHIELDS {map 25}.

SOUTH SHIELDS [Pontop & South Shields] op 16 April 1835**; clo 19 August 1844 *(Cl)*; service diverted to Brandling Junction station. Often just SHIELDS.

SOUTH SHIELDS [Brandling Junction] op 19 June 1839 *(NE p 327; Newcastle Journal 22nd)*; really in High Shields; replaced to north 17 December 1842 *(Newcastle Journal 24th)* – paper called it Market Place station; clo when service diverted to >

SOUTH SHIELDS [NE] op 2 June 1879 *(Newcastle Weekly Chronicle 3rd)* – 'new station in Mile End Road'; clo 1 June 1981 *(RM June)* for conversion to >

SOUTH SHIELDS [TWM] op 24 March 1984 *(Tyneside)*; 100 yards south of previous station; clo 8 July 2019 *(A. Brackenbury Chron 105)*, replaced to south by >

SOUTH SHIELDS INTERCHANGE 4 August 2019 (Joe Brown); still open.

S S WESTOE LANE [SSMWC]: miners used from May 1879; public op 19 March 1888**; clo 23 November 1953 *(Sunderland Daily Echo 14th)*. Previous day's paper had given 16th but slight reprieve.

SOUTH SHORE – see BLACKPOOL.

SOUTH SIDE – see GLASGOW.

SOUTH SNOWDON [WH] (ng) op 14 May 1881 *(NGSC 2)* as RHYD-DDU; renamed SNOWDON 1893; clo 1 November 1916 *(G&S)*; reop 31 July 1922** as S S (reverted to R-d for summer of 1934 only, *Brad* and tickets, not co tt); last train 26 September 1936; {map 76}.

SOUTH STOCKTON – see STOCKTON; THORNABY.

SOUTH STREET Whitstable [SEC] op 1 June 1911 *(Whitstable Times .... 3rd)*; HALT; clo 1 January 1931 (Thursday) *(T 4 December)*.

SOUTH TOTTENHAM [TH Jt] op 1 May 1871 *(e.g. Globe 1st*)* as S T & STAMFORD HILL; renamed 1 July 1903 co tt *(Mid)*; still open. *Brad* generally only included & S H in Mid tables and left it there until at least 1913, when it indexed S T and S T & S H as though they were two separate stations; 1914 to 1915/16 shown as S T for S H, afterwards just S T. *Hb* had & S H 1872 to 1956 (inclusive).

* = this and a number of other papers said it opened as WEST T & S H; however 15 May 1871 advert for house near new SOUTH T ... *(Clerkenwell News*; this suggests misprint in handout from company or whoever was supplying information to press.

SOUTH WEST INDIA DOCK – see SOUTH DOCK.

SOUTH WIGSTON op 12 May 1986 *(Leic)*; still open. See {map 61} for relation to old Glen Parva – staggered platforms either side of overbridge about 15 chains east.

SOUTH WILLINGHAM & HAINTON [GN] op 1 December 1876 *(RCG; T 28 November- line)*; & H added 1 January 1877 *(Cl)*, and thus *Brad* 1878, but not in *hb* before 1925; clo 11 September 1939**, reop 4 December 1939; clo 5 November 1951 *(RM December)*.

SOUTH WIMBLEDON [Nor] op 13 September 1926 *(T 14th)*; still open. According to *ug* became S W MERTON about 1928, with M gradually dropped; not seen thus *Brad*.

SOUTH WITHAM [Mid] op 1 May 1894 *(RCG; Grantham Journal 5th)*; clo 2 March 1959 *(T 2nd)*.

SOUTH WOODFORD op [GE] 22 August 1856 *(L; co n T 22nd- line)* as GEORGE LANE; renamed S W G L 5 July 1937 *(LNE co tt)*, S W when transferred to [Cen] 14 December 1947 *(T 17th)*; still open. 1886-1937 various sources also show as G L W (e.g. *RCG ref October 1886*); G L for S W (thus GE co tt 1914).

SOUTH WOODHAM FERRERS [GE] op 1 July 1889 *(Essex Standard 6th)* as W FERRIS; renamed W FERRERS 1 October 1913 *(hbl 23rd)*; S W F 20 May 2007 tt; still open.

SOUTHALL [GW] op 1 May 1839 *(co n T 30 April)*; still open. Joint GW/District service began 1 March 1883; GW only from 1 October 1885.

SOUTHAM

S & LONG ITCHINGTON [LNW] op 1 August 1895 *(LNW Officers 36165, 34525; Northampton Mercury 2nd)*; clo 15 September 1958 *(Coventry Evening Telegraph 25 August)*.

S ROAD & HARBURY [GW] op 1 October 1852 *(Oxford Journal 2nd)* as H, H near S *(Brad)*; renamed 1856/7 *(Brad)*; clo 2 November 1964 *(Birmingham Daily Post 22 October)*.

SOUTHAMPTON [LSW]

S (NORTHAM ROAD) op 10 June 1839 *(Salisbury 17th)*; temporary terminus made necessary by dispute over crossing Northam Road *(Hants Adv 16 May 1840)*; relation to later NORTHAM (under 'N') not known; clo when line extended to >

S TERMINUS op 11 May 1840 *(Hants Adv 16th)*; paper called it 'new terminus at the Marsh'; clo 5 September 1966 *(Cl)*. Opened as S, renamed S DOCKS 1858, S TOWN & DOCK 1896 tt; S TOWN for DOCKS 1912 (and thus LSW co tt 1914), S TERMINUS for DOCKS 9 July 1923 *(SR)*; S T 1955 *(Brad)*.

S WEST END op 1 June 1847 *(Salisbury 5th)* as S BLECHYNDEN (spelling as in *Brad*, confirmed as local version by T. Cooper). Provision of station here was condition of building line but nothing had been done until just before opening; local Council threatened legal action to stop opening so in week prior to opening company hastily put up temporary station at Blechynden Terrace (after the inspector had gone home?). In the event Council had helped them since a tunnel fault meant line to Dorchester could not open from main station and this was used as a terminus; engine and carriages for makeshift opening day service were horse-drawn through the tunnel since it was considered too dangerous to use steam power. First passengers carried through tunnel on what was essentially a test train on 29 July 1847 *(Hants Chron 31st)*; regular passenger use began with night mail of 5/6 August 1847 *(LSW)*. Permanent S B op 1850 *(LSW)*. Renamed 1858; replaced, on west side of level crossing by >

S CENTRAL op 1 November 1895 *(Hants Adv 2nd)* as S WEST; renamed 7 July 1935 *(GW General Instruction Circular, Cl pap)*; CENTRAL dropped 10 July 1967 *(BR circular Cl pap)* but kept, tt only, for a while to prevent confusion with Airport, restored 19 April 1994 *(AB Chron)*; still open.

Ticket platform: earliest reference: man without ticket had attempted to make a run for it *(Hampshire Advertiser 27 February 1847)*. Had been moved to bridge under Northam Road (site of original temporary terminus?) *(ibid 15 May 1872)*. Previously between the Marsh and the Itchen Bridge-roads *(Christchurch Times 8 June 1872)*. See NORTHAM, under 'N' for rest of story.

S ROYAL PIER: from 26 September 1871 carriages horse-drawn from (Terminus) along pier tramway; 21 September 1876 steam-hauled, 5 mph limit *(LSW)*; report in *IoW CP*, 25 May 1889, dealing with arrival of new paddle steamer *Solent Queen* said that a new curve allowed railway carriages to go alongside steamers; first in *Brad* January 1891; rebuilt pier op 2 June 1892 (formal) *(LSW)*; clo 1 October 1914 *(Cl)* (Thursday). Prior to 1904 was S TOWN PIER in *hb*.

Boat trains

Over time many sites in docks used by boat trains. Many changes as facilities extended and improved. *Southampton Docks 1933*, official handbook issued by Southern Railway, shows large range then. 1947 edition of handbook provided opening dates of Docks (but first passenger trains likely to have used later) and changes since 1933:

Outer Dock sufficiently completed for first ships 29 August 1842; completed and officially opened for traffic 1 July 1843.

Inner Dock op 1851; much used for troops to Crimean War (1854-6).

Newly-married Prince and Princess of Wales taken along dock lines, direct to ship, 10 March 1863 *(T 11th)*.

Old Extension Quay op 1875.

Empress Dock op 26 July 1890; cross-channel vessels to be concentrated here, with some bomb-damaged transit sheds to be rebuilt for passengers.

Channel Islands Shed *(LSW wtt 1909)*.

Union Castle Line Shed *(Brad 1909)*.

Ocean Dock op 1911; used for largest liners; plans for new passenger reception station, berths 43/44.

1933 map shows more than 20 sites marked 'Cargo and Passenger Sheds' around Outer, Empress and Ocean Docks as well as on quays along Test and Itchen rivers; more mentioned in description of plans for Western Docks, then being built. Special mention made of Marine Station, serving berths at Quays 7, 8 and 9 Outer Dock and Tender Station at no 50 Berth. Last was for passengers transferred by tender to and from ships calling at Southampton Water but not coming into the port.

New Dock Extension Quay (berths 105-108) finally completed 1934; three pairs of sheds furnished with waiting-room blocks.

Pre-war: specials from Waterloo and other SR stations for parties to view docks – refreshment facilities provided within docks.

Much troop usage WW II; obviously interruption to civil use.

Plans for future of berth 50 described in 1947 book. *U* calls this Flying Boat Terminal, used 1948 to September 1958.

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 only used on *ad hoc* basis.

Last trains to Western Docks 10 January 1992, by when renamed Mayflower Terminal (berths 105/6).

Queen Elizabeth II terminal (previously White Star Dock/Ocean Dock/Ocean Terminal/Eastern Docks) – berths 38/9 – had a 'last' use 14 December 1991 (planned for 16th but IRA bomb at Clapham Junction meant buses used then); used again from 8 May 1994 *(BLN 739)* for occasional Cunard sailings'. Eastern Docks last used for Cunard sailings' connections in 2004 season but continue to be used as a rail passenger station for *VSOE* (and other) excursion trains; in current wtts. Western Docks resumed use with temporary platform at Mayflower Cruise Terminal Berth 106 for occasional chartered specials, starting with connection to *Queen Victoria* on 11 December 2008 *(Rail Professional January 2009 and official information via R. Maund)*; last boat train ran 15 December 2012 *(BLN 22nd)*.

Internet sources give information about terminal buildings rather than berths, but presumably represent use for boat trains:

Eastern and Ocean Docks; Ocean Terminal opened 1950, demolished 1983; QEII Terminal (Berth 38/39) opened 1966, modernised 2003; Ocean Terminal (Berth 46) opened 2009 to augment QEII Terminal; Western Docks; Mayflower Terminal (Berth 106) opened 1960; City Terminal (Berth 101) opened 2003.
Naval Reviews – specials to different sites for official spectators *(S Spec)*.
SOUTHAMPTON AIRPORT PARKWAY op 1 April 1966 *(Cl 29)* as S A; on site of earlier Atlantic Park Hostel; became S PARKWAY 29 September 1986; S A P 29 May 1994; still open.
SOUTHBOROUGH – see HIGH BROOMS.
SOUTHBOROUGH ROAD – see BICKLEY.
SOUTHBOURNE [LBSC] op Sunday 1 April 1906 *(Hampshire Telegraph 24 March)*; HALT until renamed 5 May 1969 *(SR App)*; still open.
SOUTHBURN [NE] op 1 May 1890**; clo 20 September 1954 *(RM October)*.
SOUTHBURY op 21 November 1960 *(Cl 29)*; Churchbury here earlier; still open.
SOUTHCHURCH-ON-SEA – see THORPE BAY.
SOUTHCOATES [NE] {map 63}
SOUTHCOATES (a) op 1 June 1853 *(co n Hull Packet 3rd)*; clo November 1854 *(Cl)*.
SOUTHCOATES (b) op 1 June 1864 *(item ibid 3rd)*; new site; clo 19 October 1964 *(Cl)*. Became HALT 4 January 1960 according to *RM January* but not thus tt; note was added that no staff were in attendance.
SOUTHEASE [LBSC] op 1 September 1906 *(LBSC)* as S & RODMELL HALT; HALT dropped 5 May 1969 *(SR App)*, & R dropped 12 May 1980; still open.
SOUTHEND Swansea [SIT]: op 6 May 1893 *(SIT;* see 25 July 1860**); according to description of opening of Mumbles Pier the temporary station here had been ripped out and a new line provided from Dunns (= Oystermouth, which see) to the Pier *(South Wales Daily Post 10 May 1898)* so presumably resited alongside then; aot request; clo 6 January 1960**; {map 88}. First in *Brad* as MUMBLES (SOUTHEND); M dropped on extension to PIER, 10 May 1898.
SOUTHEND-on-Sea
S AIRPORT op 18 July 2011 *(RM September)*; still open.
S CENTRAL [LTS] op 1 March 1856 *(co n T 1 March)* as S; became S-on-SEA 1 June 1876 *(L)*; CENTRAL added 1 May 1949 *(Mid)*; shortened to S C 20 February 1969 *(JS – BR ER commercial of this date said 'forthwith')*; still open.
Excursion Platform, only reference seen: *Daily Herald 13 August 1920* – excursion platform used for first time for six years.
S EAST [LMS] op 18 July 1932 *(RM August)*; still open. Used for excursions on Bank Holiday Mondays 28 March and 16 May 1932 – ticket and local press evidence (see *Chelmsford Chronicle 11 March, 1 April* for March use). Was S-on-S EAST 1 May 1949 *(RM May)* to 20 February 1969 *(as above)*.
S VICTORIA [GE] op 1 October 1889 *(co n Essex Newsman 23 September)*; VICTORIA added 1 May 1949 *(RM May)*; still open. Was S-on-SEA until renamed 20 February 1969 *(as above)*. About 1915 *(hbl ref April)* became S-on-S for WESTCLIFFE and THORPE BAY; thus LNE tt 1933; 'for W and T B dropped' *hb* 1949a.
SOUTHERNDOWN ROAD [Barry] op 1 December 1897 *(co n S Wales Echo 1st)*; clo 23 October 1961 *(RM December)*.
[*Brad* May 1913 listed 'Southerndown bk' in new openings list and table, where says 'starts 22nd inst'. However, this was a clerical error, probably started by clerk of Barry Company including horse-brake service from station to village, completed when *Brad* converted it to a station.]
SOUTHFIELDS: op 3 June 1889 *(Pall Mall Gazette 4th)*; still open. Op by [Dist] service, though station owned by [LSW]. LSW use began 1 July 1889, ended 5 May 1941, probably, *(L)*; station transferred to Dist 1 April 1994.
SOUTHFLEET [LCD] op 10 May 1886 *(Kent Messenger 15th)*; clo 3 August 1953 *(Portsmouth Evening News 15 May)*. *Hb*: 1890 S & BETSHAM (not seen elsewhere); 1904 S for SPRINGHEAD (was thus *Brad* always).
SOUTHGATE
SOUTHGATE [Picc] op 13 March 1933 *(T 14th)*; still open.
Also see NEW SOUTHGATE.
SOUTHILL [Mid] op 8 May 1857** *(Mid; co ½ T 13 August- line)*; clo 1 January 1962 *(RM January)*.
SOUTHMINSTER [GE] op 1 July 1889 *(Essex Standard 6th)*; still open.
SOUTHPORT {map 45}
At times tts and *RCH* sources omitted SOUTHPORT from names below; in other cases entry was just SOUTHPORT. E.g.: *Brad* first added CHAPEL STREET 1853/5, and then only in some tables.
S EASTBANK STREET [Liverpool, Crosby & Southport] op 24 July 1848 *(Southport Vis 22nd & 29th)*; replaced by >
SOUTHPORT [LY] op 5 August 1851 *(Liverpool 5th)*; was S CHAPEL STREET until renamed 5 May 1969 tt; still open.
S LONDON STREET [East Lancashire] op 9 April 1855 *(Southport Vis 5th)*; clo 1 April 1857 (Wednesday) *(Southort Vis 2nd)*; later absorbed into Chapel Street *(Cl)* – see below for later excursion use.
S CENTRAL [LY] op 4 September 1882 for Guild Week use, fully 16 September 1882 *(Southport Vis 5th)*; clo 1 May 1901 (Wednesday) – *Manchester Evening News (10th)*: Derby Road station closed since first of month, so extra pressure on Chapel Street.
S LORD STREET [CLC] op 1 September 1884 *(Manch Cour 6th)*; clo 1 January 1917 *(T 23 December 1916)*; reop non-tt for races at Aintree in March 1919 *(CLC Portrait)*; fully 1 April 1919 *(RCH)*; clo 7 January 1952 *(RM February)*.
S ST LUKES [LY] op 1 July 1883 *(Ormskirk 5th)* as BARTON STREET; renamed S ST L ROAD October 1883 tt *(Cl)* – according to *RAIL 343/282* was renamed ST L 17 July 1883 (correct date but ROAD omitted in error?), S ST L 1 March 1902 *(Cl)*; clo 8 September 1968 *(Southport Visiter Saturday 7th* – last train tonight). Since 1914 was strictly just ST LUKES. Extended 1902 by adding platforms on loop lines (see S Ash Street, below).
S WINDSOR ROAD [West Lancashire] op 10 June 1878 *(Preston G 12th)*; replaced by >
S ASH STREET: *Southport Visiter* 18 July 1882 said that in about a fortnight the new station at Ash Street Bridge would be completed and the existing Windsor Road station would be taken down, to allow the line to be extended to Central*. According to *JS*, S WINDSOR ROAD was renamed S ASH STREET 4 September 1882; did this represent completion of new station or did latter

open as S W R? After about 1887 was usually just ASH STREET in tts. During week ending Saturday 23 March 1901 this was replaced by a temporary platform, still called Ash Street in inspection report, short of earlier station, on opposite side of St Lukes Bridge, alongside St Lukes but with separate entrance, plus a temporary connection on to Chapel Street *(MT6/1011/9; Southport Visiter, 23 March* – 'this week'); further changes undertaken piecemeal later. *RCG* gives opening date of 1 March 1902 for Ash Street, presumably meant to be date of completion of work – when temporary platform taken out of use and trains used part of rebuilt St Lukes? *Southport G* suggests this was gradual process, nearing completion late February 1902.

* = *Southport Visiter 2 September 1881* described Ash-street station, generally known as Windsor-road, as formerly terminus and now used as ticket platform and for convenience of passengers resident in this district. Suggests locals saw former as continuation of latter and that changeover was more gradual than dates given suggest.

Excursion platform(s): press references erratic in names given but suggest normally only one in town at a time, with one change of site, LONDON STREET / CHAPEL STREET. First / last uses unknown,

Barnsley Chronicle 7 June 1879 used by Sunday school trip 3rd. Just excursion platform at Southport.

Manchester Evening News 9 September 1879 – mention of LY excursion platform in item about theft of watch.

Manchester Courier 2 June 1890 – special train taking Volunteers home to Manchester left 'the excursion platform' here (i.e, Southport) on 31 May.

Yorkshire Post 15 April 1899 – advert included reference to London Street excursion platform

Manchester Evening News 10 May 1901 – Miners' Demonstration tomorrow, many will arrive at London Street excursion platform.

Manchester Courier 17 May 1915 – new excursion platform some distance from Chapel St used for troop departure 15th.

Liverpool Echo 8 April 1950 – London Street excursion platform in regular use for first time since war.

Lancashire Evening Post 20 April 1954 – in use on 19th.

Liverpool Echo 6 October 1961 – complaint about unsightly mess greeting visitors here.

Special provision: *Manchester Courier 23 June 1890* – for Lancashire Miners' Federation Demonstration on 21st long temporary platform near Virginia Street Bridge plus two great excursion platforms near the goods yard. Estimated 70,000 including wives and children.

STEAMPORT MUSEUM (non-tt): open days; 1982, others? Last use public 29 November 1987, private 15 February 1998; {spur from St Lukes} *(@JF, RM April). [Supp 2, 3]*

SOUTHREY [GN] op 17 October 1848 *(co n T 16th)*; clo 5 October 1970 *(T 16 July)*.

SOUTHSEA – see EAST SOUTHSEA; PORTSMOUTH.

SOUTHWAITE [LNW] op 17 December 1846**; clo 7 April 1952 *(RM May)*. LM Special Traffic Notice for week starting Saturday 31 July 1954 shows stop at 8.35 a.m. on Wednesday 4 August to set down workmen from Carlisle.

SOUTHWARK

SOUTHWARK [Jub] op 20 November 1999 *(LRR January 2000)*; still open.

S PARK [SEC] op 1 October 1902 *(St James's Gazette 1st* – opened this morning); clo 15 March 1915 *(RCH)*; railwaymen used to 21 September 1925 *(L)*; {in *IA*}. See COMMERCIAL DOCK.

SOUTHWATER [LBSC] op 16 September 1861 *(Brighton Guardian 18th, item and tt)*; clo 7 March 1966 *(RM March)*.

SOUTHWELL [Mid] op 1 July 1847 *(Leicestershire Mercury 3rd)*; clo 1 August 1849; occasional horse-drawn service until reop 12 April 1852 *(Cl)* – for single market train each way on Wednesdays *(JG)*; clo 14 March 1853, reop 1 September 1860 *(Mid)*; clo 15 June 1959 *(RM July)*; later excur *(U)*.

Implied **ticket platform**: local request that tickets on branch should be taken at Blidworth *(Sheffield Independent 21 May 1881)*.

SOUTHWELL JUNCTION – see ROLLESTON.

SOUTHWICK near Brighton [LBSC] op 12 May 1840**; still open.

SOUTHWICK near Dumfries [GSW] first in *Brad* September 1860 but included as stop on excursion to Highland Society's Show at Dumfries, 1 and 2 August 1860 *(co n Dumfries & Galloway, 1st)* – so already in full use? – not in July tts in that paper and no tts for August seen but for sale here on 31 July coaches (clearly road) advertised to run from Dumfries and Dalbeattie so unlikely station in use then *(North British Agriculturalist 25th)*; clo 25 September 1939, reop 3 February 1941 *(Cl)* for munitions workers*; clo 3 May 1965 *(RM May)*.

* = after dropping workers at station train continued into shed on a siding for the benefit of workers in the offices there (D. Pedley, from interview 18 September 2014 with Tom Carter who had lived all his life on farm 250 yards from Kirkgunzeon station, on way to Southwick).

SOUTHWOLD [Southwold] (ng) op 24 September 1879 *(T 26th)*; clo 12 April 1929**.

SOWERBY BRIDGE [LY] op 5 October 1840 *(co n Leeds 3rd)*; re-sited 14 chains east 1 September 1876 *(Cl)*; still open. S B JUNCTION 1851/3 to 1883/4 *(Brad)*.

SPA ROAD BERMONDSEY [SE] op 8 February 1836, as temporary London terminus of line to Deptford *(Saint James's Chronicle 6th)*, this and other press references seen called it B NEW CHURCH but B S R in *co n* of 'now running' type in *Morning Advertiser 10th*; clo 14 December 1836 (Wednesday). New station 31 October 1842 – *co n West Kent Guardian Saturday 29th* said trains would call here on and after Monday 31 October (Sundays excepted) but many papers including article in this one gave Sunday 30th as opening date; *Bell's Life in London 30 October* said would open 'this day' (a Sunday) and would communicate with the Thames Tunnel; by a clause in the company's act (London & Greenwich's presumed) trains would stop at least twice daily; all modern works treat this as a re-opening, greatly improved station on previous site. Re-sited to east 1 September 1872. Usually SPA R & B until 1877 (*hb* did not alter until 1904). Clo 15 March 1915 *(RCH)*; railwaymen used to 21 September 1925 *(U)*; {map 105}.

SPALDING [GN] op 17 October 1848 *(co n T 16th)*; became S TOWN 1 December 1948 *(Rly Gaz 26 November)*; TOWN dropped 6 May 1968 tt; still open.

Ticket platforms, only references seen: accident, perhaps caused by passenger in a hurry from Whaplode getting out at ticket platform (officially allowed?) and failing to close door properly; this hit nearby railwayman with fatal consequences *(Lincolnshire Chronicle 24 March 1871)*. Narrow escape for excursion returning from Doncaster races on 16th *(Lincs Chronicle 25 September 1874)*. Collision here between GE and GN goods trains on 14th destroyed part of ticket platform *(Cambridge Chronicle ... 18 November 1898)*.

SPARKFORD [GW] op 1 September 1856 *(Devizes & Wilts Gazette 4th)*; clo 3 October 1966 *(W Daily Press 3rd)*.

SPARROWLEE [NS] (ng) op 29 June 1904**; clo 12 March 1934 *(LNW Record; LMS notice Derby Daily Telegraph 5th)*.
SPEAN BRIDGE [NB] op 7 August 1894 *(Glasgow Herald 8th)*; still open.
SPEECH HOUSE ROAD [SW Jt] op 23 September 1875**; clo 8 July 1929 *(Gloucestershire Citizen Monday 8th* – last train Saturday).
Siding here available for picnic carriage 1889-94 (inclusive); see Coleford Junction (c) for details.
SPEEDWELL COLLIERY [Mid] (non-tt): Apparently service for miners before and for some time after Mid bought line to here from Staveley Company on 1 May 1866 – an agreement after purchase stated that miners would continue to be provided with service to/from Chesterfield. *Derbyshire Times Wednesday 17 April 1873* mentions this in item about accident previous Saturday about an hour before this was due to run; Mid wtt first shows train for miners here 2 August 1875, Saturdays only, to Chesterfield only; clo ? (replaced in wtt for goods purposes by Ireland Colliery July 1885 wtt); {branch from just south of Staveley Town) *(Mid)*.
SPEEN [GW] op 4 April 1898 *(Faringdon Advertiser 9th)*; clo 4 January 1960 *(Reading Standard 1st)*. S for DONNINGTON in GW co tts, *Brad* and *hb* always.
SPEETON [NE]: line op 18 October 1847**, nd, May 1848 *(Topham)*; clo 5 January 1970 *(Cl)*.
SPEKE [LNW] op 2 August 1852 (announced at co ½ meeting, *Liverpool 3rd)*; clo 22 September 1930 *(Liverpool Echo 13th)*.
SPELBROOK [Northern & Eastern] op 22 November 1841 *(co n T 17th)*; temporary terminus clo when line extended to Bishops Stortford, 16 May 1842 *(Cl)*. Alias SPELLBROOK/ SPELBROKE/SPILLBROOK (last two in later references in *The Times*).
SPELLOW [LNW] first in *Brad* September 1882 *(LNW Officers 23730* – would be ready for opening about second week in September) but more likely op 2 October *(co n dated thus Liverpool Journal of Commerce Wednesday 4 October* said 'is now open'); clo 31 May 1948 *(RM July)*.
SPENCER ROAD [WSC Jt] op 1 September 1906 *(L)*; HALT; clo 15 March 1915 *(Cl)* – *RCH* says clo 1 May 1915 but last trains in *Brad* March 1915; {Coombe Lane – Selsdon Road}.
SPENNITHORNE [NE] first in *Brad* September 1863; clo 1 March 1917 *(Cl)*; reop 18 September 1920 *(RM October*)*; clo 26 April 1954 *(T 20th)*.
* = date also given by *Cl* but *Newcastle Daily Chronicle 28 August* and *Yorkshire Evening Post 26 August* both said NE would reopen this on 1 September; no press reference to delay seen; *RM* after event so more likely to be correct.
SPENNYMOOR [NE] market train to Byers Green, which was first in *Brad* November 1845**, would have gone through here; first in *Brad* April 1856 as terminus of all days service *(Gateshead Observer 26 April* said opened on 1st); re-sited about 150 yards east 1 June 1878 when line to Byers Green reopened *(Cl)*; clo 31 March 1952 *(RM June)*; later use by football supporters *(U)*; line through here used by excursions to Seaton Carew and Redcar, to 2 June 1963 or later (C. Ryder, *Steam Days*, May 2000) – not known whether these stopped at intermediate stations; {map 33}. *Hb* (1862 only) SPENNY MOOR.
SPETCHLEY [Mid] op 24 June 1840 *(Chelt Chron 27th)*; clo 1 October 1855 *(Cl)*; later used for excursions to Spetchley Park e.g. 18 August 1862 for the Bromsgrove Literary and Mechanics' Institution fete at Spetchley Park (their notice *Worcester Journal 16th)*; {*IA* goods}.
SPETISBURY [SD Jt] op 1 November 1860 *(Dorset Chron 8th)*; clo 17 September 1956 *(T 13th)*. SPETTISBURY until 1863/4 *(Brad)*; HALT by 1935 *(RCH dist ref 2 June)* but not thus until July/October 1939 *Brad* body, though its *notices* and index July 1938 gave it as such.
SPEY BAY [GNS] op 3 May 1886**; as FOCHABERS-ON-SPEY; renamed F 1893 tt, F & S B 1 January 1916 *(hbl 27th)*, S B 1 January 1918 *(hbl 24th)*; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.
SPEY BRIDGE – see MULBEN.
SPIERSBRIDGE [GBK Jt] op 27 September 1848**; according to letter dated 28 August 1848, from company to Railway Commissioners, branch was to be worked by horses; clo 1 May 1849 (Tuesday) *(GSW; Cl)* but trains still shown in *Brad* May and June 1849 – inertia?; {goods *IA*}. Alias SPEIRSBRIDGE.
SPILSBY [GN] op 1 May 1868 *(Stamford 15th)*; clo 11 September 1939 *(G&S)*.
Ticket platform, only reference seen: civil action; passenger from Wainfleet; train backed in; only a few left in, many having left at ticket platform (presume officially allowed); accident 7 May 1888 *(Yorkshire Post 1 March 1889)*.
SPINK HILL [GC] op 1 October 1898 *(Derbyshire Times 1st)*; clo 11 September 1939 *(G&S)*; excursion to Cleethorpes 3 August 1952 *(BR working notice)*; used by Mount St Mary College until at least 1958. LNE tt 1933 and *hb* always: S H for MOUNT ST MARY.
SPINKS LANE [Norfolk] op 30 July 1845 *(Norfolk News 2 August)*; last trains shown December 1845 *Brad*. Alterations notice for through service 15 December 1845 *(Norfolk Chronicle 13th)* omitted it from table but note said first down train would stop on Saturdays to take up passengers; no reference in later press tts seen but possible that market service of sorts did continue. Item in *Bury & Norwich Post 13 May 1846* described the adventures of an accident-prone train twice running over bullocks which had jumped out of their trucks, once being near Spink's Lane station; by the time *Stamford Mercury (15th)* had the story the station had acquired a clerk, Mr. Wilby; were passenger trains stopping? Unrecorded goods use, needing services of clerk, as at Beam Bridge (hardly needed clerk for occasional passenger service shown in tts?) Press error? *Norfolk Chronicle (22 July 1848)* described inquest on trespasser killed on 16th near the level crossing at Spinks Lane so unlikely any station there then. {Wymondham – Hethersett}.
SPITAL [Birkenhead] op 30 May 1846 *(co n Liverpool Mail 30th)*; moved about 110 yards north between 1877 and 1912 OS maps – with quadrupling of line in 1891? (see Stewart Smith, *Chron January 2020)*; still open. First month only SPITTLE in *Brad*; SPITTLE-CUM-POULTON in op notice, also thus in *Liverpool Mail 16 May*.
SPITAL [LNE/earlier] (non-tt): signal box plus 'short platform for families who lived in the adjacent isolated cottages'; {3 miles east of Stainmore Summit} (A. W. Stobbs, *Memories of the LNER; South-west Durham*, author, 1989}.
SPOFFORTH [NE] op 10 August 1847 *(co ½ T 22 February 1848)*; HARROGATE (for which it was then terminus) until 1848 *(Brad)*; clo 6 January 1964 *(Cl)*.
SPON LANE [LNW] op 1 July 1852 *(Staffs Advertiser 3rd)*; clo 15 June 1964 *(RM July)*. LNW tt 1852, LMS tt 1930: S L for WEST BROMWICH.
SPONDON [Mid] op 11 November 1839 *(Mid)*; still open.

SPOONER ROW [GE] op 30 July 1845 *(Norfolk News 2 August)*; last in *Brad* September 1847; back December 1855, Saturdays only but perhaps in use earlier – cited in advert for sale on 9 March 1855 *(Norfolk Chronicle 3rd)*, not seen in similar adverts 1854; replaced by Wednesdays only service August and September 1860; omitted altogether October 1860; *hb* 1877 goods only; back in *Brad* March 1882, Saturdays only; last there August 1882; back, full service, July 1884; aot request; still open.

SPORLE [EA] op 26 October 1847 *(EC)*; clo 1 November 1850 *(co n Lynn Advertiser 26 October)*; {Swaffham – (Little) Dunham}.

SPRATTON [LNW] op 1 March 1864 *(Northampton Mercury 5th)*; clo 23 May 1949 *(RM September)*.

SPREAD EAGLE – see GAILEY.

SPRING GROVE – see ISLEWORTH.

SPRING ROAD [GW] op 1 July 1908 *(GW H; Banbury Advertiser 25 June)*; PLATFORM until renamed 7 July 1924 *(GW H)*; still open.

SPRING VALE [LY] op 3 August 1847 *(Bolton Free Press 7th)* as SOUGH; renamed S V & SOUGH 1870 tt *(Cl; Brad)* (but 'for SOUGH', *RCG*), SPRING V 1 March 1877 *(RCG)*; clo 5 August 1958 *(RM September)*.

SPRINGBURN [NB]* op 1 January 1887 *(Glas)* and in *Brad* January but 1 February 1887 *(NB list)* – in *Brad* prematurely? Or *NB list* using date of 'circular' service? Description of circular line in *Railway News 29 January* suggests that Springburn already there but not as explicit enough to be certain; clo 1 January 1917 except workmen *(RM February)*; reop to public 2 June 1919 *(RCH)*; still open.

* = [CGU] until 1896.

SPRINGFIELD near Cupar [NB]: op 20 September 1847**; aot request; still open.

SPRINGFIELD near Hatfield – see SMALLFORD.

SPRINGFIELD near Chesterfield [Ashover] (ng) op 7 April 1925 *(Derby Daily Telegraph 8th)*; clo 14 September 1936**; {map 59}.

SPRINGHEAD [LNE] op 8 April 1929 *(Yorkshire Evening Post 5th)*; HALT; clo 1 August 1955 *(RM September)*; {Willerby – Hull}.

SPRINGSIDE [GSW] op 2 June 1890 *(Glasgow Herald 3rd)**; clo 6 April 1964 *(Irvine Herald 20 March)*.

* = *RCG* and *GSW* give 1st, but that a Sunday and no Sunday service here.

SPRINGWELL [NE]: see April 1844**; clo 1 March 1872 (Friday) *(Cl)*; {map 24}.

SPROTBOROUGH

SPROTBOROUGH [MS&L] op 1 February 1850 *(GC)*; clo 1 January 1875 (Friday) *(co n Sheffield Independent 31 December 1874)*; {in *IA* as Warmsworth goods}.

SPROTBOROUGH [HB] op 1 December 1894 *(RCG; South Yorkshire Times 7th)*; clo 1 February 1903 (Sunday) *(RCG)*; still in tt February – inertia?

SPROUSTON [NE] op 27 July 1849 *(Newcastle Journal 28th)*; see 13 August 1948**; clo 4 July 1955 *(RM August)*.

SQUIRES GATE [LMS] op 14 September 1931 *(T 6 August)*; still open.

Also see LAYTON HAWES FARM.

SQUIRRELS HEATH – see GIDEA PARK.

STACKSTEADS [LY] op 1 October 1852 *(co ½ T 8 February 1853)*; new station 23 July 1880; clo 5 December 1966 *(BR LM notice Heywood Advertiser 28 October)*.

STADDLETHORPE – see GILBERDYKE.

STADIUM OF LIGHT [TWM] op 31 March 2002 *(Rly Obs May)*; still open.

STAFFORD

STAFFORD [LNW] op 4 July 1837 *(T 6th)*; re-sited slightly north 1862 – reported nearly ready 25 February (R. Maund, *Chron January 2015)*, recently opened *(Staffs Advertiser 15 March / Journal of Gas Lighting)*; still open. S TOWN in GN co tt 1909 and LNE ticket thus *(JB)*.

S COMMON [GN] op 1 July 1874 (P Jones, *The Stafford & Uttoxeter Railway*, Oakwood 1981); re-sited from west to east of overbridge 1882; clo 4 December 1939 *(Cl)*; later use for air force base *(U)*.

S COMMON AIR MINISTRY SIDINGS [LNE] (non-tt): air force base; op ?; clo December 1952; {Stafford Common – Salt & Sandon} *(U)*.

STAFFORD ROAD – see WOLVERHAMPTON.

STAG & CASTLE – see THORNTON near Leicester.

STAINCLIFFE & BATLEY CARR [LNW] op 1 November 1878 *(LNW Officers 18591)*; clo 1 January 1917 *(T 22 December 1916)*; reop 5 May 1919 *(RCH)*; clo 7 April 1952 *(RM June)*.

STAINCROSS [GC] op 1 September 1882 *(Leeds Mercury 2nd)*; became S for MAPPLEWELL 1 May 1901 *(hbl 25 April)* and thus GC co tt 1903; clo 22 September 1930 *(Cl)*.

STAINES

STAINES [LSW] op 22 August 1848 *(T 24 July, 21 August)*; still open. Became S OLD 1885 *Brad* (some tables), S JUNCTION 1889 *Brad (JS)*; JUNCTION dropped 1920/1 *(RCG ref January 1921)*; became S CENTRAL 26 September 1949, back to S 18 April 1966 *(Cl)*.

S HIGH STREET [LSW] op 1 July 1884 *(Berkshire 5th)*; clo 30 January 1916 (Sunday) *(Cl)*; {in *IA*}.

S WEST [GW] op 2 November 1885 *(Morning Post 3rd)*; WEST added 26 September 1949 *(Cl)*; clo 29 March 1965 *(RM April)*.

STAINFORTH

STAINFORTH [MS&L] op 1 July 1856 *(Yorks Gaz 5th)*; replaced on deviation 1 October 1866 by >

HATFIELD & STAINFORTH, which see.

STAINLAND & HOLYWELL GREEN [LY] op 1 January 1875 *(Preston Herald 6th)*; & H G added 15 March 1892 *(hbl 28 April)*; clo 23 September 1929 *(T 19 August)*.

STAINMORE [LNE] (non-tt): in use about 1935 for schoolchildren from Railway Cottages going to school in Barras – picked up from beside rails so presumably no platform (notes by JW Armstrong in *Stainmore & Eden Valley Railway*, OPC, 1992, p 200; also in *NE Express* November 2002); one Wednesday only call each way shown wtt at least 5 October 1942 to 6 May 1946; platform shown in undated photo *(KH 947, Ken Hoole Study Centre* – A. Young); in use 1948 for railwaymen's wives *(U)*; {Bowes – Barras}.

STAINTON DALE [NE] op 16 July 1885 *(T 16th)*; one word until altered 3 May 1937 *(Cl)* but always two in *hb*; clo 8 March 1965 *(T 19 January)*.

STAIRFOOT [GC] first in *Brad* August 1851 and tt *Sheffield Independent (2nd)* as ARDSLEY; clo 1 January 1857 (Tuesday) (still in *Brad* March – inertia?), reop 1 April 1858 *(Cl)*; renamed S for A 1 October 1870 *(JS)* and thus GC co tt 1903, LNE tt 1933 and *hb* 1872 on; re-sited 150 yards west 1 December 1871 *(Cl)*; clo 16 September 1957 *(RM October)*.

STAITHES [NE] op 3 December 1883 *(Whitby Gazette 8th)*; clo 5 May 1958 *(RM May)*.

STALBRIDGE [SD Jt] op 10 September 1863**; clo 7 March 1966 *(Shepton 11th)*.

STALEY & MILLBROOK [LNW] op 1 July 1886 *(LNW Officers 28684* – 'local service'); clo 1 November 1909 *(LNW Officers 42654)*; {map 53}.

STALHAM [MGN] op 3 July 1880 *(Norwich Mercury 7th)*; clo 2 March 1959 *(T 2nd)*. *Hb* 1898a S for HAPPISBURGH; 1904 S.

STALLINGBOROUGH [GC] op 1 March 1848 *(co n, item Hull Packet 3rd)*; still open.

STALYBRIDGE {map 53}

At first *Brad*, *Topham* and LNW co tts provided a glorious mixture of STALEYBRIDGE / STALEY BRIDGE / STALYBRIDGE / STALY BRIDGE; the same issue was liable to include at least three, even on same page. *Hb* settled on final version 1890.

STALYBRIDGE [GC/LNW] op 23 December 1845 *(co n Manch 20th)*; through station; clo 27 October 2012 to 4 November 2012 (inclusive) for engineering work *(BLN 1172, RM February 2013)*; still open.

STALYBRIDGE [LY] terminus op 5 October 1846 *(Manch 26 September)*; clo 1 July 1849 (Wednesday), service diverted to GC/LNW station; reop 1 October 1869 to provide extra capacity *(Cl)*; clo 2 April 1917 *(Leeds Mercury 22 March)*.

STAMFORD

STAMFORD [Mid] temporary terminus at end of Water Street, east of tunnel, op 2 October 1846 with line from Peterborough *(Stamford Mercury 9th)*. Also used by trains to Syston from 1 May 1848 *(co ½ T 21 August- line)* because new station not ready. Replaced by >

STAMFORD [Mid] permanent station op 23 June 1848 (A&E Jordan, *How the Railway came to Stamford*, Amphion, 1996 – confirms dates from local press); S TOWN 25 September 1950 *(Rly Obs October)* to 18 April 1966 *(Mid)* but 6 September 1965 *(unspecified BR circular/notice Cl pap)*; still open. S BACK STREET ST MARTINS 1867 to 1901/2 in *Brad*.

Ticket platform, only reference seen: collision near this, 20 or 30 yards from station; train leaving for Peterborough *(Stamford Mercury 5 September 1862)*.

S EAST [GN] op 1 November 1856**; EAST added 25 September 1950 *(Rly Obs October)*; clo 4 March 1957 *(RM March)* – service to/from Essendine briefly diverted to ex-Mid station. S WATER STREET 1867 to 1938/9 in *Brad*.

Ticket platform, line from Essendine: earliest seen: offensive conduct *(Lincolnshire Chronicle 2 December 1870)*; still in use 1896 (accident reported) and 1898 (wtt) (D. L. Frank, *The Stamford & Essendine Railway* ..., Turntable Enterprises, Leeds, 1971).

STAMFORD BRIDGE [NE] op 4 October 1847 *(co n York Herald 2nd)*; clo 29 November 1965 *(RM December)*.

STAMFORD BROOK [Dist] op 1 February 1912 *(RCG; Evening News London 1st)* – shown, prematurely, in *Brad* from December 1911; still open.

STAMFORD HILL [GE] op 22 July 1872 *(Pall Mall Gazette 23rd)*; still open.

STAMMERHAM

STAMMERHAM FARM (non-tt) temporary platform on siding belonging to Aylesbury Dairy Co, 4 October 1888 for sale of stock and implements; special train from Horsham *(West Sussex County Times 6th)*.

STAMMERHAM JUNCTION – see CHRISTS HOSPITAL.

STANBRIDGEFORD [LNW]

STANBRIDGEFORD (a) some revenue shown for station here in second half of 1849 *(Huish List)*; nothing else known.

STANBRIDGEFORD (b) first in *Brad* November 1860; aot request; clo 2 July 1962 *(RM July)*. At times STANBRIDGE FORD in LNW co tt and *hb*.

STANDISH [LNW]: line op 31 October 1838 *(Preston Chronicle 3 November)*; this station soon after – paper said would be a stopping place at Standish Parsonage Lane, advert for letting of Standish Hall in *Liverpool Mercury 2 November 1838* said 'every prospect of station here within 15 minutes' walk', similar, same advertiser, *Preston Chronicle 15 December* 'station is erected'; S LANE in earliest tt seen (19 October 1839); clo 23 May 1949 *(RM September)*.

STANDON near Hertford [GE] op 3 July 1863 *(Hertford 4th)*; clo 16 November 1964 *(T 14 October)*.

STANDON BRIDGE [LNW] first in *Brad* June 1848; clo 4 February 1952 *(RM March)*.

STANE STREET [GE] op 18 December 1922 *(Chelmsford Chronicle 15th)*; HALT; clo 3 March 1952 (line closure- *Herts & Essex Observer Friday 7 March* – last train Saturday); {Bishops Stortford – Takeley}.

STANELY [Cal]: perhaps built about 1902 between Ferguslie and Glenfield for suburban service that never materialised.

STANFORD HALL – see YELVERTOFT.

STANFORD ROAD – see MAYES CROSSING.

STANFORD-LE-HOPE [LTS] op 14 August 1854 *(co n T 11th)*; still open. Note: shown as S-le-H in op notice, not Horndon as in *L*.

STANHOE [GE] op 17 August 1866 *(T 18th)*; aot request; clo 2 June 1952 *(RM June)*.

STANHOPE

Earliest service – see CRAWLEY (alias Stanhope).

STANHOPE [NE] op 22 October 1862 *(Newcastle Chronicle 25th)*; closed by floods 9 March 1881, served again 28 March via temporary platform on south side of Wear *(Newcastle Courant 1 April)*, fully restored ?; re-sited on Wearhead extension

21 October 1895 *(Stockton Herald 26th, Consett Guardian 25th)*; clo 29 June 1953 *(RM August)*. Used summer Sundays 22 May 1988 to 27 September 1992 (inclusive).

STANLEY Liverpool [LNW] op 1 July 1870**; clo 31 May 1948 *(LNW Record)*.

STANLEY near Perth [Cal] op 2 August 1848 *(Dundee ... Advertiser 4th)*; moved ¼ mile north from village to junction, 1856, for Dunkeld branch; branch op 7 April but *Dundee Advertiser* describing formal opening said this was being erected and would be called Dunkeld Junction, but not seen in any tt under this name; clo 11 June 1956 *(RM April)*. S JUNCTION 1856/9 to 1883/5 [Cal] table, but to 1915/16 [Highland] table in *Brad.*

STANLEY near Wakefield [Methley Joint] op 13 May 1869 *(co n Bradford Daily Telegraph 13th)*; clo 2 November 1964 *(Cl)*.

STANLEY BRIDGE [GW] op 3 April 1905 *(Bristol NWR)*; HALT; clo 20 September 1965 *(RM October)*.

STANLEY CASTLE [Cal] built for suburban service; *Barrhead News 26 May 1905* said completed some time ago and implied that only needed BoT inspection to open; {Glenfield – Ferguslie}.

STANLOW & THORNTON [Birkenhead] op 23 December 1940 for Shell oil refinery workers *(GW Chester Divn Report 1940)*; op to public 24 February 1941 *(RCH)* – delay due to need for footbridge; still open.

STANMORE

STANMORE op [Met] 10 December 1932 *(T 10th)*; transferred to [Bak] 20 November 1939 *(co n Hendon ... Times 17th)*; transferred to [Jub] 1 May 1979 *(Daily Mirror 30 April)*; still open.

S VILLAGE [LNW] op 18 December 1890 *(LNW Officers 32168)*; VILLAGE added 25 September 1950 *(BR LM notice Harrow Observer 21st)*; clo 15 September 1952 *(RM October)*.

STANNER [GW] op 25 September 1875 *(GW- line)*; became HALT 28 July 1945 *(GW letter 5 April 1945 Cl pap)*; clo 5 February 1951 *(RM October)* – see 1951**.

STANNERGATE [DA] op 1 February 1901 *(Dundee Evening Telegraph 1st)**; clo 1 May 1916 *(ibid 27 April)*; {goods *IA*}.

* = 'official' opening Sunday 27 January, so that staff could check signalling apparatus *(Dundee Evening Post 12, 16, 22 January)*,

STANNINGLEY [GN] op 1 August 1854 *(Halifax Courier 5th)*; clo 1 January 1968, effectively replaced ½ mile west by New Pudsey, which had opened in previous year *(RM February)*. GN co tt 1909, LNE tt 1933: S for FARSLEY. 'for F' dropped 12 June 1961 *(RM October)*.

STANNINGTON [NE] op 1 March 1847** *(co n Newcastle Journal 27 February)*; originally NETHERTON (but N & S in description of line *Newcastle Guardian 19 June)*; renamed December 1891 tt *(Cl)* but 1 January 1892 *(RCG)*; clo 15 September 1958 *(Shields Daily News 23 August)*.

STANSFIELD HALL [LY]: trains first shown June 1871 (had been in *Brad*, no trains calling, since August 1869); at first one train each way, to pick up/set down only from Accrington direction – essentially it served as station for Todmorden for trains bypassing latter; later usually one morning train stopping here and Todmorden but still mostly bypass use; clo 31 July 1944 *(LNW Record)*. LY co tt 1899, LMS tt 1930: S H TODMORDEN.

STANSTED

S AIRPORT op 19 March 1991 *(Rly Obs May)*; still open.

S MOUNTFITCHET [GE] op 30 July 1845 *(Norfolk Chronicle Supplement 2 August)*; STANSTEAD until altered 5 March 1890 *(RCG)*; M added 29 September 1990; still open.

STANTON near Swindon [GW] op 9 May 1883 *(Swindon 12th)*; clo 2 March 1953 *(T 20 February)*. Became HALT *hba* September 1949 but not in *Brad* until 1952. Trains for employees at Swindon Works until Friday 3 August 1962 (last train) *(Back Track June 2003)*. According to *RAIL 253/228* opened as S FITZWARREN.

STANTON GATE [Mid] first in *Brad* July 1851; clo 2 January 1967 *(Stapleford & Sandiacre News 9 December 1966* – last train New Year's Eve).

STANWARDINE [GW] op 27 February 1933 *(GW source Cl pap)*; HALT; clo 12 September 1960 *(Cl)*; {Baschurch – Rednal}.

STANWELL MOOR – see POYLE.

STAPLE [EK] op 16 October 1916 *(co n EK)*; approx May – August 1940 trains not allowed to stop because RAF had taken over station for ammunition storage *(EK-F&G, p 198)* (trains shown stopping *Brad* July 1940 – but no alteration made for security reasons?); clo 1 November 1948** *(RM January 1949*). DURLOCK in press report of opening *(EK-F&G)*. Ticket for S & ASH *(JB)*.

STAPLE EDGE [GW] op 3 August 1907 *(Gloucestershire Echo 2nd)*; HALT; clo 3 November 1958 *(T 21 October)*; {map 94}.

STAPLE HILL [Mid] op 1 November 1888 *(Bristol T 2nd)*; clo 7 March 1966 *(WR Passenger Alterations leaflet P11-449)*.

STAPLEFORD [LNE] op 2 June 1924 *(T 29 May)*; clo 11 September 1939 *(G&S)*; {Hertford North – Stevenage}.

STAPLEFORD & SANDIACRE [Mid] op 1 May 1872 *(Mid)* as SANDIACRE & STAPLEFORD, replacing earlier station of that name; renamed 1884/5; clo 2 January 1967 *(Stapleford & Sandiacre News 9 December 1966* – last train New Year's Eve).

STAPLEHURST [SE] op 31 August 1842 *(co n T 27th)*; still open.

STAPLETON – see FISHPONDS.

STAPLETON ROAD [GW] op 8 September 1863 *(co n W D Press 7th)*; moved about 70 yards south between 1884 and 1924 OS maps – with quadrupling of line in 1888? (see Stewart Smith, *Chron January 2020)*; still open. Sometimes BRISTOL S R, some tables, *Brad* and GW co tt.

STAR CROSSING [LNW] op 2 November 1914 *(LNW Officers 44486; Flintshire Observer 29 October)*; clo 1 January 1917 *(T 22 December 1916)*; reop 1 July 1919 *(Cl)*; HALT in *Brad* until 1928 – see 1905**; clo 30 April 1962 *(Cheshire Observer Saturday 5 May- line* – last previous Saturday).

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

STARBECK [NE] op 14 September 1848**; still open. Initially acted as station for Harrogate; variously in *Brad* as HARROGATE/H & KNARESBOROUGH/H HIGH/HIGH H, settled as S 1857 tt *(JS)*.

STARCROSS [GW] op 30 May 1846 *(Trewman's 4 June)*; still open. GW co tt 1902, 1947: S for EXMOUTH and thus tt until 1969/72. Ticket for STAR CROSS *(JB)*. Lord Devon claimed right to stop trains but was not able to provide clear evidence *(Out of Course)*.

STARSTON [GE] op 1 December 1855 *(co n Norfolk News 1st)*; see 2 November 1860**; aot request; only ground-level paved area, never platform *(GE Journal October 2003)*; clo 1 August 1866 (Wednesday) *(co n Norfolk News 21 July – will close after 31st)*.

STAVELEY – see COPGROVE.

STAVELEY near Windermere [LNW] op 21 April 1847 *(Kendal Mercury 24th)*; aot request; still open.

STAVELEY near Chesterfield:

STAVELEY [Mid] op 6 April 1841 (see 1 July 1840** for full details);; enlarged 1 November 1888 at junction with Clown branch, which now opened *(Derbyshire Times 3rd)*; replacement later renamed BARROW HILL, which see.

S CENTRAL [GC] op 1 June 1892 *(RCG)*; S TOWN until renamed 25 September 1950 *(BR circ)*; clo 4 March 1963 *(T 27 February* – 'will be reopened specially for holidays and excursions'). Advertised summer Saturday calls 1963 and 1964 – last Saturday 5 September 1964 *(ER tts RAIL 908/24* and */26, BR letter PR179/1, 19 August 1965)*.

S TOWN [Mid] op 1 November 1888 *(RCG; Sheffield Daily Telegraph 2nd)* as NETHERTHORPE; became N for S TOWN 25 October 1893 *(RCG)*, S T 1 June 1900 *(Cl)*; clo 5 August 1952 (Tuesday – trainless Bank Holiday Monday intervened) *(RM September)*.

S WORKS [GC] op 4 June 1892 *(RCG)*; clo 4 March 1963 *(T 27 February)*. Became S W for BARROW HILL 18 June 1951 *(LM Operating Circ 31 May)*.

STAVERTON near Totnes [GW] op 1 May 1872 *(Trewman 8th)*; clo 3 November 1958 *(Torbay Express 3rd* – last train Saturday).

STAVERTON near Trowbridge [GW] op 16 October 1905 *(Devizes 19th)*; HALT; clo 18 April 1966 *(Coventry Evening Teleg 4th)*.

STAWARD [NE] op 1 March 1869 *(Shields Daily Gazette 25 February / Newcastle Courant 5 March)*; clo 22 September 1930 *(T 10 July)*.

STEAM FERRY CROSSING – see BRITANNIA.

STEAM MILLS CROSSING [GW] op 3 August 1907 *(Glos Chron 10th)*; HALT; clo 7 July 1930 *(RM August*; item on summer tt changes said service would then be suspended *(Gloucester Citizen 25 June)*; {map 94}.

STECHFORD [LNW]: for op see October 1844** (first in *Brad* January 1845); at first alias S GATES; re-sited slightly west 1 February 1882 *(LNW Record)*; still open. Became S for YARDLEY 1 May 1882 *(May amendment leaflet co tt)*; 'for Y' dropped 6 May 1968 tt.

STEELE ROAD [NB] op 2 June 1862 *(NB)*; service as Riccarton, which see; clo 6 January 1969 *(BR clo notice)*. *Hb* 1872 (only): STEEL ROAD.

STEENS BRIDGE [GW] op 1 March 1884 *(Leominster & Bromyard co ½, Leominster News ... 28th)*; clo 15 September 1952 *(Railway Executive notice WR Kington Times 23 August)*.

STEEPLEHOUSE – see May 1833**.

STEER POINT [GW] op 17 January 1898**; finally clo 6 October 1947.

STEETON & SILSDEN

STEETON & SILSDEN (a) [Mid]: line op 7 September 1847**, station certainly by about December 1847 *(Mid)*; & SILSDEN added 1 September 1868 co tt *(Mid)*; re-sited north of level crossing 28 February 1892 *(Mid)*; clo 22 March 1965 *(RM April)*. *Brad* early/ mid 1860s: STEETON for BOLTON BRIDGE, ADDINGHAM and SILSDEN.

STEETON & SILSDEN (b) op 14 May 1990 *(RM June)*; still open.

STEPFORD [GSW] op 1 March 1905 *(RCG; Northern Whig 28 February)*; clo 3 May 1943 *(RM January 1944)*.

STEPNEY near Hull [NE] op 1 June 1853 *(co n Hull Packet 3rd)*; clo November 1854, reop 1 June 1864 *(item ibid 3rd)*; clo 19 October 1964 *(Cl)*; {map 63}. Became a HALT on 4 January 1960 according to *RM January*, but in tt just note that no staff were in attendance.

STEPNEY London:

S EAST – see LIMEHOUSE.

S GREEN [Dist] op 23 June 1902 *(RCG; The People 22nd)*; [Met] added 30 March 1936; still open.

STEPPS

STEPPS (a) [Cal]: line op 1 June 1831 (see 1828 B**), station 1831 or 1832 *(MK)*; resited to east. about August / September 1847*?; clo 5 November 1962 *(RM October)*. At first CUMBERNAULD ROAD; later STEP(P)S/ STEP(P)S ROAD (often two versions same month); from 1 August 1883 all STEPS ROAD, then STEPPS from 1 September 1924 *(JS)*.

* = A. Lauder from photographic and map (OS 1899, revised 1897) evidence. Photograph shows original station, west of Cumbernauld Road bridge (by then converted to residence), with gable end facing line, characteristic of stations in early days when passengers boarded from line; later site just east of bridge; regauging likely time for this – to begin about 26 August (see *Garnkirk (book) p 52).*

STEPPS (b) op 15 May 1989 *(RM July)*; 1½ miles east of earlier; still open.

STEVENAGE [GN] op 7 August 1850 *(T 6th, 8th)*; rebuilt 1898 on practically same site as two island platforms and resited about 1 mile south 23 July 1973 (1.10 a.m. down train used old, 5.40 up new) (H. V. Borley, *Journal March 1974)*. Still open.

STEVENSTON

For early service through here see 1834**.

STEVENSTON [GSW]: line op 17 August 1840 *(Rtn)*, nd, March 1850; see 5 February 2021**; still open.

S MOOR PARK [Cal] op 4 September 1888 *(Scotsman 3rd, 4th)*; clo 1 January 1917 (RM February), reop 1 February 1919 *(RCH)*; M P added 2 June 1924**; clo 4 July 1932 *(Cl)*. *Hb*: S MOORPARK. Later used for specials to Kings Park for football: Scotland v England 15 April 1939 *(co n Daily Record 13th)* and Clyde v Motherwell 22 April 1939 *(ibid 20th)*.

STEVENTON [GW] op 1 June 1840 *(co n T 30 May)*; clo 7 December 1964 *(Cl)*.

STEWARTBY [LNW] op 4 November 1905 (see October 1905**); as WOOTTON PILLINGE; clo 1 January 1917 *(T 22 December 1916)*; HALT in LNW list of closures then. Reop 5 May 1919 *(RCH)*; renamed W P for S 21 September 1926 *(Rly Gaz 22 October)* but 1 January 1928 (LMS *PCC* 26 and *hbl 66*), S 8 July 1935 *(LNW Record)*; see 25 July 2004**; still open.

STEWARTON

For first station see CUNNINGHAMHEAD.

STEWARTON [GBK Jt] op 27 March 1871 *(Paisley Herald 25th)*; clo 7 November 1966 *(Cl)*; reop 5 June 1967 *(RM September)*; still open.

STEWARTON PLANTATION [Camp] (ng) op 17 August 1906** *(Camp)*; request; clo by May 1932 *(Camp)*. Usually just P in tts.

STEWARTS LANE {map 109}

STEWARTS LANE [LBSC] op 29 March 1858 *(co n T 27th- line)*; clo 1 December 1858 (Wednesday) *(Cl)*.

STEWARTS LANE [LCD] op 1 May 1863 *(co n T 2nd)*; clo 1 January 1867 (Tuesday) *(Cl)*.

Non-tt: **S L DEPOT a)** shuttle to / from St Pauls (later Blackfriars) c 1925 – 1929 for workmen. *(@JF).*

b) shuttle to platform on sidings here from Victoria to Depot Open Day 22 September 1985 *(IU)*.

STEYNING [LBSC] op 1 July 1861 *(Brighton Gazette 4th)*; clo 7 March 1966 *(RM March)*.

STICKNEY [GN] op 1 July 1913 *(RCG; Sheffield Daily Telegraph 2nd)*; clo 5 October 1970 *(T 16 July)*.

STILLINGTON [NE]

STILLINGTON (a): line op 11 July 1835 *(NE;* see 1835 A**), nd, in existence by 11 October 1842 when passenger by coach train from Coxhoe jumped out before train had stopped *(Rtn)*. Last in *Brad* July 1856.

STILLINGTON (b) in *Brad* from October 1863 to June or July 1868 but no trains ever shown calling.

STILLINGTON (c) first in *Brad* June 1873 as CARLTON IRONWORKS/IRON WORKS, Saturdays only; April* and May 1875 full service shown for STILLINGTON, included in table proper; June 1875 C I in footnotes, request, all days; became S again 1 November 1879 *(RCG)*; clo 31 March 1952 *(RM June)*. Ticket exists for excursion to Seaton Carew 22 June 1958 (G. Cornish, *Chron January 2016)*.

* = all days use 1 April 1875 confirmed by *Northern Echo 3rd*, calling it S (C I).

Two sites were involved, dates of use unknown. The first was about ¾ mile north-west of the final site (S. Bragg).

STIRCHLEY – see DAWLEY.

STIRCHLEY STREET – see BOURNVILLE.

STIRLING

STIRLING [Cal] op 1 March 1848 *(co ½ T 4 September)*; still open.

Ticket platform: civil case brought by man who had missed connection at Glasgow (2 June 1866) and thus too late for steamer to Belfast *(Stirling Observer 11 April 1867)*. In **Shore Road**: in use July 1867 *(U)*.

STIRLING [Stirling & Dunfermline/NB] op their line 1 July 1852 to station of Scottish Central/Cal; at first trains were worked between Alloa and Stirling by Scottish Central *(Alloa Advertiser 10th – fortnightly)*; own station available 1 July 1853 *(Fife)*; last used 7 October 1968 *(RM October)*, by when stations had been amalgamated.

STIRLING ROAD – see CARLUKE.

STIXWOULD [GN] op 17 October 1848 *(co n T 16th)*; clo 5 October 1970 *(T 16 July)*.

STOATS NEST

STOATS NEST [LBSC] op 12 July 1841 *(co n T 9th)*; aot request; clo 1 December 1856 *(Cl)*. According to *LBSC* proper station provided 1842.

Also see COULSDON NORTH, opened later, about 600 yards south.

STOBCROSS [Cal] op 10 August 1896 *(RCG; co n Glasgow Herald 6th)*; clo 3 August 1959 *(Cl)*. For later use of site see EXHIBITION CENTRE, Glasgow.

STOBHILL HOSPITAL [Cal] (non-tt): a TEMPORARY PLATFORM in the hospital grounds was erected for the reception of wounded when it was used as a military hospital from 1914; on Hamiltonhill branch, between Balornock Junction and Springburn Park; first train arrived in September (10 o'clock Sunday night according to *Daily Record Tuesday 21st* and *Thursday 24th*, but on Monday according to *Scotsman* of 24th, probably error resulting from ambiguous item on 21st when 'it was reported yesterday' that they had arrived). See internet item on this for much fuller details including maps. Last used ?

STOBO [Cal] op 1 February 1864 *(co ½ T 3 March- line)*; clo 5 June 1950 *(Carluke & Lanark Gazette 26 May)*.

STOBS

STOBS [NB] op 1 July 1862 *(co n T 1st- line)* as BARNES; renamed later 1862 tt *(Cl)*; clo 6 January 1969 *(BR clo notice)*.

S CAMP [NB] (non-tt): army camp; op 14 June 1903 *(NB list*, which says 'station') but no platform and troops joined and alighted in sidings *(letter, Traffic Manager, Edinburgh to R Maund, 19 June 1961)*; clo ?; {Hawick – Stobs}.

STOCKBRIDGE near Winchester [LSW] op 6 March 1865 *(Salisbury 11th- line)*; clo 7 September 1964 *(Andover Advertiser 31 July)*.

STOCKBRIDGE near Doncaster – see ARKSEY.

STOCKCROSS & BAGNOR [GW] op 4 April 1898 *(Faringdon Advertiser 9th)*; HALT from 9 July 1934 *(Cl)* but unstaffed by May 1934, when so shown *RCH leaflet L 91 – Cl* date perhaps from tt; clo 4 January 1960 *(Reading Standard 1st)*.

STOCKINGFORD [Mid] op 1 November 1864 *(co notice Coventry Standard 11th)*; clo 4 March 1968 *(Coventry Evening Telegraph 5 February)*.

STOCKPORT

For first station see HEATON NORRIS.

S (EDGELEY) [LNW] op 15 February 1843 *(Stockport 10th)* – see entry on Heaton Norris for more detail; still open. The Manchester & Birmingham company's notice in the paper said that trains would 'commence running to and from the SOUTH END of the STOCKPORT VIADUCT'; *The Railway Times* of 3 June 1843 referred to it as 'The Edgeley Station' but no LNW co tt seen added EDGELEY; LY co tt 1899 included it in table showing LNW trains. *Brad* added it 1953; it was dropped 6 May 1968 *(Cl)*;

S PORTWOOD [CLC] op 12 January 1863 *(co ½ T 26 February)*; P added later 1863/1864 *(Brad)* in Marple table; clo 1 September 1875 (Wednesday) *(Cl)*. A little east of TIVIOT DALE, which effectively replaced it. According to *Stockport 1 December1865* it would only be a ticket platform after that date but it continued to be shown in *Brad* without comment.

S TIVIOT DALE [CLC] op 1 December 1865 *(Stockport 1st)*; S TEVIOT D in Mid co tt prior to July 1874 and *Brad* until 1876 *(Mid)* but *Stockport* called it TIVIOT D from start; clo 2 January 1967 *(BR leaflet EA/49)*.

Also see CHEADLE.

STOCKSFIELD [NE]: op 10 March 1835**; still open.

STOCKSMOOR [LY]: line op 1 July 1850 *(T 8th)*, in earliest tt seen *Huddersfield Chronicle 10 August 1850*; clo ??; *RM August 1919* said 'has been reopened'; but trains still shown February, May, June and July 1919 *Brad* so closure very short, or error – perhaps had been briefly reduced to 'halt' status and now full station again; still open. STOCKS MOOR in *Brad* until 1879/80.

STOCKTON: all companies eventually part of [NE]; *hb* usually called it S-ON-TEES; {map 39}.

Stockton & Darlington

S op 10 October 1825, horse-drawn *(co n S&D*; see 1825**); steam-hauled service began 7 September 1833 from Bridge Road, short of point used earlier; proper station provided 1836 *(S&D)*. This station was used by trains from Darlington until 1848.

Line to Middlesbrough opened at end of 1830 from Bowesfield Junction, on Darlington side of 1833 station; thus trains from Middlesbrough would have had to reverse to reach latter. Evidence from S&D minutes, *RAIL 667 series*, is that a separate site was used for Middlesbrough trains, usually in minutes as GUISBOROUGH LANE but just STOCKTON in timetables, thus indistinguishable from terminus. It was at/near the site of what is usually described as the '1848' station at Stockton. Stockton town map of the time shows the southward continuation of Bridge Street as an un-named road leading 'to Guisborough' (S. Bragg). *NE*, top line p 427, refers to accident at Guisborough Lane, near present Thornaby station. On 29 April 1831 orders were given for a warehouse and cottage to be provided here; minutes imply that it was already in use for transfer of goods to road transport for delivery locally. It would have been fully in accordance with S&D practice for this to be used by passengers before any facilities were provided.

Until 7 April 1834, Middlesbrough passenger trains were horse-drawn; likely that they operated on 'stop anywhere practicable' principle used elsewhere on S&D. In such circumstances it would have made sense for some at least of the passengers to alight at Guisborough Lane and walk across bridge to town, rather than go past it to Bowesfield Junction and come back again. Some at least of the trains would have gone on to BOWESFIELD LANE (where a waiting-room had been provided by 11 March 1836) and passengers wishing to go to Darlington would have changed to trains coming out of terminus. Not known whether the option was available for passengers from Middlesbrough to stay on trains to Bowesfield Lane and then be taken to terminus – it would have been easy to reverse 'train' by taking horse to other end.

Once steam-haulage was introduced committees seem to have been continually debating how to organise service here: result was much chopping and changing. At least twice they discussed adding a curve at Bowesfield to enable direct running to 1833/6 station, but nothing came of this.

S&D still ran its line in separate sections, each of which had its own 'coach engine'; only in 1846 did *Brad* show through trains from Redcar to Darlington. This would have required re-organisation at Bowesfield Lane – either carriages from Redcar would have had to be attached to train from terminus for journey to Darlington, or carriages from terminus to train from Redcar.

Service on Middlesbrough section more frequent than that on Darlington one; thus some trains on former connected at Stockton with first-class trains westward, some with mixed trains and some made no connection. Possible that last sort terminated at Guisborough Lane – on 25 August 1843 they discussed question of bringing Middlesbrough coach trains direct to Stockton station instead of stopping at Guisborough Lane. No evidence has been seen in support of usually-quoted idea that horse-drawn service took Middlesbrough to Stockton passengers on from Bowesfield Lane, but neither does anything seen refute this.

Guisborough Lane was altered/rebuilt several times. Plans for a waiting-room here were ordered 26 February 1836 and on 2 September 1836 they agreed to spend £83 19 11d on providing waiting room at 'Stockton', which is likely to mean Guisborough Lane, given the earlier orders and that they had provided facilities at the terminus earlier that year. Waiting-rooms at least had to be re-sited 1838/9 to make way for 'spouts' for delivery of coal to William Smith's pottery. A 'new station' was opened 22 May 1846* 'for the general purposes of the line' (does this imply through running to Darlington from Middlesbrough? – coincides with tt on this). By 13 August 1847 they were already considering plans for a replacement 'on the site of the old'. 7 January 1848 orders given for moving redundant wooden station from Middlesbrough to South Stockton for use as temporary; this appears to have been on opposite, west, side of road from the others. Its life during transition from 1846 to 1848 stations must have been brief since on 1 May 1848 they were still debating exactly where to put it. New station probably opened 1 July 1848 – minutes of 16 June said every prospect of it being opened then, but habits of S&D such that this can only be given qualified acceptance. Entrance to this station from lane was on south side of line – minutes imply that previously on north side. 1833 terminus was now closed, to the evident displeasure of locals (certainly closed by 28 July 1848 when Stockton Overseers were to be told that station 'is now closed').

In its turn, 1848 station was soon 'inadequate'; in 1853 platforms were widened, but still not enough. 26 August 1856: draft contract agreed for new station to east. This was opened by February 1858, when they were looking for new use for old one.

From 1852 stations here generally known as SOUTH S/S SOUTH/S SOUTH SHORE. 1882: replaced again, by station later renamed THORNABY, which see.

* = there is a mention of this as date given 'by local sources' in *NE Express May 1989*, though implication seems to be that this was regarded as alternative to 1848 date usually quoted.

Excursion Platform, only reference seen: *Yorkshire Herald 16 August 1862* – letter complaining about Thornaby being overlooked for Yorkshire Show next year said excursion platform there, 337 yards from regular station, 30 or 40 carriages could be unloaded.

Clarence; Stockton & Hartlepool

Some information from *NE Express May 1989*, and *November 1989*.

Clarence service began 11 July 1835 *(NE;* see 1835 A**) from point unknown; November 1837, station opened in Norton Road; very soon closed, when service suspended. From 1 May 1838 to ? there was a contractor's market day service to and from Haverton Hill/Port Clarence; site used at Stockton end unknown. In June 1838 a steam hauled service to Coxhoe was provided by Stephen Walton under three year contract, again initial Stockton site unknown; station reopened November 1838.

S&H arrived 10 February 1841**; by September 1841 (inspection report, *Rtn)* both companies using passenger station built at expense of S&H on land owned by Clarence.

Most services transferred to Leeds Northern station, (below); some use to 1865 *(Cl)*.

Leeds Northern

Station op 25 May 1852**; station about ½ north of S & Hartlepool's, at junction with Hartlepool line; until 1893 generally S NORTH/NORTH S/S NORTH SHORE; still open, as STOCKTON.

Ticket platform, sites and company unknown, only references seen: fatal accident at 'Stockton' 23 January 1866 *(Durham County Advertiser 26th)*. Minor mishap blocked **ticket platform** at north end of 'Stockton' station; train from Middlesbrough had left passengers at station and went on further so it could reverse to appropriate platform *(Daily Gazette for Middlesbrough 27 January 1897)*.

Non-tt

According to P Horn, *Pleasures and Pastimes in Victorian Britain*, Sutton, 1999, there was a special 'halt' beside racecourse so Lord Zetland and party could alight without meeting ordinary racegoers; would have been east of what became Thornaby.

STOCKTON BROOK [NS] op 1 July 1896 *(RCG)*; clo 7 May 1956 *(RM June)*. Became S B for BROWN EDGE 1923/4 *(Brad)* and thus LMS tt 1930.

STOCKTON CROSSING [GW] (non-tt): in use by 10 December 1914 when *GM's Report* said stops being made here by workmen's trains between Salisbury and Codford for War Department work*; {Codford – Wylye}.

* = trains calling January 1915 wtt supplement, *RAIL 937/116*, but not December 1914 supplement, so must have op early December 1914.

STOCKTON-ON-FOREST – see WARTHILL.

STOCKWELL

STOCKWELL [Nor] op 18 December 1890 *(London Daily News 19th)*; see 1922** – platforms re-sited to south when line reop; still open.

STOCKWELL [Vic] op 23 July 1971 *(L; T 24th- line)*; still open.

STOGUMBER [GW] op 31 March 1862 *(W Som F P 5 April)*; clo 4 January 1971 *(Som Gaz 8th)*. See 20 July 2007**.

STOKE [GE] op 9 August 1865 *(GE- line)*; STOKE SUFFOLK 1932 tt to 14 June 1965 *(Cl)*; clo 6 March 1967 *(RM April)*.

STOKE BRUERN [SMJ] op 1 December 1892 *(Northampton Mercury 2nd)*; last train ran Thursday 30 March 1893 owing to intervention of Easter; {goods *IA*}.

STOKE CANON [GW]: a market service, Fridays only, to Exeter and back began 13 August 1852 *(Western Courier Wednesday 18th* – 'Friday last'); last shown in tt *Exeter & Plymouth Gazette 28 June 1856* (but last in tt *Trewman's* 24 April 1856 – no tt 1 May, omitted 8 May tt). Tuesday service to Tiverton added 16 June 1853 tt; last in tt 1 November 1855 *(Trewman's)*. However, former probably continued, left to local knowledge, as was common with market services: *Western Times* of 8 February 1862 said that locals had asked BE directors for increased *[compiler's emphasis]* service in the form of daily passenger trains; on 22 February it said directors had agreed that 'for the future' trains would stop all days. Full service began? Perhaps March? Mentioned in advert *Trewman's* 16 April but not in tt there until 21 May 1862 – not there 7th, 14th no tt; not in *Brad* until September 1862. Re-sited ¼ mile south, at junction with Exe Valley line, 2 July 1894 *(wtt supp)*; clo 13 June 1960 *(Cl)*. *Hb*: S CANNON (1872 only).

In 1844 a site hereabouts was used briefly as a temporary terminus when floods stopped trains from reaching Exeter. *Bristol Times 23 November* said line blocked on 20th and still being repaired on 22nd.

STOKE CLIMSLAND – see LUCKETT.

STOKE EDITH [GW] op 13 September 1861 *(Hereford T 14th)*; clo 5 April 1965 *(Cl)*. Lady Foley had right to stop trains *(GW Deed 641H, dated 15 May 1873)*.

STOKE FERRY [GE] op 1 August 1882 *(Thetford & Watton Times 5th)*; clo 22 September 1930 *(Cl)*.

STOKE GIFFORD – see under BRISTOL.

STOKE GOLDING [AN Jt] op 1 September 1873 *(LNW Officers 10205, 10207; Burton Chronicle 28 August)*; clo 13 April 1931 *(Leicester Evening Mail 8th)*; later excursions – e.g. one to Leamington Spa, 20 June 1953 (B. Wilson, own photo); still excursions at 30 September 1961 (five each summer 1960 and 1961) *(BR doc)*; one to Blackpool 13 August 1962 *(AB)*.

STOKE JUNCTION [SR] op 17 July 1932 *(sig inst 30/1932)*; HALT; clo 4 December 1961 *(T 8 November)*; {Sharnal Street – Allhallows}.

STOKE MANDEVILLE [Met/GC] op 1 September 1892 *(London Evening News 1st)*; Met used from opening until 11 September 1961. GC service added 15 March 1899; continues.

STOKE NEWINGTON [GE] op 27 May 1872 *(co n T 25th)*; still open.

STOKE PRIOR [GW] op 8 July 1929 *(Kington Times 13th)*; HALT; clo 15 September 1952 *(Railway Executive notice WR Kington Times 23 August)*.

STOKE ROAD – see GOSPORT ROAD.

STOKE WORKS

STOKE WORKS [Mid]: not in *Chelt Adv* description of line opening (24 June 1840), not in paper's tt of 8 July 1840, is in its tt of 17 September 1840 (tts irregularly included); WORKS added by *Chelt Adv* tt of 4 November 1840; clo 1 October 1855 *(Cl)*; later used 18 August 1862 for the Bromsgrove Literary and Mechanics' Institution fete at Spetchley Park (their notice *Worcester Journal 16th 4b)*; other times?

STOKE WORKS [GW] op 18 February 1852 *(Rtn- line*; in inspection report); clo 18 April 1966 *(Cl)*. RCH Junction Diagrams called it S PRIOR.

STOKE-ON-TRENT [NS] op 17 April 1848 *(co n T 13th)*; original temporary station, described as WHIELDEN GROVE station STOKE in notes of opening tt *(Manifold)*, replaced about ½ mile north 9 October 1848 *(Staffordshire Advertiser 14th)*; -on-T added 1923/4 *(Brad)*; still open.

Ticket platforms:

North: earliest reference seen: argument about ticket, passenger from Macclesfield *(Staffordshire Advertiser 20 November 1858)*. Etruria now first-class station; tickets collected there and trains non-stop to Stoke station *(ibid 4 May 1878)*.

South: earliest seen: drunk and disorderly from Longton *(Ibid 3 November 1860)*. Still there, smoking question *(Staffordshire Sentinel 27 June 1878)*.

STOKES BAY [LSW] op 6 April 1863 *(Hants Chron 11th)*; temporary station during reconstruction of main 1896; clo 1 November 1915 *(RCH)*; {map 127}.

Ticket platform show on diagram in *(LSW vol 2)*.

STOKESLEY [NE] op 3 March 1857**; clo 14 June 1954 *(Cl)*.

STONE [NS] op 17 April 1848 *(co n T 13th)*; re-sited 1 May 1849; temporarily closed 23 May 2004**; reop 14 December 2008 *(BLN 1081)*; still open. S JUNCTION in *Brad* 1848/50 to 1881/2.

STONE CROSS Eastbourne [LBSC] op 11 September 1905 *(Hasting Observer 9th)*; HALT; clo 7 July 1935 (Sunday) *(Cl)*.

STONE CROSSING Dartford [SEC] op 2 November 1908 *(Folkestone ... Herald 31 October)*; HALT until renamed 5 May 1969 *(SR)*; still open.

STONEA [GE] first in *Brad* September 1851; aot request; clo 7 November 1966 *(RM January 1967)*.

STONEBRIDGE PARK

STONEBRIDGE PARK [LNW] op 15 June 1912 *(T 14th)*; clo 9 January 1917 by fire *(T 13th)*, reop 1 August 1917 *(RCH supp notice April)*, when [Bak] added *(Ug)*; still open.

Also see HARLESDEN.

STONECLOUGH – see KEARSLEY.

STONEGATE [SE] op 1 September 1851 *(notice and item Kentish Gazette 2nd)* as WITHERENDEN; renamed TICEHURST ROAD December 1851 *(Cl)*, S 16 June 1947 *(hba* May 1947); still open.

STONEHALL & LYDDEN [SEC] op for conveyance of miners and workmen only 1 January 1914 as LYDDEN HALT *(notice Dover Express 2nd)**; public? Halt open and trains calling reported at Temple Ewell Parish Council meeting 30 March 1914 (a Monday) *(ibid 3 April)*; S & L HALT when first in *Brad* June 1914; clo 5 April 1954 *(Cl)*; stop for staff only (as STONEHALL) in *wtt* 17 June 1957 towards Dover only; {Shepherds Well – Kearsney}.

* = see note in Snowdown entry.

STONEHAVEN [Cal] op 1 November 1849 *(co ½ T 27 November- line)*; still open.

STONEHOUSE near Motherwell [Cal] op 1 December 1866 *(Hamilton 1st)*; original terminus replaced by through station 1 July 1905 *(Airdrie & Coatbridge Advertiser 1st)*; clo 4 October 1965 *(BR notice, The True Line July 2006)*.

STONEHOUSE near Stroud

STONEHOUSE [GW] op 1 June 1845 *(co n Bristol T 10 May)*; BURDETT ROAD added officially 17 September 1951 *(Cl)*, dropped 6 May 1968 tt *(offic)* but earlier *Brad* added B R 1882/3 to 1947/8; still open.

S BRISTOL ROAD [Mid] op 8 July 1844 *(Bristol T 13th)*; B R added 17 September 1951 *(JS)*; clo 4 January 1965 *(Tewkesbury Register 1st)*. Nailsworth branch platforms added 4 February 1867, clo 16 June 1947** *(Mid)*. *Brad* 1882/3 to 1939: S EASTINGTON ROAD.

STONELEIGH [SR] op 17 July 1932 *(West Sussex Gazette 14th)*; still open.

STONEYWOOD [GNS] op 1 July 1887 *(co n Aberdeen Press 7 June)*; clo 5 April 1937 *(*clo 5 April 1937 *(ibid 5th* –, last train 3rd). *Hb* included as S PLATFORM, 1872, 1877, 1883, no facilities shown; 1890 'P'.

STONY HILL [PW] op 1 April 1865 *(Preston Chronicle 1st* – at S H Bridge); last in tt September 1872; {at or near later Squires Gate – see Joe Brown's *Liverpool and Manchester atlas;* supported by press reference given and background to *Cobb Atlas*}.

Also see LAYTON HAWES FARM.

STORETON [GC] op 18 May 1896 *(Wrexham 23rd)* as BARNSTON; renamed S 1 November 1897 *(hbl 28 October)*, S for B 1 May 1900 *(hbl 26 April)* and thus GC co tt 1903, LNE tt 1933 and *Brad* to closure 3 September 1951 *(RM January 1952)*.

STORMONT LOCH [Cal] (non-tt): PLATFORM; curling match 14 January 1867 *(Perthshire Constitutional 17th)*; also used for school parties in June and July 1919, and 14 July 1928 by Rattray Parish Sunday School as S *(True line 48* and *49; Newtyle)*; {Coupar Angus – Rosemount: see map in *Angus 3*}.

STORMY: possible station [GW] (non-tt); marked on plan, with station-master's home *(RAC)*; N. Granville, *Cefn Cribwr, Chronicle of a Village*, S Williams 1980, also refers to 'HALT' by Truman's Bridge; there was an accident here on 14 October 1857 which clearly indicates that it was then (officially, at least) goods only but did have a station-master; was in *hb* 1872 (no facilities then shown) and 1877 (goods only); {Tondu – Bridgend}.

STOTTESDON [CMDP] op 21 November 1908**; HALT from 1 October 1923 *(GW H)*; clo 26 September 1938 *(T 9 August)*. *Cl* says treated as halt by CMDP but in *Brad* it was in body of table and not 'halt' when others were so tagged.

STOULTON [GW] op 20 February 1899 *(RCG; Worcestershire Chronicle 25th)*; clo 3 January 1966 *(RM February)*. Pre-opening Windmill End *(RAC)*.

STOURBRIDGE [GW] {map 97}

S JUNCTION op 3 May 1852**; JUNCTION added 1 October 1879; re-sited about ¼ mile south 1 October 1901 *(Cl)*; still open.

S TOWN op 1 October 1879 *(dist t supp)*; clo 29 March 1915 according to GW Passenger Train Alterations Committee, *RAIL 271/4* but had been Sunday service and that did not run on 28th so strictly 28 March was clo date; reop 3 March 1919 *(GW circ 2653)*; re-sited 57 yards nearer junction 19 February 1979 (M. Hale, *Chron 3*); clo 10 January 1994, reop 25 April 1994 *(RM July p 80)*; clo by staff dispute (substitute buses) 3 January 2005 *(Central Trains website)*, reop 28 March 2005; still open. TOWN did not appear in *Brad* pre-1915, nor in list of closed stations in January 1917 co tt; first use was in *Brad* table giving times of replacement coach service from S Town Station (explanatory?); kept after reopening.

STOURPAINE & DURWESTON [SD Jt] op 9 July 1928 *(W Gaz, Bournemouth edition 22 June)*; HALT; clo 17 September 1956 *(T 13th)*; {Shillingstone – Blandford}.

STOURPORT-ON-SEVERN [GW]

STOURPORT-ON-SEVERN op 1 February 1862**; -on-S added before 15 October 1934, when advised by *GW General Instruction Circular, Cl pap*; clo 5 January 1970 *(BR LM notice Birmingham Daily Post 5 December 1969)*.

Non-tt – at one time some outgoing excursions (Bank Holidays especially) handled from sidings west of station in order to ease pressure on level crossing (see *RAC Atlas p 72)* (inspection report *MT29/83/367 dated 28 May 1927)*.

STOURTON [EWYU] op 4 January 1904 *(Leeds Mercury 5th)*; clo 1 October 1904 *(RCG; Northern Daily Telegraph 1st* – ceased yesterday, blamed tram competition)*)*; {Hunslet – Rothwell}.

STOW near Galashiels

STOW a) [NB] op 1 August 1848** (in opening notice and in *Brad* September), further support from item *Caledonian Mercury (4th)* boys of Heriot's Hospital had been taken here on an excursion on the 1st; see 13 August 1948**; clo 6 January 1969 *(BR clo notice)*.

STOW b) op 6 September 2015**; still open; {same site as (a)}.
STOW BARDOLPH [GE] op 27 October 1846 *(co n Lynn Advertiser 31st)*; aot request; BARDOLPH added 1 July 1923 *(hbl 12th)*; clo 4 November 1963 *(T 12 October)*.
STOW BEDON [GE] op 18 October 1869 *(item, co n Norfolk Chronicle 23rd)*; clo 15 June 1964 *(Cl)*.
STOW PARK [GN/GE] op 9 April 1849 *(London Daily News 11th)* as MARTON; clo 1 December 1864 (Thursday) *(co n T 29 October)*, reop 15 July 1867 *(Cl)*; renamed S P for M 1 December 1871 *(Cl/RCG)*; clo 11 September 1961 *(RM September)*. Used for trip for 'enthusiasts and the whole family' 6 May 1967 *(notice RM February1967)*. *RCG ref January1872* called it STOWPARK for MARTON; not seen in *Brad* but did become this in *hb* 1904.
STOW ST MARY [LNE] op 3 September 1928 *(LNE poster, B. Pask, Chron January 2015)*; HALT; clo 11 September 1939 *(G&S)*; {Cold Norton – Woodham Ferrers}.
STOW-ON-THE-WOLD [GW] op 1 March 1862 *(Wilts & Glos Stand 8th- line)*; clo 15 October 1962 *(Birmingham Daily Post 10th)*. *Hb*: 1862 (only): S-in-the-W.
STOWE – see CHARTLEY.
STOWE PARK [LNW]: temporary platform for Volunteers' Review 22 June 1864 *(Northampton Mercury 18th)*; {some distance beyond (north of) Buckingham station}.
STOWMARKET [GE] op 24 December 1846 *(Essex Standard 25th)*; still open.
STRACATHRO [Cal] op 8 June 1896 *(RCG; Dundee Courier 1st)* as INCHBARE; renamed DUNLAPPIE 1 October 1912, S 1 November 1912 *(Cl)* but *RCG* and *hbl 24 October* made change direct to S, 1 November*; clo 27 April 1931 *(Aberdeen Press 17th)*; reop 4 July 1938; clo 26 September 1938 *(Montrose .. advertiser Friday 30th, item on line*: last train ran Saturday, 24th; expressed disappointment that this happened since more than 6,000 had travelled in twelve weeks since it had reopened on 4 July). See 1939**.
* = Caledonian made change, Brechin & Edzell Co objected, compromise on Stracathro *(Scotsman 30 October 1912)* but tts in Montrose paper kept Dunlappie until February 1913 (last).
STRADBROKE [Mid-Suffolk Light] op 29 September 1908 *(Evening Star (Suffolk) 29th)*; clo 28 July 1952 *(T 28th)*.
STRAGEATH: op 15 September 1958**; request; HALT; clo 6 July 1964 *(BR notice Strathearn Herald 27 June)*. STRAGAITH in ScR advice to other regions.
STRAND – see ALDWYCH; CHARING CROSS.
STRAND ROAD – see BIDEFORD.
STRANGEWAYS & HINDLEY – see HINDLEY SOUTH.
STRANRAER [PPW Jt]
STRANRAER op 1 October 1862 *(Northern Whig 2nd)* as S HARBOUR. Early use erratic: clo 1 January 1864 as a result of end steamboats sailings to Larne *(LNW*; Thorne, *Rails to Portpatrick*, 2005). Steamboat sailings and rail connection began again 4 December 1865 *(Cal notice Glasgow Herald 24 November)*; ceased again abruptly in January 1868 – on 28th passengers had already arrived by train and were on ship when telegram from Caledonian head office ordered immediate cessation of service so passengers were unloaded and sent via Glasgow *(Newcastle Journal 3 February)*. Began again 1 July 1872 *(item and Cal notice Galloway Advertiser 4th)*. Still open. Aot HARBOUR & PIER *hb*; RAILWAY PIER STATION in item dated 6 August 1914, reproduced in *Stranraer Free Press, 31 July 2014*; H dropped 17 May 1993 tt *(AB Chron)*.
S TOWN op 12 March 1861 *(Galloway 15th)*; TOWN added 2 March 1953; clo 7 March 1966 *(Cl)*. Certainly used morning to late afternoon Wednesday 1 September 1993 when pollution of harbour caused trains to be diverted here *(BLN 714, 25 September 1993)*; 'believed' used as diversion in latter half of 1999 – details not known *(BLN 870, 25 March 2000)*.
Brad did not provide separate entries for Town and Harbour stations in main tables until April 1874 and its earlier entries did not tell whole story.
STRANTON: see under Hartlepool and 10 February 1841**.
STRAP LANE [GW] op 18 July 1932 *(GW Mag August)*; HALT. According *to (Cl)* this closed 6 October 1941, reop 16 December 1946; however, a note amongst his papers in his corrected (but not published) copy of *Cl 29* says 'unadvertised stops made for school children', without making it clear whether this was before or after public closure. Reference to the local press shows that an extra train for winter tt from 7 October 1946 would not stop at Bruton or Strap Lane suggests that others must have been since, if it was closed, there would have been no need to say this *(Taunton Courier21 September 1946)*. Furthermore, an item in *Wells Journal (27 December 1946)* said that following a request from Lt. Col. Boles, M.P. the company had agreed to provide extra trains from Monday 16 December (start of school holidays?). Thus some sort of service must already have been in existence; not known whether it ran just in term-time or all year, at times suitable for schools but available to all. Clo 5 June 1950 *(Cl)*; {Witham – Bruton}.
STRATA FLORIDA [GW] op 20 August 1866 *(Denbigh Herald 25th)*; clo 22 February 1965 *(BR public notice)*.
STRATFORD East London
STRATFORD [EC] op 20 June 1839 *(T 14th)*, in Angel Lane >
STRATFORD [Northern & Eastern]: probably op 22 November 1841 (see 1841**) >
Above two combined in new station 1 April 1847 (original N&E station west of junction with EC); later [GE]; [Cen] use began 4 December 1946 *(T 5th)*; still open. In *Truscott's EC tt* 1853 as S for LEYTONSTONE and WANSTEAD.
Platforms 1 and 2: see 1 June 2010**.
S LL [GE] op 16 October 1854 *(L)*; treated as part of main station when [Jub] arrived 14 May 1999; use of LL ceased Thursday 9 April 2009 (last use?); service then using terminated at previous station, until Tuesday 14 April 2009, when resumed, to main level; bus service in between *(BLN 1089)*. S LOWER on Airey's 1877 map of London.
Main station in *hb* 1883-1938 as S CENTRAL; occasionally thus *Brad* (e.g. September 1883 one table only, where S Market also included); Airey's 1910 map showed S CENTRAL (MAIN LINE) and S CENTRAL LL. 1898-1938/9 (WEST HAM) added in *Brad* but not *hb*.
STRATFORD [Dock] op 31 August 1987 *(T 1 September)*; still open. At first ran to previously unused platform 4 in main station; from 18 June 2007 used short branch to new platforms 4A and 4B in south-west corner of station.

Also see 1 June 2010**; what was old North London line station was reopened to these new platforms, north-west of station on Lea Bridge line. This and 1987 station form interchange station but on separate, unconnected lines.
STRATFORD [Jub] op 14 May 1999 *(LRR 20)*; still open.
S HIGH STREET [Dock] op 31 August 2011 *(RM November)*; approximately same site as earlier S Market; still open.
S INTERNATIONAL [for HS1] op 30 November 2009 (see Tony Jervis, *Chron March 2022)*; still open.
S INTERNATIONAL [Dock] op 31 August 2011 *(RM November)*; immediately south of S I [HS1], about 400 yards north of main station; still open.
S MARKET [GE] op 14 June 1847 *(L; co ½ T 13 August- line)* as S BRIDGE; renamed 1 November 1880 *(RCG)*; rebuilt slightly nearer LL in conjunction with widening 1892; (WEST HAM) added as for main station; clo 6 May 1957 *(RM June)*.
WESTFIELD STRATFORD CITY CENTRE SHOPPING CENTRE op 13 September 2011 (see Tony Jervis *Chron March 2022)*; still open
S MARKET DEPOT STAFF PLATFORM (wtt name) [Jub] (non-tt): op 14 May 1999, northbound only; still open.

STRATFORD-UPON-AVON

Variously -ON- and -UPON- over the years.
Great Western
For earliest [Stratford & Moreton; GW] service, including 'official' one starting 1 August 1853, see 1833 B**.
Line from Honeybourne: op 12 July 1859**. Station in Sancta Lane >
Line from Hatton op 10 October 1860 *(T 11th)*; excur after clo (*Stratford-on-Avon Herald* March and May 1863, and Stratford-on-Avon Co's AGM 26 August 1863).
Note that West Midland June 1862 tt shows only one "Stratford" station, presumably its own Sancta Lane and shows Warwick/ Leamington/ Birmingham timings as part of its Stratford branch without distinguishing which are through and which are connections and gives no hint of any need to change stations.
Above two replaced by one station, in ALCESTER ROAD (name used in *Brad* 1882/3 to 1909/10), on through line, op 1 January 1863 *(Worcester Herald 17 Jan 1863)*; still open.
Line through 1863 station used by Worcester – Warwick excursion 24 July 1861 and opened for 'general traffic' 1 August 1861 *(Stratford 26 July, 2 August*).
S RACECOURSE (non-tt): op 6 May 1933 *(RM June)*; last used 14 March 1968 *(BLN 102)*; {Stratford – Milcote}. PLATFORM at opening.
STRATFORD [SMJ] op 1 July 1873 *(Stratford 4th; SMJ co n Glos Chron 2 August; SMJ Jordan p 8)*. Clo 23 July 1877; reop 2 June 1879 *(Stratford 6th)* as terminus of new service from Broom Junction – through excursion from Birmingham New Street as well as regular service on opening day; original service restored 2 March 1885**; clo 7 April 1952 *(Banbury Guardian 6 March)*. In *Brad* as S-on-A NEW, dates as for Alcester Road, above; also thus LNW co tt 1875. OLD TOWN Station in press at clo.
STRATFORD-UPON-AVON PARKWAY op 19 May 2013 *(NR LNW(S) WON 08)*; still open.

STRATHAVEN [Cal]

STRATHAVEN op 2 February 1863**; service from Hamilton; 1 May 1882 on some trains via Blantyre with reversal; was renamed S NORTH 4 July 1904, in advance of need, according to *hbl 7th*; replaced by >
S NORTH op 1 October 1904 *(Hamilton Herald 7th)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RCH)*; clo 1 October 1945 *(Bellshill Speaker 14 September)*. According to *hb* 1941a had become HALT; not thus *Brad*.
STRATHAVEN op 1 October 1904 *(Hamilton Herald 7th)*; S CENTRAL until renamed 14 June 1965 *(Cl)*; clo 4 October 1965 *(BR notice, The True Line July 2006)*.
STRATHBLANE [NB] op 1 July 1867 *(Stirling Observer 4th)*; clo 1 October 1951 *(RM November)*.
STRATHBUNGO [GBK Jt] op 1 December 1877 *(Paisley Herald ... 8th)*; clo 28 May 1962 *(RM July)*.
STRATHCARRON [High] op 19 August 1870**; still open. S for JEANTOWN in *Brad* ? to 1955 but not *Murray* 1948.
STRATHMIGLO [NB] op 8 June 1857**; clo 5 June 1950 *(Scotsman 18 May)*.
STRATHISLA PLATFORM – see under KEITH.
STRATHORD [Cal] op 17 May 1849 *(co n Perthshire Advertiser 17th)* as DUNKELD ROAD, replacing Ballathie; February 1857 reduced to Tuesdays, Fridays and Saturdays (most of time as S SIDING); full service again January 1867; clo 13 April 1931 *(Dundee Courier 11th* – to close today). Bankfoot branch opened 7 May 1906 to a temporary platform here, passengers walking to main station; 'by and by' permanent station will be finished and passengers will be enabled to go straight to main line trains *(Dundee Evening Telegraph 7th)*; did whole station have to be re-sited or just an additional bit added? Nothing further known.

STRATHPEFFER

For first station see ACHTERNEED.
STRATHPEFFER [High] op 3 June 1885 *(Aberdeen Free Press 3rd)*; reduced to Saturdays only (both ways) week beginning 4 January 1943 (trains did run Friday 1st) *(Brad January 1943)*; still thus February 1944; reduced to one-way, from Dingwall, before/with November 1944 tt; clo 23 February 1946 (Saturday – last day?) *(RM September)*.
STRATHSPEY JUNCTION – see CRAIGELLACHIE.
STRATHYRE [Cal] op 1 June 1870 *(Glasgow Evening Post 2nd)*; clo 28 September 1965**.

STRATTON [GW]

STRATTON op 9 May 1883 *(Swindon 12th)*; on Highworth branch; clo 2 March 1953 *(T 20 February)*; trains for employees at Swindon works until last train Friday 3 August 1962 *(Back Track June 2003)*.
S PARK op 20 November 1933 *(GW notice no 1583)*; on main line; HALT; clo 7 December 1964 *(Cl)*; {Swindon – Shrivenham}. Before opening was to be S GREEN HALT *(RAIL 253/643)*.
S FACTORY JUNCTION (non-tt): ticket *(JB)* exists thus; location existed only 1917 – 1919 for wartime nitrate factory; {Swindon – Stratton}.
Also see SOUTH MARSTON.

STRAVITHIE [NB] op 1 June 1887 *(Fifeshire Journal 26 May, 2 June)*; clo 22 September 1930 *(Scotsman 15th)*. Occasional later excursions and specials – e.g. 25 October 1960 for St Andrews University (Hajducki et al, *Anstruther& St Andrews Railway*, Oakwood 2009). BoT inspector called it Stravithy.

STRAWBERRY HILL [LSW] op 1 December 1873 *(Surrey Comet 29 November)* still open. S H JUNCTION in *hb* 1904 and 1912; not seen thus elsewhere.

STREATHAM

STREATHAM [LBSC] op 1 October 1868 *(T 28 September)*; still open.

S COMMON [LBSC] op 1 December 1862 *(co n T 3rd)*; GREYHOUND LANE 1 September 1868 to 1 January 1870 *(Cl)*; still open.

S HILL [WELCP] op 1 December 1856 *(co n T 31 October)*; still open. *Brad* did not add HILL until 1868/9; aot BRIXTON HILL/ S & B H *(L)*.

STREETHOUSE op 11 May 1992 *(RM June)*; still open. 600 yards east of earlier Sharlston.

STREETLY [Mid] opened 1 July 1879 *(Birmingham Daily Post 28 June)*; clo 18 January 1965 *(BR LM notice Walsall Observer 11 December 1964)*. Perhaps intended name was Jervis Town – *RCH records* show change of name, but S in *Brad* from line opening (J. Gough) and in paper cited. Said that company intended to call it Jervistown after Hon. Parker Jervis of nearby Little Ashton Hall but he objected so they called it S – no village or other obvious site nearby (J. T. Gould, *Men of Aldridge*, Geoff Clark Press Ltd, Bloxwich, 1957).

STRENSALL

STRENSALL [NE] op 8 July 1845**; clo 22 September 1930**; army camp use to at least 5 August 1936 *(U)*; late 1941/early 1942 reop non-tt *(manuscript amendment to 6 October 1941 wtt)*; still in October 1944 wtt, absent October 1945 wtt – usually one Saturdays only from York only, but briefly in 1942 one other way also.

S HALT [LNE] used, non-tt, for army camp from 1922 *(U)*; op 22 March 1926 (LNE leaflet in *RAIL 981/254)*; clo 22 September 1930**; {Strensall – Haxby}.

STRETFORD [MSJA] 20 July 1849 *(Manchester Courier 21st)* as EDGE LANE; renamed later 1849; clo 27 December 1991 *(BLN 671)* for conversion to Manchester Tramlink (Section 6).

STRETFORD BRIDGE JUNCTION [BC]: first seen as SJ in tts local press at least as early as 3 April 1878 (e.g. *Eddowes)* but no trains calling; first in *Brad* May 1890; see 1 February 1866** for line history; request; no times shown against it in table April 1933 (were times 12 September 1932); times again 17 July 1933 *(Brad)*; clo 20 April 1935.

STRETHAM [GE] op 16 April 1866 *(T 16th- line)*; clo 2 February 1931**; later excur *(U)*.

STRETTON

STRETTON [Mid] op 6 April 1841 (see 1 July 1840** for full details) as SMITHY MOOR; renamed later 1841 (still old name October *Brad*, new December); became S for ASHOVER 1 October 1872 co tt *(Mid)*; clo 11 September 1961 *(RM October)*.

STRETTON [Ashover] (ng) op 7 April 1925 *(Derby Daily Telegraph 8th)*; clo 14 September 1936**; {map 59}.

STRETTON – see BRINKLOW.

STRETTON & CLAY MILLS [NS] op 1 August 1901 *(RCG)*; clo 1 January 1949 (Saturday) *(RM March)*.

STRETTON WESTWOOD [GW] (non-tt); in use 1933 by quarrymen; HALT; see WESTWOOD.

STRETTON-ON-FOSSE

For first service through here see 1833 B**.

STRETTON-ON-FOSSE [GW]: line op 1 July 1889 *(Wilts & Glos Stand 6th)* and trains called from the outset, by request, at crossing of Fosse Way, but proper station only provided 1 October 1892 *(RCG)*; in *hb* 1890 as S-on-F SIDING, no facilities, *hb* 1894a 'P'; clo 1 January 1917 *(GW notice dated 22 December 1916)*; reop 1 January 1919 *(GW Circular 2647)*; clo 8 July 1929 *(RM September)*.

STRICHEN [GNS] op 24 April 1865 *(co n Peterhead Sentinel 28th)*; clo 4 October 1965 *(Aberdeen Press 10 September* – last train will be Saturday 2nd).

STRINES [GC/Mid] op 1 August 1866? – first in *Brad* August and *Glossop Record 4th* said had been opened; still open.

STROMEFERRY [High] op 19 August 1870**; STROME FERRY until 1962/3 tt (to one word, index 18 June 1962 tt, table later); still open.

Ticket platform, only reference seen: admire view from here *(Forres, Elgin ... 13 August 1873)*.

STROOD

STROOD [SE] op 10 February 1845** as ROCHESTER *(co n T 5th)*; clo 13 December 1846, reop 23 August 1847 (see Gravesend), still as R; renamed S, R & CHATHAM 1849 tt, S 1852 tt *(SR)*; original terminus replaced by through station 18 June 1856 *(Maidstone Journal)*; still open.

Also see ROCHESTER.

STROUD

STROUD [GW] op 12 May 1845 *(co n Bristol T 10th)*; still open. S RUSSELL STREET 1885/6 to 1947/8 *(Brad)*.

STROUD [Mid] op 1 July 1886 *(Stroud J 26 June)*; clo 1 January 1917 *(T 29 December 1916)*; reop 29 January 1917 *(Mid p 392)*; clo 16 June 1947**; *Gloucester Citizen Tuesday 17th* said last train on branch Saturday. S CHEAPSIDE 1890 on *(Brad)*.

STROUD GREEN [GN] op 11 April 1881 *(L)*; clo 29 October 1951, reop 7 January 1952 *(T 18 December 1951)*; clo 5 July 1954 *(RM July)*.

STRUAN [High] op 9 September 1863 *(Scotsman co n 9th, item 10th)* clo 3 May 1965 *(RM June)*. Originally in press as CALVINE.

STUBBINS [LY] line op 28 September 1846; station will be erected at S Bridge *(Blackburn Standard 30th)*; first in *Brad* January 1847; platforms on Bacup line only; clo 5 June 1972 *(RM August)*.

STUDLEY & ASTWOOD BANK [Mid] op 4 May 1868 *(Worcester Journal 9th)*; clo 1 October 1962, but replacement buses to 17 June 1963 *(Birmingham Daily Post 11 May)*.

STURMER [GE] op 9 August 1865 *(GE- line)*; clo 6 March 1967 *(RM April)*.

STURMINSTER MARSHALL – see BAILEY GATE.

STURMINSTER NEWTON [SD Jt] op 10 September 1863**; clo 7 March 1966 *(Shepton 11th)*.

STURRY [SE] in *tt SE Gazette 8 June 1847* for 1 June alterations – but not in similar 1 June tts, other papers seen, e.g. Kentish Mercury – last minute addition? Press too early?; not in *Brad* until April 1848; still open. In *Brad* became S & HERNE BAY 1849, S for H B 1854, S 1904/5.

STURTON [GC] op 17 July 1849 *(GC; T 18th- line, included in description of 'private' opening on 16th, Manchester Times 18th)*; clo 2 February 1959 *(RM March)*.

STUTTON [NE]: line op 10 August 1847 *(co ½ T 22 February 1848)*, nd, July 1848 – mentioned advert *York Herald 25 December 1847*; clo 1 June 1905 *(RCG)* or 1 July 1905 *(Cl)* – was in *Brad* June, supporting *Cl* but perhaps inertia; {goods IA}.

STYAL [LNW] op 1 May 1909 *(LNW Officers 42501 + appendix)*; *Manchester Evening News 1st, 8th*; still open.

SUCKLEY [GW] op 1 February 1878 *(Berrow's 2nd)*; clo 7 September 1964 *(Birmingham Daily Post Saturday 5th* – last train tonight; not known if special stopped here next day – see Bromyard).

SUDBROOK (non-tt): used 12 August 1978 for Sudbrook Non-Political Club excursion to Barry; {branch from Caldicot} *(JB; U)*.

SUDBURY [GE] op 2 July 1849 *(T 5th)*. According to *Essex Standard 11 August 1865* the BoT Inspector refused to allow this to be used for trains for Bury St. Edmunds when that line opened 9 August, the new station was only partly-built; thus a hut had to serve as booking-office; interim arrangements? Platforms at least in existence?; S SUFFOLK 1932 tt to 14 June 1965 *(Cl)*; re-sited Sunday 28 October 1990* *(BLN 649, 652)*; still open.

* = date line slued, not certain trains ran then, a Sunday.

Ticket platform, only reference seen: Fatal accident on Eastern Counties *(Essex Standard 30 April 1862)*.

SUDBURY near Uttoxeter [NS] op 11 September 1848 *(Staffordshire Advertiser 16th)*; clo 7 November 1966 *(Birmingham Daily Post 8 October)*.

SUDBURY London

For first station see WEMBLEY CENTRAL.

S & HARROW ROAD [GC] op 1 March 1906 *(Banbury Guardian 8th)*; tempory clo 22 September 1990, reop 8 October 1990 for resignalling *(NSE leaflets)*; still open.

S HILL op [Dist] 28 June 1903 *(RCG; Acton Gazette 3rd)*; transfer to [Picc] 4 July 1932; still open. *Hb* 1904 S H for GREENFORD GREEN, 1938 S H.

S HILL HARROW [GC] op 1 March 1906 *(Banbury Guardian 8th)* as SOUTH HARROW; renamed 19 July 1926 *(hbl July)*; temporary clo 22 September 1990, reop 8 October 1990 for resignalling *(NSE leaflets)*; still open.

S TOWN op [Dist] 28 June 1903 *(RCG; Acton Gazette 3rd)*; transfer to [Picc] 4 July 1932; still open. *Hb* 1904 S T for HORSENDEN, 1938 S T.

SUGAR LOAF [LNW]: perhaps one very early use hereabouts – advert *Wrexham Advertiser 27 June* and *25 July* referred to sale at Sugar Loaf Tunnel (end not specified) on 29 July of equipment used in line construction – any way of getting there other than by rail?; staff halt from 1899 *(U)*; new non-tt station and down loop op 10 June 1909 *(RAIL 1005/289)*; 23 May 1949 and 13 June 1955 wtts show stops (as S L SUMMIT) all days for school-children to/from Llanwrtyd and Fridays for market use to/from Shrewsbury; ceased 1965 *(RM September 1984, p 372)**; also free market return ticket to Llandovery (issued 1949/50, with serial number in 2000s), almost certainly for railwaymen's wives, suggests much use that way (S. Berry); used occasionally by ramblers 1984, up trains only; 1985 one Saturday per month; summer Sundays and Bank Holiday Mondays 1987 and 1989 (in 1989 was 25 June to 10 September – *Birmingham Mail 19 May)* on request; first in public tt 17 May 1992; from 28 May 1995 service daily all year; still open. Ticket for S L HALT *(JB)* and thus for ramblers' use.

* = winter 1960/1 wtt shows stops only to pick up; presumably *ad hoc* arrangements other way.

SULLY [TV] op 24 December 1888 *(Penarth)*; clo 6 May 1968 *(Cl)*; {map 87b}.

SUMMER LANE – see BARNSLEY.

SUMMERSEAT [LY] op 28 September 1846 *(co n Manch 3 October)*; clo 5 June 1972 *(RM August)*.

SUMMERSTON

SUMMERSTON (a) [NB] op 1 October 1879** *(Glasgow Evening News 1st)*; clo 2 April 1951 *(Kirkintilloch Herald 21 March)*.

SUMMERSTON (b) op 3 December 1993 *(BLN 720)*; still open.

SUMMERTOWN – see PORT MEADOW.

SUMMIT COTTAGES [NB] (non-tt): stop for railwaymen, wives, children; no platform *(Nhumb Young)*; in 31 May 1948 wtt, Saturdays only; last train Saturday 13 September 1952 *(Sewell)*; {Knowesgate – Woodburn}.

SUMMIT TUNNEL [Manchester & Leeds]: no sources seen mention any station here but see 28 December 1840**; would have 'closed' when line op through tunnel 1 March 1841 *(co n Manch 27 February)*.

SUN BANK [GW] op 24 July 1905 *(GW H)* as GARTH & S B; renamed 1 July 1906 *(Cl)*; HALT; clo 5 June 1950 *(Cl)*; {Trevor – Llangollen}.

SUNBURY

SUNBURY [LSW] op 1 November 1864 *(co n T 27 October)*; still open. SR tt 1939, 1947: noted as at S Common, about one mile from S.

S RACECOURSE – see KEMPTON PARK.

SUNDERLAND all ultimately [NE]; {map 29}

S MOOR op from Hetton 19 October 1836 (see 1836 A**); service cut back to >

S HENDON op 1 May 1858 *(Durham Chronicle 30 April)* >

S FAWCETT STREET op from Penshaw 1 June 1853 *(T 6th)* >

S HENDON BURN [Londonderry] op from Seaham 2 July 1855 *(Durham Chronicle 6th)*; service diverted to Hendon 1 October 1868 *(Cl)*.

HENDON and FAWCETT STREET replaced by >

SUNDERLAND; evening train from Bishop Auckland arrived Sunday 3 August 1879; full use began 4th *(NE Express November 1988)*; *Newcastle Weekly Chronicle* of time said 'virtually opened' (because one train previous evening or because it was a Bank Holiday?). Still open. S CENTRAL in *hb* 1883 on but not seen thus *Brad*.

Names used above are ones to be found in modern works. The evidence seen defies any simple treatment. *Brad* called all just S until 1856 or later. HENDON was added for trains from Hetton by 1859; also added by 1865 for [Londonderry] use – modern works say H BURN; Fawcett Street remained in Bishop Auckland table until 1893/94; it used S NEW for Seaham line. *Hb* 1867 had S NORTH SIDE from Boldon (station really Monkwearmouth) and S SOUTH SIDE from Pensher; later, to at least 1938, it showed a separate S terminus for Seaham service, 'P' only, (but a through service Seaham to Newcastle was shown in *Brad* from December 1911, by when Seaham line had been extended to West Hartlepool).

Ticket platform, only reference seen: accident, stop at entrance to station where tickets collected, then on into station *(Sunderland Daily Echo 3 November 1884)*.

SUNDERLAND [TWM] added 31 March 2002**; still open.

ST PETERS used as temporary station from Sunday 25 February 2001, while engineering work carried out in tunnel south of MONKWEARMOUTH (closed 1967); used up to and including 14 April 2001 *(Rly Obs June 2001 p 225)*; op permanently [TWM] 31 March 2002**.

S FULWELL (non-tt): football traffic; letter dated 8 February 1909 *(MT 76 1779 7)* shows that it had been inspected and approved subject to being advertised in company's weekly notices, not being in *Brad*, and being used daylight only; ceased to be used after opening of Seaburn, 3 May 1937; {North Dock signal box – Wearmouth Junction signal box}.

Special arrangements (non-tt) for Earl of Durham to open High Level Bridge; train from Sunderland stopped at centre of railway bridge for him to declare it open, then to **temporary platform** at south end of bridge for Earl and guests to walk down temporary staircase to road on lower level, walk to centre of that and declare it open, 9 June 1909 *(Newcastle Evening Chronicle 10th)*.

SUNDRIDGE PARK [SE] op 1 January 1878 *(Illustrated London News 5th)* as PLAISTOW; although in *Brad* was initially private station for Sir Edward Scott; renamed 1 July 1894 *(L)*; still open.

SUNILAWS [NE] first in *Brad* July 1859 as WARK; renamed 1 October 1871 *(Cl)*; see 13 August 1948**; clo 4 July 1955 *(RM August)*.

SUNNINGDALE [LSW] op 4 June 1856 *(co n T 3rd)*; still open. Became S & BAGSHOT 1 January 1863 *(Cl)*, S 1 March 1878 *(Cl)*, S & WINDLESHAM 1 March 1893, S for W 1920/1 *(RCG ref January 1921)* and thus *Brad* until 1955.

SUNNISIDE – alias FUGAR BAR – see TANFIELD [Newcastle & Darlington Junction] for details of service; {map 27}.

SUNNISIDE, BANK TOP [NE]: occasional use (particularly for railway staff and families)? Trains to Tow Law would have had to stop at top of this incline, about half a mile south of Tow Law. Reports about a theft 14 September 1859 say that the culprit took a ticket to Waskerley but got out here *(Durham Chronicle 16 September* and *21 October 1859)* – see later part of 1843**.

SUNNY WOOD [LY] op 3 July 1905 *(co n Bury Guardian 1 July)*; see 1905** (b); clo 5 May 1952 *(RM June)*.

SUNNYMEADS [SR] op 10 July 1927 *(West Sussex Gazette 14th)*; still open.

SURBITON [LSW] op 21 May 1838 *(Salisbury 28th)* as KINGSTON; re-sited ¼ mile west 1845 *(Cl)*; K & HAMPTON COURT in *Brad* 1844-9, then, variously K, K JUNCTION; 1 July 1862 became S *(London Evening Standard 2nd)* though sometimes & K added; name settled 1877 tt *(SR)*; still open.

SURFLEET [GN]: orders given to open station on 3 April 1849 *(Loop;* first tt evidence May or June, *Topham)* – certainly in use by 9 May *(Stamford Mercury 18th said nearly 100 had come from there to Stamford market)*; S & GOSBERTON 1856/7 to 1882 *(Brad)*; clo 11 September 1961 *(Peterborough Standard 28 July)*.

SURLINGHAM FERRY – see BRUNDALL GARDENS.

SURREY QUAYS [East London] op 7 December 1869 *(T 7th)* as DEPTFORD ROAD; renamed SURREY DOCKS 17 July 1911 *(hbl 26 October)*, S Q 24 October 1989 *(ug)*; clo 25 March 1995 *(BLN 746, corr)* for engineering work; reop 25 March 1998 *(RM September)*; clo 23 December 2007; reopened fully 23 May 2010**; still open. [Dist] use 1 October 1884 to 1 August 1905 and [Met] use 6 October 1884 to 3 December 1906 and 31 March 1913 on. [East London] ticket: D R for SOUTHWARK PARK *(JB)*.

SUTTERTON – see ALGARKIRK.

SUTTON near Cambridge [GE] op 16 April 1866 *(T 16th)*; re-sited on extension to St Ives 10 May 1878 *(Cl)*; clo 2 February 1931** *(Cl)*; later excur; Air Force base use to 1940s *(U)*.

SUTTON near Croydon

S SURREY [LBSC] op 10 May 1847 *(T8th/Globe)*; op as SUTTON, became S SURREY 5 May 1980 tt, S GREATER LONDON 12 May 1986 tt; 27 September 1998 tt indexed as S G L, S SURREY in table; by May 2003 S SURREY in both; still open.

S COMMON [SR] op 5 January 1930 *(T 6th)*; still open.

Also see WEST SUTTON.

SUTTON others – see BARNBY MOOR; LEA GREEN; LEDSHAM; LITTLE SUTTON.

SUTTON BINGHAM [LSW] op 19 July 1860**; became HALT 1960 *(Brad)* but still staffed *(Cl)*; clo 31 December 1962 *(Cl)* – certainly due to close then but *Rly Obs March 1963, p 82* said closed 7 January 1963 – did bad weather at that time earn it a brief reprieve?

SUTTON BRIDGE [MGN]; {map 66}

SUTTON BRIDGE [Norwich & Spalding] op 1 July 1862 *(Lincoln S & R Merc 4th)* >

SUTTON BRIDGE [Lynn & Sutton] op 1 March 1866 *(T 2nd)* >

About 1867 link between lines opened to passenger trains and services diverted to 1866 station but some use continued to be made of the first station for 'overflow' purposes at least until 1882 *(MT 6/327/10)*; re-sited on new alignment to south (Stewart Smith, *Chron January 2015*, from OS maps 1888-9, 1904); final station clo 2 March 1959 *(T 2nd)*.

SUTTON COLDFIELD

SUTTON COLDFIELD [LNW] op 2 June 1862 *(T 2nd)*; original terminus replaced by through station on new alignment with opening of extension of line to Lichfield 15 December 1884*; still open.

* = original departure platform incorporated as bay, used for locals and Car-Sleeper / Motorail services 1958-1972, closed before October 1980.

S C TOWN [Mid] op 1 July 1879 *(Lichfield Mercury 4th)* as S C; became S C TOWN 1 May 1882 co tt *(Mid)*, S C 1 April 1904 *(hbl 28th)*, S C TOWN 2 June 1924 *(Rly Gaz 23 May)*; clo 1 January 1925 (Thursday) *(Mid)*.

Also see SUTTON PARK.

SUTTON INCLINE – see ST HELENS JUNCTION.

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

SUTTON OAK [LNW]: for early line history see 1832 B**; *Brad* no detail early, mentioned in notes November 1848 (and other times?) but not regularly included in tt until June 1853, probably result of layout of table rather than any closing/reopening; OAK added 1 November 1864 *(Cl)*; clo 18 June 1951 *(RM August)*. *Liverpool Mercury 3 January 1854* described accident to train just after it had left Oak-tree station, clearly this one.

SUTTON PARK [Mid] op 1 July 1879 *(Birmingham Daily Post 28 June)*; clo 18 January 1965 *(BR LM notice Walsall Observer 11 December 1964)*.

SUTTON SCOTNEY [GW] op 4 May 1885 *(Hants Chron 2nd)*; clo 4 August 1942**, reop 8 March 1943 *(Cl)*; clo 7 March 1960 *(Hants Chron 5th)*.

SUTTON STAITHE [MGN] see 17 July 1933**; HALT; {Stalham – Catfield}.

SUTTON VENY CAMP: [GW] (non-tt): camp used for troops 1914, military hospital 1916; no exact dates for railway usage available; {branch from Heytesbury *(Hosp)*.

SUTTON WEAVER [LNW] op 1 April 1869 *(LNW Officers 3981* and *Appendix C pp 640, 643)*; clo 30 November 1931 *(Crewe Chronicle 21st* – on and from [Monday] 30 November).

On earliest OS maps shown one road crossing further east (i.e. at the main road on the diagonal); moved about 1878; evidence of early re-siting or OS error?

SUTTON-IN-ASHFIELD

For earliest service through here see 1832**.

SUTTON-in-ASHFIELD [Mid] op 1 May 1893 *(Grantham Journal 6th)*; became S-in-A for HUTHWAITE 1 January 1908 *(hbl 23rd)*; clo 1 January 1917; reop 9 July 1923 *(LMS Special Trains Notice)*; clo 4 May 1926**, reop 20 September 1926 *(Cl)*; clo 26 September 1949 *(Cl)*; workmen's use continued until ended w.e.f. 1 October 1951 *(Cl)*. Note that TOWN and GENERAL not used in public passenger tts.

S-in-A CENTRAL [GC] op 2 April 1917 *(Mansfield News 7th)*; CENTRAL added 1 July 1923 *(hbl 12th)*; clo 2 January 1956 *(Birmingham Daily Post 2nd)*; advertised summer Saturdays to 8 September 1962 (last train) and later excursions – one to Edwinstowe and Ollerton called Whit Monday 3 June 1963 *(AB)*.

S-in-A TOWN [GN] op 4 April 1898 *(RCG; London Evening Standard 5th)*; became S-in-A for HUTHWAITE 1907 *(RCG reference April)*; S-in-A TOWN 1 July 1923 *(T 27 August)*; clo 14 September 1931 *(LMS PCC 108)*. Advertised summer Saturday use began 1954, when first train from here ran 19 June, first back 26 June *(BR tt 14 June)*; last such train ran 8 September 1962. Briefly reop fully 20 February 1956 *(T 20th)*; clo 17 September 1956 *(Cl)*. Non-tt but semi-regular winter football service for Nottingham home games lasted to about same time as advertised summer Saturday use.

SUTTON JUNCTION [Mid] op 9 October 1849 *(Mid)* as S; JUNCTION added 1 November 1883 co tt, omitted 1 July 1892 co tt, restored 24 April 1893 *(Mid)* – *RCG* said 1 May – from tt?; clo 12 October 1964 *(RM November)*.

SUTTON PARKWAY op 20 November 1995 ('fun day' 19th) *(RM January)*; about ½ mile south of earlier S Junction; still open.

SUTTON-ON-HULL [NE] op 28 March 1864 *(line op Hull Packet 1 April, station in co tt for April, ibid)*; -on-H added 1 December 1874 *(Cl)*; clo 19 October 1964 *(Cl)*. Became HALT 4 January 1960 *(RM January)* but in tt just note added that no staff were in attendance.

SUTTON-ON-SEA [GN] op 4 October 1886 *(GN)*; clo 5 October 1970 *(T 16 July)*.

SWADLINCOTE [Mid] op 1 March 1849? *(Mid)* – *Leicester Chronicle 3rd* dealt with line opening but not specific about stations; clo October 1853/January 1855, reop 1 June 1864 *(Mid)*; re-sited on extension to Woodville 1 May 1883 *(Derbyshire Courier 28 April)*; clo 6 October 1947 *(Mid)* but used for Derby County supporters certainly 1960/1 season, probably also 1961/2 *(BR doc)* and summer Saturday use to 8 September 1962, last train; football excursion to Derby 27 October 1962 *(AB)*. *Hb* called 1883 station S NEW and before 1904 showed both S and S New 'P'.

SWAFFHAM [GE] op 10 August 1847 *(Norfolk Chronicle 14th)*; clo 9 September 1968 *(RM November)*.

SWAFFHAMPRIOR [GE] op 2 June 1884 *(Cambridge 7th* – as S P); clo 18 June 1962 *(RM August)*. S P usually in local usage and (for first time) *hb 1956* but still one word in last *Brad 1961*.

SWAINSTHORPE [GE] op 1 March 1850 *(co n of alterations, Norwich Mercury 9th* – two trains each way to stop at S Level Crossing); aot request; clo 5 July 1954 *(RM September)*.

SWALE

SWALE [SR] op 1 March 1923 as KINGS FERRY BRIDGE, which see; renamed 1 July 1929 *(SR)*; HALT until renamed 5 May 1969 *(SR App)*; re-sited Sunday 10 April 1960 after building of new bridge parallel to old *(East Kent Gazette 14th)* but station further south than old); still open.

SWALE BRIDGE [SEC] non-tt – see RIDHAM DOCK.

SWALWELL {map 27}

SWALWELL (a) [NC] terminus of colliery branch op 24 May 1847 *(NE Maps)*; passenger use began ?; certainly by August 1850 *(co n Newcastle Guardian August 24* for op of Newcastle Central said its market service from Redheugh would continue); at first Tuesdays and Saturdays; trains stopped at branch junction for Derwenthaugh – passengers presumably walked along line to station. *Co n 30 April 1853 Gateshead Observer* said that on and after 3 May 1853 Tuesday service would cease (i.e. last 30 April) and Saturday one would run from Newcastle Central Station via D. Later May continuance in tts Newcastle paper presumably inertia.

SWALWELL (b) [NE] first in *Brad* April 1868; on line to Blackhill; see 1951**; clo 2 November 1953 *(RM December)*; later excur (evidence of ticket for excursion to Whitley Bay, 16 June 1962, G. Cornish).

SWAN VILLAGE [GW] op 14 November 1854 *(GW; T 13th- line)*; clo 6 March 1972 *(RM April)*.

Also see West Midlands Metro – Dudley Street (Section 6).

SWANAGE [LSW] op 20 May 1885 *(W Gaz first edition 22 May)*; clo 3 January 1972 *(RM January)*.

SWANBOURNE [LNW] op 1 July 1851 *(Banbury Guardian 3rd* – 'station at Mursley to open'); clo 1 January 1968 *(Coventry Evening Telegraph 11 November 1967)*.

SWANBRIDGE [TV] first in *Brad* July 1906 – inspected 1 February 1906 so perhaps op earlier *(Penarth)*; see 1904**; clo 6 May 1968 *(Cl)*.

SWANLEY [LCD] op 1 July 1862 *(LCD)* as SEVENOAKS JUNCTION; renamed SWANLEY J 1 January 1871 *(SR)*; re-sited 16 April 1939 *(SR sig inst 15/1939)*, now 'SWANLEY' *(hbl May)*; still open. *RCG ref April 1871*: from SEVEN OAKS J.

SWANNINGTON [Mid] op 1 September 1849 *(co ½ Leeds Intelligencer 8 September)*; clo 18 June 1951 *(RM August)*. Back into use 16 June 1952 for school visit to Windsor *(Birmingham Daily Gazette 16th)*.

SWANSCOMBE [SR] op 2 November 1908 *(Folkestone ... Herald 31 October)*; re-sited about ½ mile nearer Northfleet 6 July 1930 *(sig inst 30/1930)*; HALT until renamed 5 May 1969 *(SR App)*; still open.

SWANSEA {map 88}

SWANSEA [GW] op 19 June 1850**; closed for resignalling (bus replaced) Sunday 30 September to Sunday 14 October 1973 (inclusive) *(BR tt brochure)*; became S HIGH STREET from 1859/65 GW co tt, 1865 *Brad*; back to S 6 May 1968 *(offic)*; still open.

Ticket platform, only reference seen: accident opposite Port Tennant and near ticket platform to Vale of Neath train soon after leaving here – *(letter Bristol Daily Post 12 July 1864)*.

S EAST DEPOT TICKET PLATFORM [GW] briefly used as alighting point 1867 when in GW public tt; {Briton Ferry Road – Wind Street} *(U)*.

S WIND STREET [GW] op 1 August 1863 *(co ½ T 17 August)*; coal owners objected to its existence since it interfered with passage of coal trains *(Colliery 18 April 1868)*; clo 1 March 1873 (Saturday) *(notice in co tt)*. Line's service later resumed but went to East Dock.

Ticket platform, only reference seen: nuisance and assault case; magistrate queried whether ticket platform was a station within meaning in bye-laws; Superintendent assured him it was regarded as part of station *(South Wales Daily News 15 February 1873)*.

S EAST DOCK [GW] op 1 October 1880 *(co n Cambrian 1st)*; reopening of service previously going to Wind Street; clo 28 September 1936 *(T 14th)*. In *hb* as S E D FABIANS BAY.

On four Sundays in 1914 RSB trains used this GW station instead of own owing to work on Neath River Bridge; 15 February and 19 April (all day), 28 June and 20 December (first of day each way) *(co n Western Mail 13 February, 17 April, 26 June, 19 December)*.

S RIVERSIDE [RSB] op 14 March 1895 *(co n S Wales Daily Post 12th)*, using dock lines most of the way between here and Danygraig until 7 May 1899 *(GW)*; op as S, renamed S DOCKS 1 July 1924 *(GW circular 18 June)*, S R 17 September 1926 *(GW circular 3011)*; clo 11 September 1933 *(Port Talbot Guardian 8th)*.

S ST THOMAS [Mid] op 21 February 1860 *(Mining Journal 25th)*; ST T added 1866/7 *(Brad)*; clo 25 September 1950 *(RM November)*.

S VICTORIA [LNW] op 14 December 1867 *(Cambrian 20th)*; clo 15 June 1964 *(RM August)*.

S KINGS DOCK: non-tt; used for landing of troops *(GW Works Order dated 23 September 1943* ordered installation of electric light for this).

(S) SINGLETON [LNW] (non-tt): temporary platform on Mumbles Road opposite Singleton Abbey used for arrival here of Prince and Princess of Wales on 19 October 1881; they left by road *(Western Mail 20th)*.

Swansea & Mumbles [SIT]

For earliest service see 25 March 1807**.

S RUTLAND STREET op 25 July 1860**; clo 6 January 1960**. INSTITUTION in opening tt *(Cambrian)*, S VICTORIA ROAD & R S some tts about 1880.

For a long time *hb* also included VICTORIA ROAD as a station on this line. This seems to have been some sort of double entry.

S GOWER STREET – see 25 July 1860**.

SWANSEA BAY [LNW] originated, before LNW were running line, as ST HELENS JUNCTION **ticket platform**; *S Wales Daily News 2 April 1877* said that LNW had moved platform from old situation on high level to the Junction and allowed passengers to alight there; became SWANSEA BAY station 1 January 1879 *(ibid 30 December 1878)*; re-sited about ¼ mile west 30 May 1892 *(LNW Officers 33645)*; clo 15 June 1964 *(RM August)*. Also see 25 July 1860**, last sentence – possible interchange with SIT?

SWANWICK [LSW] op 2 September 1889 *(Portsmouth Evening News 31 August)*; still open.

SWAVESEY [GE] op 17 August 1847 *(Cambridge Indep Press 21st)*; aot request; clo 5 October 1970 *(RM October)*.

SWAY [LSW] op 6 March 1888 *(W Gaz first edition 9th)*; still open.

SWAYFIELD [GN] (non-tt): purpose ?; dates ?; {Little Bytham – Corby Glen} *(U)*.

SWAYTHLING

For possible, but unlikely, first service see 10 June 1839**.

SWAYTHLING [LSW] op 15 October 1883 *(Hants Chron 29th)*; SWATHLING until altered 1 June 1895 *(RCG)*; still open.

SWIMBRIDGE [GW] op 1 November 1873 *(W Som F P 1st, 8th)*; clo 3 October 1966 *(Som Gaz 7th)*.

SWINDEN QUARRY (non-tt): known to have been used for excursions on 18 December 1999 (for Grassington Dickensian Festival) and 2 December 2000 (perhaps last use); {privately owned platform 1 mile 44 chains short of Grassington on section owned by Tilcon}; (Alan Sheppard on *Gensheet Yahoo! group, message 6463*, 30 November 2006).

SWINDERBY [Mid] op 1 May 1847 *(Mid)*; still open.

SWINDON

SWINDON [GW] op 31 May 1841 *(Wilts 3 June)*; still open. S JUNCTION in GW co tt 1859, 1886 and *Brad* until 1895/6 (usually only in main line tables).

Non-tt temporary platform west of station, about half-way between Rodbourne Road and Wootton Bassett Road, on south side of line at residence of deceased for funeral on 9 June 1877 of Joseph Armstrong CE who had worked his way through various companies to become Chief Superintendent of GW's locomotive, carriage and waggon department here *(Swindon Advertiser 16th)*.

Another in Loco works 27 June 1895 for visiting party from International Railway Congress (held in London) *(Swindon Advertiser 29th)*; perhaps same one used for visit of South Staffs Institute of Iron & Steel Works Managers, date unknown – thanks were offered at their meeting on 29 September 1895 *(County Advertiser for Staffs ... 5 October)*.

Ticket platform, only reference seen: drunk and disorderly from Bristol *(Swindon Advertiser 17 July 1880)*.

S TOWN [MSWJ] op 27 July 1881**; clo 11 September 1961 *(T 9th)*.

Early Marlborough line tickets *(JB)* have S NEW TOWN for GW and S OLD TOWN for MSWJ.
Non-tt [GW]:
Stops for workmen; *U* mentions S G BOX/CABIN, perhaps on line to Wootton Bassett, in use 1905, and S WORKS, on line to Purton, op about 1880, clo by July 1897. *RM July 1938 p 3* says Purton line platform clo after man using it killed crossing line to workshop; men then had to use main station.
GW Works Outings loaded from ground level in various sidings as well as station – *Away, pp 115-7,* photographs from 1890s and 1930s.

SWINDON near Cheltenham [BG] op by 26 May 1842 (in *Midland Counties Herald* tt of that date, not in 19th May tt – J. Gough); clo 1 October 1844 (Tuesday) *(BG)* or 4 November 1844? (see November 1841**).

SWINE [NE] op 28 March 1864 *(line op Hull Packet 1 April, station in co tt for April, ibid)*; clo 19 October 1964 *(Cl)*. Became HALT 4 January 1960 according to *RM January*, but in tt just note that no staff were in attendance.

SWINESHEAD [GN] op 13 April 1859 *(GN; in description of formal op on 12th, Stamford Mercury 15th)*; still open.

SWINTON near Manchester [LY] op 13 June 1887 *(co n Manch Cour 11th)*; still open.

SWINTON near Sheffield

S CENTRAL [GC] op 1 March 1872 *(Sheffield Independent 4th)*; aot S, S YORKS; became S C 25 September 1950 *(Rly Obs October)*; clo 15 September 1958 *(RM October)*.

S TOWN [Mid] line op 1 July 1840** *(Mid; co n T 27 June- line)* as S for DONCASTER – *Leeds Intelligencer 4th*, describing formal opening on 30 June includes station but says they did not stop there, *York Herald 4 July* said not yet built; certainly in use by mid-month – advertisement dated 14th refers to it *(Mid)*.; renamed S 1852/3 co tt *(Mid)*; re-sited about 200 yards north 2 July 1899 *(Mid)*; TOWN added 25 September 1950 *(Rly Obs October)*; clo 1 January 1968 *(RM February)* but advertised holiday services 1 June to 7 September 1968 and 24 May to 13 September 1969 *(DM Sheffield letters P5/Q/112 of 20 March 1968 and 29 April 1969)* and later excur *(Mid)*.

S SOUTH YORKS op 14 May 1990 *(South Yorkshire PTE brochure)*; old [Mid] reopened; still open. Just S in opening publicity.

SWITHLAND: *Leicester Chronicle 7 September 1895* – MS&L intend to provide excursion platform here. *Ibid 11 March 1899* – to be constructed. *Notts Guardian 24 March 1900* – probably would be built. No evidence it ever was.

SWISS COTTAGE

SWISS COTTAGE [Met] op 13 April 1868 *(T 10 April & 3 August)*; clo 18 August 1940 (Sunday) *(Cl)*.

SWISS COTTAGE op [Bak] 20 November 1939 *(T 18th)*; transferred to [Jub] 1 May 1979 *(Daily Mirror 30 April)*; still open.

SYDENHAM

SYDENHAM [LBSC] op 5 June 1839 *(co n T 6th)*; still open. S BRIDGE in co notice of fare alterations *T 24 June 1840*. East London service added 23 May 2010**; still open.

S HILL [LCD] op 1 August 1863 *(T 3rd)*; still open.

Also see LOWER SYDENHAM; UPPER SYDENHAM.

SYLFAEN [Cam] (ng) op 6 April 1903 *(RCG)* as S FARM; request; clo 9 February 1931 *(LMS PCC 188)*. Amendment in RCH Distance Table (870/2 – at RAIL 1089/70) showed it renamed HALT on 1 February 1913. *Hbl ref 13 July 1916*: had at some time been renamed from S F SIDING GOLFA to S HALT SIDING.

SYMINGTON [Cal] op 15 February 1848 *(Carlisle Patriot 19th)*; re-sited short distance north 30 November 1863 *(Cl)*; clo 4 January 1965 *(RM February)*. According to *JS* RCH sources 1863 recorded renaming from Biggar Junction – some sort of misunderstanding following re-siting?

SYMONDS YAT [GW] op 4 August 1873**; clo 5 January 1959 *(T 5th)*. First month only S Y GATE tt.

SYON LANE [SR] op 5 July 1931 *(T 2nd)*; still open.

SYSTON

SYSTON (a) [Mid] op 5 May 1840 *(co n Leicester Journal 1st)*; clo 4 March 1968 *(Coventry Evening Telegraph 5 February)*. S JUNCTION in *Brad* 1852 to 1893/4 (some places).

SYSTON (b) public use Ivanhoe Line Gala Day Saturday 28 May 1994, full public use 30th *(Mid)*; single platform facing up and down slow line – former down goods; platform actually on site of old up goods (J. Gough); still open.

TACKLEY [GW] op 6 April 1931 *(Banbury Advertiser 2nd)*; HALT until renamed 6 May 1969 *(Cl)*; still open.

TADCASTER [NE] op 10 August 1847 *(co ½ T 22 February 1848-line*; in inspection report dated 9th); clo 6 January 1964 *(Cl)*.

TADWORTH [SEC] op 1 July 1900 *(RCG; Surrey Mirror 1 June)*; T & WALTON-ON-THE-HILL until renamed 1 December 1968 *(SR)*; still open.

TAFF MERTHYR COLLIERY [GW/Rhy] (non-tt): HALT; op by 1924 *(U; @JF)*; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*; {Trelewis – Bedlinog}.

TAFFS WELL [TV] {map 90}

TAFFS WELL (a) op 8 October 1840**; at about 7 m 70 ch, north of later Walnut Tree junction; replaced by >

TAFFS WELL (b) op 22 June 1863 (*TV notice*, C Chapman); at 7 m 24 ch; op as WALNUT TREE JUNCTION, alongside Rhymney's W T Bridge; renamed W T BRIDGE 1 June 1886 *(Cl)* (second station of this name), T W 16 March 1900 *(Cl)*; still open. Also see WALNUT TREE BRIDGE [Rhy].

TAIN [High] op 1 June 1864 *(co n Banffshire Journal 4th)*; still open.

TAKELEY [GE] op 22 February 1869 *(GE- line*; in inspection report); clo 3 March 1952 (line closure- *Herts & Essex Observer Friday 7 March* – last train Saturday); later excur *(U)*.

TAL-Y-CAFN [LNW] op 17 June 1863 *(LNW Officers 381; North Wales Chronicle 28th)*; became T-Y-C & EGLWYSBACH 1887/8 *(Brad)*; reverted 6 May 1974 *(BR notice)*; see 2015/16**; still open.

TALACRE [LNW] op 1 May 1903 *(LNW Officers 40971; Flintshire Observer 7th)*; clo 14 February 1966 *(BR LM notice North Wales Weekly News 13 January)*.

TALBOT ROAD – see BLACKPOOL.

TALERDDIG [Cam] first in *Brad* May 1901, but probably op earlier – company agreed to start work on station in 1896 *(Talerddig)* and second platform added 1900 *(D&C 11)*, promoted from Siding to Station between reports on District Council matters 8 December 1896 *(Montgomeryshire Express ...)* and 31 December 1897 *(Cambrian News ...)*; clo 14 June 1965 *(RM July)*.

Earlier temporary arrangements made when danger of rock fall threatened to close cutting 4 August 1891; at first just walked past danger point and rejoined train other side; when some did fall walked / taken on carts from start of cutting to **temporary platform** at point where railway alongside road north of village; regular service resumed 17th *(Montgomeryshire Express 18th; North Wales Chronicle 22nd)*.

TALGARTH [Cam] op 19 September 1864 *(co n Hereford J 24th)*; clo 31 December 1962 *(T 31st)*. See 20 May 1864** for an earlier use.

TALK – see ALSAGER ROAD.

TALLA (non-tt) see entry in Section 7, 3 for trains from main system that ran to here.

TALLEY ROAD [Vale of Towy Joint] first in *Brad* September 1859 (there August, Sundays only – assumed to be error)*; aot request; became HALT 1941/2 *Brad*, *hb* 1944a; clo 4 April 1955 *(Cl)*. Non-tt use (as T R SIDING?) into 1960s.

* = wooden platform ordered 11 May 1859 *(Llan)*, so perhaps *Brad* behind events and full service earlier.

TALLINGTON [GN] op 15 July 1852**; clo 15 June 1959 *(Grantham Journal 29 May)*. Until 1883 Earl of Lindsey could stop any but Scottish expresses.

TALSARN [GW] op 12 May 1911 *(Liverpool Journal of Commerce 15th)*; HALT; clo 12 February 1951 *(Cl)* – see 1951**. Added *hb* 1927a as T PLATFORM and thus to 1938.

TALSARNAU [Cam] op 10 October 1867 *(Cam; Merioneth 12th- line)*; see 3 November 2013**; still open. Tal-sarnau 1877 to 1890s *(hb)*.

TALWRN BACH – see LLANBEDR.

TALYBONT near Harlech [Cam] op in July 1912 (initially seasonal, locally advertised) *(RAIL 92/... and 923/... various)*; first in *Brad* July 1914; originally HALT, HALT dropped 6 May 1968 *(GW H)*; aot request; still open. Aot TAL-Y-BONT *hb*.

TALYBONT-ON-USK [BM] op 19 March 1863**; -ON-USK added 1 January 1898 *(hbl 27th)*; clo 31 December 1962 *(T 31st)*. *Hb* 1877: Tal-y-bont.

TALYLLYN (Tal-y-llyn in *hb* 1877 to 1890s)

Still some doubt about what exactly happened here, especially in regard to operating practices. Possible basic sequence:

TALYLLYN [Mid-Wales]: used 19 and 20 September 1864 for excursions to Brecon races; op to public 21 September 1864 *(co n Hereford J 24th)*; clo 1 October 1869 when trains extended to T JUNCTION. See 20 May 1864** for possible earlier use.

T BRYNDERWEN [BM] temporary station op 23 April 1863 *(BM)*; from OS evidence and lack of road access R. Maund *(Chron 84/26)* argues that it was east of the tunnel, very close to site of 1869 station; support is given by the fact that 'Brynderwen' can be seen on the underlay of Col. Cobb's Atlas, just below dates given for 'TALYLLYN JUNCTION'and *Welshman (29 May 1863)*, describing battalion drill of Breconshire Volunteers on 'Tuesday last' said that they had met near Llangorse Lake and Brynderwen station being 'close adjoining' numbers of visitors came to see the review. At some point some at least of BM's trains were using the Mid-Wales station via a reversal. It certainly closed when trains extended to >

T JUNCTION [BM] op 1 October 1869 *(BM)*; clo 31 December 1962 *(T 31st)*. Tickets of various regimes for T only *(DM)*.

TAME BRIDGE PARKWAY op 4 June 1990 *(D&C 7)*; PARKWAY added 1 June 1997 tt *(AB Chron)*; about one mile north of earlier Newton Road; still open.

TAMERTON FOLIOT [LSW] op 22 December 1897 *(W D Merc 20th)*; T FOLIOTT until 1906 tt *(SR)*; became HALT 1959 *(Brad)*; clo 10 September 1962 *(Cl)*.

TAMWORTH

T HL [Mid] op 12 August 1839 *(Mid; co n T 8th- line, mention notice of alteration of times, dated 17th, in Derby Mercury 21st)* >

T LL [LNW] op 15 September 1847 *(co n T 13th)* >

HL and LL added 2 June 1924 *(Rly Gaz 23 May)*; after 3 May 1971 tt usually treated as one station, but 'HL' and 'LL' sometimes added; still open.

TAN-Y-BWLCH [Festiniog] (ng) first in *Brad* August 1872; clo 18 September 1939**. In *hb* 1912 as T-y-B for MAENTWROG. TANYBWLCH in 1934 Pocket tt for North Wales Narrow Gauge; tickets thus and TANY BWLCH *(JB)*.

TAN-Y-GRISIAU [Festiniog] (ng) first in *Brad* March 1866; tt shows use intermittent last years; last trains in tt June 1939; left, trainless, until line clo 18 September 1939**. Tickets: TANY GRISIAU, TANYGRISIAU *(JB)*.

TAN-Y-MANOD [Festiniog & Blaenau] (ng) op 30 May 1868**; last in tt January 1883; {map 78}.

TANFIELD [NE] op 10 June 1875 *(York Herald 11th)*; clo 1 January 1931 (Thursday) *(T 5 December 1930)*.

TANFIELD [Newcastle & Darlington Junction] op 18 June 1842; Brandling Junction *co n, Railway Office, Gateshead 17th (Gateshead Observer 18th)* said that from Saturday 18th one train each way would run Saturdays from **TANFIELD LEA COLLIERY** to GREENE'S-FIELD, GATESHEAD [relation to later station unknown – perhaps same site?] and back and would 'receive passengers' at **TANFIELD LANE** [T LEA in *Cobb Atlas?*], BOWES'S BRIDGE, SUNNISIDE [FUGAR BAR] and LOBLEY HILL; in addition trains Monday to Thursday (inclusive) would run in race week (Newcastle races began 20th that year); only appeared in *Brad* August 1844; erratic inclusion in local press tts; first so far found tt from 22 April 1844 *(Newcastle Journal 20th)*, by when service from Oakwellgate to Tanfield Moor (colliery?) with Bowes Bridge only intermediate station, but tts for this area commonly sketchy; trains now Tuesdays, Thursdays and Saturdays; one train each way except pay Saturdays when two trains back from Gateshead (3½ and 4½ p.m.); last 5 May 1845 tt *(Durham Chronicle 6 June* but still headed corrected to 5 May); presume diverted to Greenesfield when Oakwellgate clo 2 September 1844 – tts seen refer to 'Gateshead station'. Clearly much still needs to be established. Although notice used 'stations' in connection with return journey unlikely that anything of substance existed at stops. Haulage by horses and stationary engines (possibility of extra stops?); at first carriages, later coal wagons (see C. E. Mountford, *Rope & Chain Haulage*, Industrial Railway Society 2013). According to a local historian a small party was taken beyond here to Consett Ironworks near Shotley Bridge on 26 December 1843 and it was expected that public service would follow; there is no evidence that it did.

TANHOUSE LANE [GC/Mid] op 1 September 1890 *(Widnes Weekly News 6th)*; clo 5 October 1964 *(BR notice ibid 17 September*, where 'WIDNES, T L'*)*. BR ticket for WIDNES T L *(JB)*.

TANKERTON [SEC] op 1 July 1914 *(Herne Bay Press 4th)*; HALT; clo 1 January 1931 (Thursday) *(T 4 December 1930)*.

TANLAN – see CROESOR JUNCTION.

TANNADICE [Cal] op 1 June 1895**; clo 4 August 1952 *(Brechin Advertiser 8 July)*.

TANSHELF – see PONTEFRACT.

TANYCOED [Talyllyn] (ng) (non-tt): in use 1942; purpose ?; {Dolgoch – Abergynolwyn} *(U)*.

TAPLOW [GW] op 4 June 1838 *(T 4th)* as MAIDENHEAD; became M & T 1854 tt, T 1 November 1871 *(Cl)*; re-sited ¼ mile east 1 September 1872 *(RAIL 1005/282)*; still open. GW co tt 1874: T (New Station).

TARBOLTON [GSW] op 1 September 1870 *(Glasgow Herald 2nd)*; clo 4 January 1943 *(Cl)*.

TARFF [GSW] op 7 March 1864 *(Kirkcudbright 11th)* as T for GATEHOUSE; became G 1 September 1865 *(JS)*, T 1 August 1871 *(Cl; RCG ref July)*; clo 3 May 1965 *(RM May)*. *Hb* 1867: T OR G.

TARLETON [LY] op 3 June 1912 *(Ormskirk 30 May)*; HALT; clo 1 October 1913 (Wednesday) *(Cl)*; {terminus, short branch from Hesketh Bank}.

TARRADALE – see MUIR OF ORD.

TARSET [NB] op 1 February 1861 *(NC- line)*; became HALT 9 September 1955 *(RM October)*; clo 15 October 1956** *(T 21 September)*.

TARVIN – see BARROW FOR TARVIN.

TATHAM BRIDGE – see WENNINGTON.

TATTENHALL [LNW]

TATTENHALL op 1 October 1872 *(Whitchurch 5th)*; clo 16 September 1957 *(LNW Record)*.

T ROAD: line op 1 October 1840**, nd, about August 1841; ROAD added 1 August 1872 *(Cl)*; clo 18 April 1966 *(BR LM notice Nantwich Chronicle 17 March)*. References to Crows Nest pre opening.

TATTENHAM CORNER [SEC] op for race meeting starting 4 June 1901 *(co n T 3rd)*; *RCG* gave this as op date of station for race use only; limitation supported by article in *RM July 1901*; however, latter says intention was to make it popular place of resort for excursions, especially school treats and that arrangements for refreshment booth were being made. First included in *Brad* June 1902, for all days service. Seems to have been summer only service until end summer 1914 (*U* says clo September 1914); *Brad* (sampled) July 1904, July 1906, August 1908, July 1909, July 1912 and August 1914 showed normal though sparse service, whilst it is included without trains November 1902, October 1904, November 1903, June 1905 and April 1910; SEC co tt 7 June 1914 said that public service would begin in July but there was also a note 'It can be arranged upon application to the Superintendent of the Line for trains on the Chipstead Valley Line to be run to and from Tattenham Corner station for Parties of a sufficient number of passengers'; in *hb* 1904 and 1912 as 'P' without qualification; army camp use September 1914 to 1919 *(U)*; race specials again from 29 April 1919 *(race)*; full public use began again 25 March 1928 *(T 20th)* – paper suggests previously regarded as excursion station, but no indication of this in *Brad*; still open.

According to J Wells, article *Back Track, November 2007*, a trial run for directors, officials and passengers on 31 May 1899 took them as far as Kingswood by orthodox means, whence they were taken by contractors' engines over the temporary line to a temporary stand here.

TATTERSHALL [GN] op 17 October 1848 *(co n T 16th)*; clo 17 June 1963 *(RM July)*.

TAUCHERS [High]: on 5 July 1922 company agreed to erect timber platform *(High)*; presumably non-tt use began soon after; first in public tt 13 June 1955; HALT; request; clo 7 December 1964 *(BR notice Aberdeen Press 12 November)*; {Keith Junction – Mulben}.

TAUNTON [GW] op 1 July 1842 *(Taunton 6th)*; still open.

Ticket platforms have been erected both sides *(B&E co ½ Weston-s-M Gazette 13 April 1870)*. That on Bristol side at Obridge *(advert Taunton Courier 23 July 1873)*. Became closed station 1 May 1912 *(ibid 28 April 1962, 50 years ago news)*.

TAVISTOCK
T NORTH [LSW] op 1 June 1890 *(W D Merc 2nd)*; clo 6 May 1968 *(Cornish & D P 11th)*.
T SOUTH [GW] op 22 June 1859 *(RAIL 631/6)*; clo 31 December 1962**.
Ticket platform, only reference seen: letter about accident on 24th *(Western Daily Mercury 26 January 1864)*.
NORTH and SOUTH added 26 September 1949 *(Cl; JS)*.
TAYLORS WOOD JUNCTION – see under MILFORD near Leeds.
TAYNUILT [Cal] op 1 July 1880 *(Dundee Advertiser 1st)*; still open.
TAYPORT [NB] op 17 May 1848 *(co n Perthshire Courier 18th)* as FERRY-PORT-ON-CRAIG; renamed TAY PORT 1851 tt; re-sited on extension of line 12 May 1879 *(Cl)* – now one word; clo 22 May 1966 (Sunday), but buses to 18 December 1967 *(Cl)*.
See Newport-on-Tay entry for effects of Tay Bridge collapse and reuse of first station.
TEAN [NS] op 7 November 1892 *(Walsall Advertiser 12th)* as TOTMONSLOW; renamed 1 January 1907 *(hbl 24th)*; became HALT 1940 tt; clo 1 June 1953 *(RM July)*. Ticket [Cheadle] TOTMANSLOW *(JB)*.
TEBAY [LNW/NE] op 17 December 1846**; clo 1 July 1968 *(Cl)*. T JUNCTION in *Brad* 1863/4 to 1897/8 and thus at least 1864-83 LNW co tt.
TEDDINGTON [LSW] op 1 July 1863 *(London Evening Standard 2nd)*; still open. Until 1955 *(Brad)* various combinations (&, 'for') BUSHY/BUSHEY PARK; LSW co tt 1914 'for BUSHY' – by then *Brad* usually BUSHEY..
TEES-SIDE AIRPORT op 4 October 1971 *(Rly Obs November)*; reduced to Saturdays only 29 May 1994 tt (A. Brackenbury, *Chron January 2004)*; still open.
TEHIDY – see 23 May 1843**.
TEIGL [GW] op 14 September 1931 *(Chester Div Rpt 1931)*; HALT; clo 4 January 1960 *(RM March)*; {Festiniog – Manod}.
TEIGNGRACE [GW] op 16 December 1867 *(Trewman 18th)*; clo 1 January 1917 *(Express & E 29 December 1916)*; reop 5 May 1919 *(RCH)*; became HALT 1938/9 *(Brad)*; clo 2 March 1959 *(Express & E 2nd)*.
TEIGNMOUTH [GW] op 30 May 1846 *(Trewman 4 June)*; re-sited on new alignment 25 May 1884 *(Cl)*; still open. T for BISHOPSTEIGNTON in *Brad* 1900/1 to 1947/8.
TELFORD
T CENTRAL op 12 May 1986 *(D&C 7)*; still open.
T COALBROOKDALE (non-tt): exhibition; service was Sundays only 27 May 1979 to 2 September 1979, inclusive *(leaflet for Ironbridge Express, issued from Newspaper House, Telford – calls it IRONBRIDGE GORGE)*; {Green Bank – Coalbrookdale}.
TEMPLE [Dist] op 30 May 1870 *(T 31st)*; still open. Until 1883 THE TEMPLE in *hb*, not seen thus *Brad*.
TEMPLE HIRST [NE] op 2 January 1871 *(T 3rd)*; clo 6 March 1961 *(RM March)*. T HURST in *Brad* until 1890 but T HIRST in NE co tt 1880.
TEMPLE SOWERBY [NE] op 9 June 1862**- line; clo 7 December 1953 *(RM January 1954)*.
TEMPLECOMBE {map 120}
Original [LSW] station op 7 May 1860 *(W Fly P 15th)*; clo 7 March 1966 *(RM April)*.
Hb shows main station belonging to LSW, also used by SD Jt; all reputable secondary sources seen are in agreement; however Midland Distance Diagrams show it as a Joint station – probably loose use of 'Joint'; ? to 1861 T for WINCANTON.
T LOWER [SD Jt] op 3 February 1862**; also see 10 September 1863**; PLATFORM; re-sited 17 January 1887 *(Cl)*; only intermittent use from then to 8 July 1919; by 1939 only train normally using it was late Saturdays only from Bournemouth, terminating here; this did not run during Second War – present *Brad* August 1939, absent October 1939*; still absent July 1945; present 6 May 1946 and continued so until omitted from emergency tt January 1966. Thus final clo 3 January 1966.
* = but shown in wall poster for 25 September 1939 emergency service, reprint available Shillingstone station, North Dorset Railway Trust, 2011.
Ex-LSW station reop for excursions 5 September 1982 *(RM December)*, for full public service 3 October 1983 *(BR SR pamphlet AD3464/A10/ 7983)*; still open.
At one stage bewildering variety of names in *Brad*, including: TEMPLE COMBE (SD Jt); T C JUNCTION, T JUNCTION, T JOINT, T NEW JUNCTION, T UPPER (LSW).
TEMPLETON [GW]: contemporary report suggests train stopped here on line op day, 4 September 1866, though station not built until 1867; initially used only for market trips to Tenby and Pembroke *(Pembroke)*; first in co tt October 1877; first *Brad* December 1899, Fridays and Saturdays only; all days from 1 May 1906, which *RCG* gave as op date; PLATFORM until 1905 *(Brad)*; clo 15 June 1964 *(Cl)*.
TEMPSFORD [GN] op 1 January 1863 *(*GN have just opened, *Daily News 7th)*; clo 5 November 1956 *(T 5 October)*.
TENBURY WELLS [Tenbury Joint] op 1 August 1861 *(T 3rd)*; original terminus was to south and west of the through station which replaced it 13 August 1864 with opening of line from Bewdley; WELLS added 14 November 1912 *(hbl 23 January 1913)*; clo 1 August 1962**.
Also (non-tt): 5 August 1864 troops decanted at Palmer's Field about a mile from here for a sham fight and volunteer review *(Shrewsbury Chronicle 12th)*.
TENBY [GW] op 1 August 1863**; re-sited on extension to Whitland 5 September 1866; still open.
TENTERDEN [KES]
See ROLVENDEN for first station.
T ST MICHAELS op 1 May 1912 *(RCG)*; aot request; HALT 1939/40 to 1947/8 *(Brad)*; >
T TOWN op 16 March 1903 *(Kent County Examiner)*; >
Both clo 4 January 1954 *(T 2nd- last train Saturday 2nd)*.
TERN HILL [GW] op 3 April 1899 *(RCG; co n Wellington Journal 1st)*; clo 9 September 1963 *(T 9th)*.
TERRINGTON [MGN] op 1 March 1866 *(T 2nd)*; clo 2 March 1959 *(T 2nd)*.
TESTON CROSSING [SEC] op 1 September 1909 *(Kent & Sussex Courier 3rd)*; HALT; clo 2 November 1959 *(T 2 October)*; {Wateringbury – East Farleigh}.
TETBURY [GW] op 2 December 1889 *(Stroud News 6th)*; clo 6 April 1964 *(W Daily Press 6th)*.

TETBURY ROAD [GW] op 12 May 1845 *(co n Bristol T 10th)*; clo 1 May 1882 *(RAIL 253/228), co n Swindon Advertiser 1st* – after the passing of the 11.48 p.m. down train on the 30th; {Coates goods *IA*}.

TETTENHALL [GW] op 11 May 1925 *(hbl 56; Dudley Chronicle 14th)*; clo 31 October 1932 *(RM January 1933)*; 'to be reopened' 6-10 July 1937 for Royal Agricultural Show *(Rly Gaz)* but only for livestock and other non-passenger use; perhaps later annual church excursions*; certainly used for ambulance trains 9 June 1944 to ? *(Wombourn)*; {map 96}.

* = book refers to these for '1930s' but no explicit post-1932 mention.

TEVERSALL (at times TEVERSAL tt).

TEVERSALL [Mid] op 1 May 1886 *(RCG; Mansfield Reporter 7th)*; clo 28 July 1930 *(Derbyshire Times ... 12th)*. Excursions until 7 October 1963, had been renamed T MANOR 1 July 1950 *(Mid)*.

TEVERSALL [GN] (non-tt): miners, early 1940s? and later excur, by when renamed T EAST *(U)*.

TEWKESBURY [Mid] op 21 July 1840 *(Mid)*; service horse-drawn until 18 February 1844, again from 7 November 1850 until ?; re-sited 16 May 1864 *(Tewkesbury 21st)* – paper says that station still far from complete at opening; clo 14 August 1961 *(T 3rd)*.

TEWKESBURY ROAD BRIDGE – see CHELTENHAM HIGH STREET.

TEYNHAM [LCD] op 25 January 1858**; still open.

THACKLEY [GN] op 1 March 1878 *(Yorkshire Post ... 28 February)*; clo 2 February 1931 *(Shipley Times Saturday 7th line* – last [last] Saturday).

THAME [GW] op 1 August 1862**; clo 7 January 1963 *(Birmingham Daily Post 2nd)*.

THAMES DITTON [LSW]: trains first shown in tt December 1851; still open.

THAMES HAVEN

THAMES HAVEN [LTS] op 7 June 1855; summer only; service initially one train each way daily to/from Thames Haven Pier for steamer to Margate, a 'special express' with Fenchurch Street and Bishopsgate portions *(co n London Daily News 4th)*; 'will be discontinued after 23 September 1880' *(co n Daily News, London 22nd)*; though still shown, trainless, in 1881 tt (and still 'P' in *hb* 1895).

THAMES HAVEN [LMS] (non-tt): different site, op 1 January 1923, trains from Tilbury; alias HALT NO 4/ SHELLHAVEN/ PIG HALT clo 9 June 1958 tt; *(Thames Haven)*.

THANKERTON [Cal] op 15 February 1848 *(Caledonian Mercury 17th)*; clo 4 January 1965 *(RM February)*.

THATCHAM [GW] op 21 December 1847 *(Oxford Chron 25th)* HALT 2 November 1964 to 5 May 1969 *(Cl)*; still open.

THATTO HEATH [LNW] op 1 January 1872 *(St Helens Newspaper & Advertiser, 2nd)*; still open.

THAXTED [GE] op 1 April 1913 *(T 1st)*; clo 15 September 1952 *(RM October)*.

THE – *any name beginning 'THE ...' not listed here will be found under first letter of next word.*

THE AVENUE [BT]; {map 26}

Perhaps site of station used for service on branch to Seaton Sluice, which see, *(BT)*; however this might have run from Dairy House junction, more than half a mile south (A. Young).

THE A op 1 April 1861 *(BT)* as DAIRY HOUSE; renamed October 1861* *(Brad)*; clo 27 June 1864**; 1872 and 1874 tts (co tts?) show summer Sundays use – perhaps other times *(BT)*.

* = however, it remained D H for Seaton Sluice & Delaval Hall in Wansbeck Co's tts in *Morpeth Herald* until its closure. There seems to have been some flexibility in use hereabouts: a letter of complaint in *Newcastle Daily Chronicle* 5 September 1861 said that they had been promised that his party would be dropped off at Crow Hall (about half way between Dairy House and Brierdene Junctions); this promise was broken but on the way from Tynemouth some had been dropped at Hartley Avenue (site? – would have had to be south of Dairy House since complainant alighted there and found stationmaster unhelpful) and on the way back someone was picked up in the woods somewhere beyond the Dairy House.

THE BRITANNIA [RHD] (ng) first in *Brad* November 1928 (see 16 July 1927**); last in tt June 1930.

THE CAUSEWAY – see CAUSEWAY CROSSING.

THE DELL – see FALMOUTH.

THE DYKE [LBSC] op 1 September 1887 *(Mid-Sussex Times 30 August, 6 September)*; clo 1 January 1917 *(T 22 December 1916)*; reopened 26 July 1920 *(Cl)*; clo 1 January 1939 (last train 31 December 1938 – *Sussex Agricultural Express 6 January 1939)*.

THE GRANGE – see 25 July 1860**.

THE HALE – see MILL HILL.

THE HAWTHORNS

THE H (a) [GW] (non-tt): sometimes HALT (e.g. *BR handbill BH 121,1961)*; football; op 25 December 1931; last used 27 April1968 (M Hale, *Chron 3)*. In *hb* 1938 and 1956 as THE H WEST BROMWICH PLATFORM.

THE H (b) op 25 September 1995 *(RM February 1996)*; still open.

Also see West Midlands Metro (Section 6).

THE HISS – see LAKENHEATH.

THE LAKES [GW] op 3 June 1935 *(Cl 29)*; at first HALT; HALT dropped 6 May 1968 *(GW H)*; still open.

THE LANE [BWA]: line op 18 May 1901**, nd, March 1902; clo 28 March 1917**. Locally CHANTERS LANE; ticket *(JB)* for LANE.

THE LODGE [GW] op 1 July 1906 *(GW H)*; HALT; clo 1 January 1931 (Thursday) *(T 20 December 1930)*; {map 75}. GW ticket *(JB)* as LODGE HALT.

THE MOUND [High] op 13 April 1868 *(Inverness Courier 16th)*; clo 13 June 1960 *(T 8th)*. JUNCTION in LMS tt 1930 and *Brad* ? to 1955. Dornoch branch trains ran from here with reversal.

THE NEST – see ANGLING CLUB COTTAGE.

THE OAKS [LY] first in tt *(Topham)* August 1849; clo 6 November 1950 *(RM January 1951)*.

THEALBY – see WINTERTON.

THEALE [GW] op 21 December 1847 *(Oxford Chron 25th)*; HALT 2 November 1964 to 5 May 1969 *(Cl)*; still open.

THEDDINGWORTH [LNW]: op 29 April 1850 *(Northampton Mercury 8 June)*; closed 6 June 1966 *(Birmingham Daily Post 30 May)*.

THEDDLETHORPE [GN] op 17 October 1877 *(Lincoln Gazette 20th)*; clo 5 December 1960 *(RM January 1961)*.

THELWALL [LNW] trains first shown in tt December 1853 but see 1 November 1853**; clo 17 September 1956 *(Cl)*.

THEOBALDS GROVE

THEOBALDS GROVE (a) [GE] op 1 October 1891 *(RCG; Middlesex Gazette 3rd)*; clo 1 October 1909 (Friday) *(RCG; Evening Star Saturday August 2nd* – last used Thursday); reop 1 March 1915 *(Railway News 27 March)*, clo 1 July 1919** (Tuesday) *(Cl)*.

THEOBALDS GROVE (b) op 21 November 1960 *(Cl)*; still open.

THETFORD [GE]; {map 68}

THETFORD op 30 July 1845 *(Norfolk Chronicle 26th)*; still open.

T BRIDGE op 15 November 1875 *(RCG; co n Norfolk Chronicle 13th – T Bridge Station)*; clo 8 June 1953 *(T 8th)*.

THEYDON BOIS op [GE] 24 April 1865 *(Herts Guardian 9 May)*; BOIS added 1 December 1865 *(Cl)*; transferred to [Cen] 25 September 1949 *(T 26th)*; still open.

THICKLEY – see SHILDON

THIRSK [NE] {map 38}

THIRSK, through station on main line, op 31 March 1841 *(co n E Cos Herald 25th)*; still open. T JUNCTION in *Brad* ? to 1893/4; thus NE wtt 1861 and co tt 1880; also thus *Reid* 1904, one table; *hb* only dropped JUNCTION with appendix of May 1960.

Ticket platforms, only references seen: accident near Thirsk Junction: railwayman crushed between goods from the Town station and ticket platform *(Leeds Mercury 4 March 1874)*. Ticket platform at north end of junction; narrow escape by porter *(Shields Daily Gazette 17 December 1881)*. Ticket platform at south end of junction; train from Leeds just starting after tickets collected; collision *(Leeds Mercury 3 June 1882)*.

T TOWN, terminus from Leeds, op 1 June 1848 *(co ½ T 30 August)*; TOWN added erratically; last in tt December 1855; Perhaps occasional later use: in March 1866, wtt shows train leaving here at 6.30 a.m., forming 7.0 a.m. from main line station; no support from public tt.

References in *Brad* to YORK & NEWCASTLE JUNCTION are to 1841 station; trains to/from TOWN called there on way in/out.

THONGS BRIDGE [LY]: line op 1 July 1850 *(T 8th)*, list of stations in description of line in *Huddersfield Chronicle 6th* ends in 'etc', not in earliest tt seen *ibid 10 August 1850*, present tt *ibid 7 September*, first *Brad January 1851* as was Holmfield, given erratic nature of references seen might well have opened with line; clo 3 December 1865 (Sunday), reop 11 March 1867 *(see* HOLMFIRTH); clo 2 November 1959 *(RM December)*.

THORGANBY [Derwent Valley] op 21 July 1913 *(Yorkshire Post 21st)*; clo 1 September 1926** (Wednesday).

THORINGTON [GE] op 8 January 1866 *(Suffolk Chronicle 13th)*; aot request; clo 4 November 1957 *(RM December)*. At first in *hb* as THORRINGTON.

THORNABY [NE] op 1 October 1882; replaced Stockton (which see for earlier history) and op as STOCKTON SOUTH / SOUTH STOCKTON; station was a large island platform, adjacent to previous single platform station, no longer able to cope; renamed T 1 November 1892 *(hbl 27 October)*; still open.

THORNBRIDGE [Cal] (non-tt) op 1 December 1899 *(U)*; workmen; HALT; clo 1 August 1938 *(Falkirk Herald 30 July)*.

THORNBURY [Mid] op 2 September 1872 *(Bristol Merc 7th)*; clo 19 June 1944**.

THORNCLIFFE – see CHAPELTOWN CENTRAL.

THORNE near Doncaster

T NORTH [NE] op 2 August 1869 *(T 2nd)*; still open.

T SOUTH [GC] op 1 July 1856 *(T 28 June)* as T LOCK; made through station 13 September 1859; replaced 1 November 1859 by station nearer town centre at east end of Canal Lane – now just T; replaced again on deviation line 10 September 1866; re-sited slightly east in BR days (P. Scowcroft, *Chron)*; still open.

NORTH and SOUTH added 1 July 1923 *(hbl 13th)*.

THORNE – see THORNFALCON.

THORNER [NE] op 1 May 1876 *(Leeds Mercury 29 April*)* as SCARCROFT; by September 1876 was T & S *(Brad)*; became T 1 May 1901 *(RCG)*; clo 6 January 1964 *(Cl)*.

* = paper said Thorner would be more appropriate name but NE had preferred Scarcroft to avoid confusion with 'Thorne'.

THORNEY near Peterborough [MGN] op 1 August 1866 *(op wtt D&C 5)*; clo 2 December 1957; GREEN added 1 October 1875 *(RCG)*; clo 2 December 1957 *(BR notice Peterborough Standard 8 November* – facilities for Sunday excursuions will continue to be available as circumstances justify). Became E G for CROWLAND before/with RCH Distance Tables amendment 919/1 of 31 May 1917 and thus LMS tt 1930, LNE tt 1933 and *Brad* to closure.

THORNEY & KINGSBURY [GW] op 28 November 1927 *(Langport 26th)*; HALT; clo 15 June 1964 *(W Gaz 12th, 19th)*; {Martock – Langport}. Pre-opening was to be KINGSBURY HALT *(RAIL 253/643)*.

THORNEYBANK – see BURNLEY.

THORNEYBURN [NB] op 1 February 1861 *(co n Newcastle Journal 1st)*, terminus for the time being; omitted September 1864 tt (error?); back in tt October 1864, now Tuesdays only; full use again 27 September 1937 tt; aot request; clo 15 October 1956 *(T 21 September)*.

THORNEYWOOD [GN] op 2 December 1889 *(RCG)*; clo 1 July 1916 (Saturday) *(Railway News 24 June)*; {in *IA*}.

THORNFALCON [GW] probably op 1 March 1870 (first in *Brad* March, in *tt Taunton 2nd)*; clo 5 February 1951 *(Chard 3rd)*, reop 7 May 1951 *(Chard 5th)* – see 1951**; clo 10 September 1962 *(Chard 15th)*. Variously and erratically also THORNE (thus at first local press, GW co tt 1874, B&E co tt 1877), THORNE FALCON, THORN FALCON, THORNEFALCON; settled as final form 1 January 1902 *(hbl 23rd)*.

THORNFORD [GW] op 23 March 1936 *(Cl 29)*; HALT until dropped 5 May 1969 *(GW H)*; T BRIDGE until renamed 6 May 1974 *(BR notice)*; aot request; still open.

THORNHILL [LY] op 5 October 1840 *(co n Leeds 3rd)*; moved from NW to SE of road underbridge between OS 1893 and OS 1907 *(Stewart Smith, Chron 2015)*, probably as a result of line quadrupling; clo 1 January 1962 *(Cl)*; {map 55}. *Brad*: at first DEWSBURY, then T (D), D (T), D (T LEES), T L, T, T for D (and thus LNE tt 1933 and tt to closure).

THORNHILL near Dumfries [GSW] op 28 October 1850 *(co n Glasgow Gazette 26th)*; clo 6 December 1965 *(RM January 1966)*.

THORNIELEE [NB] op 18 June 1866 *(Scotsman 22nd)*; see 13 August 1948** and 1949**; clo 6 November 1950 *(RM December)*. THORNILEE until 1872 tt *(Cl)*; NB co tt 1900 THORNIELEE; *hb* caught up 1904.

THORNLEY [NE]

THORNLEY: line op 1 May 1839 (see 1836 A**), nd, on Macaulay's map of 1851 though not in *Brad* until February 1858; clo 9 June 1952**. JUNCTION in *Brad* 1879/80 to 1882 and thus NE co tt 1880.

T COLLIERY shown 'P' in *hb* 1877, not 1883; {branch from Thornley}; miners' service? error? No other information.

THORNLIEBANK

For first use of name see 27 September 1848**; if branch was worked by horses stops on demand might have been fitted in (see SPIERSBRIDGE).

THORNLIEBANK [Cal] op 1 October 1881 *(Paisley ... Gazette 8th)*; still open. Cal co tt 1913 and *Brad* ? to 1955: T for ROUKEN GLEN, but not thus LMS tt 1930, *Murray* 1948, *hb*.

Also see CROFTHEAD.

THORNTON near Bradford [GN] op 14 October 1878 *(T 15th)*; clo 23 May 1955**.

THORNTON near Leicester; {map 62}

THORNTON [Leicester & Swannington] op 18 July 1832 as STAG & CASTLE INN *(Mid; but in fare list Leicester Chronicle 21st, description of opening,* as Thornton); renamed 1841; clo 1 January 1842 (Saturday) *(Cl)*.

T LANE [Mid] op 1850 *(Mid)*; on deviation line; Saturdays only when first in *Brad* September 1852*; clo 1 October 1865 – last train previous Saturday *(Mid)*.

* = certainly – August unreadable *(Mid)*.

THORNTON ABBEY [MS&L; GC]

THORNTON CURTIS / ABBEY: according to Clinker a station called T Curtis last appeared in *Brad* November 1848 and was replaced by T Abbey ½ mile north August 1849; Col. Cobb's atlas follows this, placing T Curtis in middle of a cutting with no means of outside access apparent on modern map. Evidence seen would suggest that station was always at later site, in continuous use, renamed during gap in tt evidence (relevant tables in *Brad* were reorganised at both dates, with some detail missing in between).

It opened on or before 18 May 1848 (a Thursday), date on *co n*, *Hull Packet 19th*: '... a passenger station has been opened ... at Thornton Curtis, within a Quarter of a Mile of the OLD ABBEY, the magnificent Ruins and Pleasure Grounds of which the Rt, Hon. the Earl of Yarborough [company chairman] has been kindly pleased to throw open to the Public'; clearly aimed at tourists since later adverts emphasised availability to picnic parties. A monster Temperance Gala was held there on 14 August 1848; those arriving by rail 'sped down a leafy lane' to the abbey *(Sheffield Independent 19th)*. It was still shown in tt headed alterations for 17 October in Hull paper (20th), which would suggest wider than tourist use but then disappeared from there also, no detailed tables appearing in Hull paper until 1851. The next mention found was for another Gala on 9 July 1849 when Hull paper (15th) described 'Thornton' station as a small roadside one (i.e. stopping trains only). Nowhere was there any mention of this as a special use or a new site, though journalists were more interested in the event itself. In any case it would have made no sense for a tourists' station to be out of use for the time suggested by *Brad*. Added strength is given to suspicion by *hb*, which in 1862 just had T, in 1867 T ABBEY OR CURTIS; Macaulay's maps showed T CURTIS 1851, T ABBEY 1854. Still open.

THORNTON DALE [NE] op 1 May 1882 *(York Herald 27 April)*; clo 5 June 1950 ('after 3 June' - *Yorkshire Post 18 April)*.

THORNTON HEATH [LBSC] op 1 December 1862 *(co n T 3rd)*; still open. According to *Croydon Chronicle (6th)* was Collier's Water Lane for T H; but T-h *London Daily News 4th, Express (London) 4th, Examiner 6th*; intended name changed at last moment?

THORNTON JUNCTION [NB]: logically op 4 September 1848 as junction station for line from Crossgates then opened (first seen in notice for line opening *Perthshire Courier 31 August*); clo 6 October 1969 *(BR leaflet 273)*. JUNCTION added by 1850 in *Brad* (or there from start) and was T J in NB co tt 1900 but *hbl 12th* and *T 27 August* said became T J 1 July 1923 and not added by RCH before 1925 *hb*; by then was just T in *Brad* index but still T J in tables.

THORNTON-CLEVELEYS [PW] op 1 April 1865 *(Liverpool 31 March)*; moved to other (northern) side of level crossing in 1925; at first C, became T for C 1 April 1905 *(RCG)* and thus LNW co tt 1908 and LMS tt 1930, T-C 1953; clo 1 June 1970 *(Cl)*.

THORNTON-IN-CRAVEN [Mid] op 2 October 1848 *(Bradford Observer 5th)*; clo 2 February 1970 *(RM February)*. -in-C added 27 September 1937 in body of co tt (index earlier) *(Mid)* but in *hb* from 1904.

THORNTONHALL [Cal] op 1 September 1868 *(Cal- line)* as EAGLESHAM ROAD; renamed THORNTON HALL 1 June 1877 *(RCG)*, to one word 1943 *(Brad)*; still open.

THORP ARCH

THORP ARCH [NE] op 10 August 1847 *(co ½ T 22 February 1848-line*; in inspection report dated 9th); clo 6 January 1964 *(Cl)*. Variously T A, T A & BOSTON SPA, THORPARCH, T for B S (and thus NE co tt 1880), T A for B S and BRAMHAM (e.g. one table 1881); settled as T A 12 June 1961 *(RM April)*.

Also non-tt services to Royal Ordnance Factory here: LNE tickets exist for ROF T A and T A HALTS (note plural) *(JB)*; RANGES, WALTON and ROMAN ROAD op 20 November 1941; RIVER added 20 April 1942 *(BLN 13 April 2016*), to create circular service; by 1 October 1945 *(wtt supp)* one round trip only daily; later increased? Specials still running 1957 from/to Hull, Normanton, Knaresborough and Leeds City (P. Batty, *NRM Review 107, p 24)*. Last workmen's train 15 August 1958 (A. Wilson, *Steam days*, May 2002, p 274); {Wetherby Racecourse – Thorp Arch}.

THORPE – see NORWICH.

THORPE near Peterborough [LNW] op 2 June 1845 *(Northampton Mercury 5th)*; clo 4 May 1964 *(RM June)*.

THORPE & WHITLINGHAM [Norfolk]: early excursion station, 2½ miles east of Norwich (Thorpe), a little east of later Whitlingham; merely a wooden platform, usually used Sundays only, mostly by trains operating a shuttle to and from Norwich but occasionally as extra stop by trains to Yarmouth; probably summers only. Exact dates not known: advertised in local papers of Saturday 22 June 1844 to Saturday 21 September 1844 (inclusive); extra stop advertised for Thursday 5 September 1844 for regatta

(early closing day in Norwich). Mentioned in local guide to line 1845. No references found 1845-6 press. *Norwich Mercury* of Saturday 11 September 1847 said service would be discontinued on and after Monday next, 13th (‘conventional’ closure date – last Sunday). (G. Kenworthy, from *Norfolk Chronicle & Norwich Gazette, Norwich Mercury* and *A Guide to the Norfolk Railway …* published by Stevenson & Matchett, Norfolk Chronicle Office.)

THORPE BAY [LTS] op 1 July 1910 *(RCG; London Evening Standard 1st* – just Southchurch) as SOUTHCHURCH-ON-SEA; renamed 18 July 1910 *(hbl 27 October)**; still open.

* = locals were protesting about original name even before station opened: see *Southend Standard 2 June: ibid 14 July* claimed name had been changed – should ‘agreed’ have been included somewhere?

THORPE CLOUD [LNW] op 4 August 1899 *(LNW Officers 39077, 39103; co n, item Derbyshire Advertiser 5th)*; clo 1 November 1954** *(Buxton Advertiser 29 October)*. LNW co tt 1900, LMS tt 1930 and *Brad* to clo: T C for DOVEDALE, but not thus *hb*.

THORPE CULVERT [GN] op 24 October 1871 *(co n Skegness)*; see 11 November 1962**; aot request; still open.

THORPE THEWLES [NE] op 1 March 1880 *(Northern Echo 1st)*; clo 2 November 1931 *(Hartlepool Northern Daily Mail 2nd)*.

THORPE-LE-SOKEN [GE] op 28 July 1866 *(T 30th- line)*; -le-S added 1 March 1900 *(hbl 26 April)*; still open.

THORPE-ON-THE-HILL [Mid] op 4 August 1846 *(line Leicestershire Mercury 1st, station in description of formal opening on 3rd Lincolnshire Chronicle 7th)*; -on-the-H added 1 October 1890 *(RCG)*; clo 7 February 1955 *(RM March)*.

THORPENESS [GE] op 29 July 1914 *(Framlingham Weekly News 1 August)*; HALT until 1933/4 *(Brad)*; clo 12 September 1966 *(RM September)*; {Leiston – Aldeburgh}.

THORS CAVE [NS] (ng) op 29 June 1904**; clo 12 March 1934 *(LNW Record; LMS notice Derby Daily Telegraph 5th)*. *Brad*: T C AND WETTON 1907, T C 1910, HALT until 1913; T C for WETTON 1914 and thus to end. Just T C in LMS tt 1930 and *hb* 1929. deletion

THORVERTON [GW] op 1 May 1885 *(Wellington 7th)*; clo 7 October 1963 *(W Som F P 12th)*.

THRAPSTON

T BRIDGE STREET [LNW] op 2 June 1845 *(Northampton Mercury 5th)*; clo 4 May 1964 *(RM June)*. At first THRAPSTON; became THRAPSTONE 1866 tt *(JS)*; B S added 1867 tt *(JS)*; became THRAPSTON B S 1885/6 *(Brad)*; B S dropped 1894/6 *(Brad)*, added again 2 June 1924 *(Rly Gaz 23 May)*. LNW co tt 1868: THRAPSTONE.

T MIDLAND ROAD [Mid] op 1 March 1866 *(Cambridge Independent Press 3rd)*; THRAPSTONE until renamed 1 October 1885 co tt *(Mid)*; M R added 2 June 1924 *(Rly Gaz 23 May)*; clo 15 June 1959 *(RM July)*.

THREE BRIDGES [LBSC] op 12 July 1841 *(co n T 9th)*; still open. Briefly (about 1848) T B JUNCTION in *Brad*. *Robinson* 1841: T B & CRAWLEY. *Hb* October 1963a said had become T B for EAST CRAWLEY and BR ticket thus *(JB)* but not seen thus in any tt (was in BR internal notice, effective 17 June 1963).

THREE COCKS JUNCTION [Cam] earliest use found 20 May 1864**; op 19 September 1864 *(co n Hereford J 24th)*; clo 31 December 1962 *(T 31st)*. Always thus *Brad* but in *hb* T C for station, T C J for physical junction; J added for station April 1959a.

THREE COUNTIES [GN] op 1 March 1860 *(co opening notice)*, *copied in a GN Society Newsletter* said that Committee of Visitors had arranged with GN that trains would be stopped from March 1st until further notice at ASYLUM PLATFORM, (body of opening notice) – heading T C Asylum, tickets initially issued by level crossing gatekeeper; this was probably a temporary arrangement, to help staff get here ready for opening; notice in *Cambridge Independent Press 24 March 1860* said that asylum would receive its first patients on 2 April and details of arrangements for stoppage of certain trains on weekdays at the ASYLUM SIDING could be received on application; tts in *Hertfordshire Express 2 April 1864* had note that some trains stopped at ARLESEY ASYLUM SIDING on Tuesdays so if this was the initial practice first trains in April would have stopped on 3rd; not in *Brad* until April 1866 – result of all-days use?*; became THREE COUNTIES 1 July 1886 *(Cl)*; moved 56 yards north between 1898 and 1901 OS maps – with quadrupling of line late 1890s? (see Stewart Smith, *Chron January 2020)*; clo 5 January 1959 *(Biggleswade Chronicle 5 December 1958)*.

* = the 1864 mention was an isolated one; first seen in body of tts in local press *Cambridge Chronicle 5 October 1872*, though included in excursion notices from June 1867. Clearly full story still needed.

THREE OAKS [SEC] op 1 July 1907 *(Hastings … Observer 6th, two items)*; & GUESTLING added by early 1908 *(Brad)*; HALT until 5 May 1969 *(SR App)*, when & G also dropped; still open. Perhaps T O BRIDGE at opening, but only T O when first in *Brad*.

THRELKELD [CKP] op 2 January 1865 *(Carlisle Patriot 7th)*; clo 6 March 1972 *(Newcastle Journal Monday 6th* – last train Saturday).

THRINGSTONE [LNW] op 2 April 1907 *(LNW Cl)*; see 1905** (a); clo 13 April 1931 *(Leicester Evening Mail 8th)*.

THRISLINGTON – see WEST CORNFORTH.

THROSK [Cal] op in August 1890 (J Kernhan, *True Line 119, January 2013)*, first in *Brad* December 1890; clo 18 April 1966 *(Cl)*. In *Brad* was T PLATFORM until 1920/1, then T. In *hb*: T before 1936a – ‘delete station accommodation’ (presumably demotion rather than closure); 1938 HALT; 1956 T.

THRUMSTER [High] op 1 July 1903 *(Dundee Evening Post 1st)*; clo 3 April 1944**.

THRYBERGH (non-tt): alias T TINS; built after approaches from local clubs; first used 1959 for British Legion trip to Cleethorpes; used into 1960s; {on Silverwood Colliery line} *(GC Society Journal 30)*.

THURCROFT COLLIERY [GC/HB/Mid] (non-tt): agreement made 1920 with United Steel Co for provision of workmen’s trains between here and Worksop (AL Barnett, *Railways of South Yorkshire Coalfield*, RCTS, 1984); dates? Present GC wtt July 1923, not September 1929; also works outings (GL Crowther’s Atlas); wtt shows that trains worked right through to colliery, colliery locos taking on from Thurcroft Sidings box. Midland Railway Diagram 10C calls it Thurcroft Main Colliery; {on branch from between Anston and Dinnington}.

THURGARTON [Mid] op 4 August 1846 *(line Leicestershire Mercury 1st, station in description of formal opening on 3rd Lincolnshire Chronicle 7th)*; still open.

THURGOLAND [MS&L] probably op soon after 5 December 1845 *(GC)* – first in *Brad* January 1846*; clo 1 November 1847 *(clo n Manch 27 October)*; {Wortley – Penistone}.

* = 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.

THURLBY [GN] op 16 May 1860 *(Lincs Chronicle 18th)*; clo 18 June 1951 *(BR notice Boston Guardian 9 May)*.

THURNBY & SCRAPTOFT [GN] op 1 January 1883 *(co n Leicester Mercury 6th)*; clo 7 December 1953 *(T 7th)*, except for one train each way for workmen until 29 April 1957 *(RM June)* and summer Saturdays and Sundays to 9 September 1962 (last train) *(Cl)*. Opening notice called it T. *Hb* 1895 called it THORNBY & S, corrected 1898a.

THURNSCOE op 16 May 1988 *(Mid)*; still open.

THURSFORD [MGN] op 19 January 1882 *(co n Norwich Mercury 21st)*; clo 2 March 1959 *(T 2nd)*.

THURSO [High] op 28 July 1874 *(co n John O'Groat Journal 30th)*; still open.

Ticket platform, only reference: man left train at ticket platform to avoid reception (friendly) *(John 'O Groat Journal 16 February 1882)*. Was this regularly permitted?

THURSTASTON [Birkenhead] op 19 April 1886 *(Liverpool 20th)*; clo 1 February 1954 *(Liverpool Echo Saturday 30 January* – from Monday).

THURSTON [GE] op 24 December 1846 *(Essex Standard 25th)* – but some sort of service from 7 December 1846 *(GE Journal July 2000)* – date of 'private' opening of line; still open.

THUXTON [GE] first in *Brad* September 1851 (not in EC co tt May 1851) but included in advert for excursion to Norwich Regatta on 27 August *(Norfolk News 23 August)*; aot request; clo 6 October 1969 *(RM October)*; later excur *(U)*.

THWAITES [Mid] op 1 June 1892 *(Mid wtt notice)*; aot request; clo 1 July 1909 (Thursday) *(RCG)*; {Bingley – Keighley}.

TIBBERMUIR [Cal] first in *Brad* February 1859; aot request; clo 1 October 1951 *(BR notice Strathearn Herald 22 September*, as HALT). T CROSSING in *Brad* 1864/5 to 1938/9. *Hb*: 1862 T & POWFOOT SIDING; 1872 T & POWBRIDGE; 1938 T HALT.

TIBSHELF

T & NEWTON [Mid] op 1 May 1886 *(RCG)*; clo 28 July 1930 *(Derbyshire Times ... 12th)*. First month only in tt as NEWTON ROAD (was renamed the day it opened for passengers – *Mid)*.

T TOWN [GC] op 2 January 1893 *(RCG; Derby Daily Telegraph 3rd)*; clo 4 March 1963 *(RM March)*.

TICEHURST ROAD – see STONEGATE.

TICKHILL & WADWORTH [South Yorkshire Joint]: pre-op Sunday School excursion to Cleethorpes 6 July 1910 *(S Yorks Joint)*; full public op 1 December 1910**; & W added 1 July 1911 *(hbl 6th)*; clo April 1926 *(Cl)*, reop 25 July 1927 *(T 21st)*; clo 8 July 1929 *(T 13 August)*.

TIDAL BASIN [GE] first in *Brad* February 1858; clo 15 August 1943 (Sunday) *(Cl)* – *T 31 July* has ambiguous item which could mean 15th was day of last train or official clo date. GE co tt 1882, 1914: VICTORIA DOCKS T B.

TIDDINGTON [GW] first in *Brad* June 1866; clo 7 January 1963 *(Birmingham Daily Post 2nd)*.

TIDENHAM [GW] op 1 November 1876 *(co n Western Mail 1st)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*; reop 1 February 1918 *(wtt supp)*; clo 5 January 1959 *(T 5th)*.

TIDWORTH [MSWJ]: branch came into existence in unorthodox way since War Office not BoT responsible; public service began before latter had given authority; this probably explains divergence in dates found for openings. First passenger was Lord Roberts, 10 May 1901 – 'informal opening' *(Salisbury Times 17th)*; *RAIL 1005/280* and *hbl 24th* say op 3 April 1902; certainly some sort of use by 16 May 1902 (at present passenger service confined to one train or so a day – *Salisbury Times of that date)*; op public 2 June 1902 ('on Monday', with Amesbury branch, *Westbury & Warminster ... Advertiser 7th)*; first in *Brad* October 1902 (source of 1 October date in some books?); clo 19 September 1955 *(Southern Daily Echo 19th)*. Army camp use continued for some time after public closure.

Non-tt: perhaps during First War, ambulance trains took wounded direct to hospital here *(Hosp)*.

TIFFIELD [Northampton & Banbury Junction] first in *Brad* October 1869; last there February 1871; {Towcester – Blisworth}.

TILBURY

T MARINE [PLA] first use 17 April 1886 for boat train specials; not a success, out of use by December 1906 (*LTS*, vol 5). Op again 15 May 1927 *(hbl 64)**; boat trains; clo 1 May 1932 (Sunday); dates given apply to steamer service to Dunkirk, only user (T. B. Peacock, *P L A Railways*, Locomotive Publishing, 1952, pp 32-4); was HALT in *LMS list* 1933.

* = inauguration reported *RM July 1927*; special sailing from Dunkirk 12 May – clearly bigwigs only.

T RIVERSIDE [LTS] op 13 April 1854 *(T 13th)*; R added 1936 *(Brad)*; clo 30 November 1992 *(RM January 1993)*. Alias T FORT *(L)*; *Brad* 1850s and 1860s T for GRAVESEND.

Ticket platform, only reference seen: accident *(Essex Herald 25 May 1875)*.

T TOWN [LTS] op for workers April 1884 (*LTS*), and to public 17 April 1886 *(LTS)* as T DOCKS; renamed 3 August 1934 *(L)*; still open. *Hb* 1936a: T TOWN for T DOCKS and thus to 1958 *(Brad)* and in *hb*.

ROSHERVILLE PIER and TOWN PIER at one time appeared in tts in *Essex Standard* but were connection points in Gravesend for ferry sailings from Tilbury.

Non-tt: (all *LTS*): ownership of docks at outset was East & West India Dock Co. [joint working agreement as London & India Docks from 1 January 1889, merged company under same name 1900; to PLA 1909]. Boat trains handled on dock lines adjacent to berths from 1886 opening of docks, although quasi "stations" did exist within the docks (P. Kay, *The London Tilbury & Southend Railway, vol. 5, p.391, 394, 398, 407)*.

TIDAL BASIN / MARINE (berths 28/29) see above.

Also **temporary platform** 1 July 1903 'on new bridge' just opposite the Church of St John the Baptist for Bishop of St Albans who came to consecrate church *(Grays & Tilbury Gazette 4th)*; no other details known.

BERTHS 31-33 op 1917; clo 13 September 1970.

NO 1 BERTH PASSENGER TERMINAL op June 1957; clo 13 September 1970.

Also see EAST TILBURY.

TILE HILL [LNW] op by May 1848 when in *Topham**; op as ALLESLEY GATE; became A LANE 1 September 1863 *(Cl)*, T H 1 April 1864 *(LNW Officers 1170, 16 March)*; still open.

* = minutes of 19 May 1847 said trains would start to call, but receipts first shown for January to July 1848 in *Huish list*; first in *Brad* November 1848.
Early arrangements primitive: *LNW dates* has extract from committee meeting of 2 October 1850 when they refused PC [= gatekeeper/signalman] Hudson's request for booking-office; his sitting-room had to continue serving.

TILEHURST [GW] op 10 April 1882 *(T 10th)*; still open.

TILLICOULTRY

Temporary terminus at **GLENFOOT** [Stirling & Dunfermline] op 3 June 1851 *(Clackmannan Advertiser 7th)*; replaced by >
TILLICOULTRY [NB] 22 December 1851 *(Caledonian Mercury 5 January 1852)*; clo 15 June 1964 *(RM July)*.

TILLIETUDLEM [Cal] first in *Brad* May 1877; clo 1 October 1951 *(RM November)*. T for CROSSFORD in *Brad* ? to closure but not thus LMS tt 1930, *Murray* 1948, *hb*.

TILLYFOURIE [GNS] op 2 June 1860 *(co n Aberdeen Press 30 May)*; clo 2 January 1950 *(Scotsman 22 December 1949)*.

TILLYNAUGHT [GNS] op 1 September 1859 *(GNS; added to September tt Banffshire Journal 6th)*; T JUNCTION in *Brad* until 1897/8 and *hb* prior to 1904; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

TILMANSTONE

T COLLIERY YARD [EK] first in *Brad* August 1921; terminus of some trains from Shepherds Well; noted that did not run when stoppages at the colliery; last in *Brad* January 1930, though services had ceased late 1929 when colliery owner withdrew subsidy (K. Elks, *Chron July 2013)*; {short branch from Eythorne}.
Also see ELVINGTON; KNOWLTON.

TILTON [GN/LNW] op 15 December 1879 *(Leic; LNW Record- line)*; clo 7 December 1953 *(T 7th)*.

TIMPERLEY [MSJA] op 20 July 1849 *(Manchester Courier 21st);* clo 27 December 1991 *(BLN 671)* for conversion to Manchester Tramlink (Section 6).
Also see WEST TIMPERLEY.

TINGLEY [GN] first in *Brad* May 1859; clo 1 February 1954 *(RM March)*; later excur *(U)*.

TINKERS GREEN [GW] op 16 October 1939 *(co n RAIL 1014/33/18)*; HALT; clo 18 January 1965**; {Oswestry – Whittington}. Also see PARK HALL [Cam].

TINSLEY near Sheffield

TINSLEY [GC] op 1 January 1869 *(Sheffield Daily Telegraph 5th)*; clo 29 October 1951 *(RM December)*.
T ROAD – see WEST TINSLEY.
T YARD (non-tt): HALT; used 15 June 1980 for Open Day *(U; JB)*; {Catcliffe – West Tinsley}.

TINSLEY GREEN – see GATWICK AIRPORT.

TINTERN [GW]

TINTERN op 1 November 1876 *(co n Western Mail 1st)*; clo 5 January 1959 *(T 5th)*. Became T for BROCKWEIR 20 October 1911 *(hbl 26th)*, back to T before *GW General Instruction Circular of 7 September 1929 Cl pap*, probably 19 August (Brockweir date). *Hb*: 1877 T OR B; 1904 T; 1912 T for B; 1938 T.
T QUARRY SIDING (non-tt): quarrymen; in use 1954; {south of Tintern} *(U)*.

TIPTON

TIPTON [LNW] op 1 July 1852 *(Staffs Advertiser 3rd)*; OWEN STREET added 8 June 1953, dropped 6 May 1968 *(Cl)*; clo 13 September 2009, reop 28 March 2010 *(BLN 1109)*; still open. *Rly Obs* said addition of O S intended July 1950 but not done then.
TIPTON FIVE WAYS [GW] op 1 December 1853 *(T 29 November)*; F W added 19 July 1950 *(Cl)*; clo 30 July 1962 *(Birmingham Daily Post 23rd)*.

TIPTON ST JOHNS [LSW] op 6 July 1874 *(Trewman 8th)*; ST J added 1881 tt *(Cl; JS)*; clo 6 March 1967 *(Express & E 6th)*.

TIPTREE [GE] op 1 October 1904 *(Daily News, London 1st)*; clo 7 May 1951 *(T 8th)*.

TIR-PHIL [Rhy] op 31 March 1858 *(item, tt Cardiff & Merthyr Guardian 3 April)*; still open. TIR PHIL at op but TYR-PHIL in tt in paper cited, though same paper had TIR PHIL in description of line 8 May 1858; became T P & NEW TREDEGAR; 1904/5 *(Brad)*, TIRPHIL 1 July 1924 *(GW circular 18 June* – from TIRPHIL & N T); TIR PHIL 17 September 1926 *(hbl October)*, TIR-PHIL 12 May 1980 tt *(C/W)*. *Hb* 1904 T P for N T.

TIRCELYN (non-tt): op by [Mid Wales], probably pre-2 April 1888, when [Cam] took over working; agreement with RR Beard to stop trains made 19 July 1906, ended 15 October 1912 *(GW Agreement GSP 2934)* – this was extension of earlier one of which Cambrian management was apparently ignorant. It only operated from February to October *(co's Sec & GM'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 22 April 1914 *(M 49622)*, 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; ended?; PLATFORM; alias TYR CELYN; {Aberedw – Erwood}.

TIRYDAIL – see AMMANFORD.

TISBURY [LSW] op 2 May 1859 *(Salisbury 7th)*; still open.

TISSINGTON [LNW] op 4 August 1899 *(LNW Officers 39077, 39103; co n, item Derbyshire Advertiser 5th)*; clo 1 November 1954** *(Buxton Advertiser 29 October)*.

TISTED [LSW] op 1 June 1903 *(Hants Teleg 5th)*; clo 7 February 1955 *(Hants Chron 12th)*. T for SELBORNE in *hb* before 1927a and thus LSW co tt 1914.

TITHEBARN STREET – see LIVERPOOL.

TITLEY [GW] op 20 August 1857**; clo 5 February 1951 *(Kington Times 3rd)* – see 1951**; reop 2 April 1951 *(Cl)*; clo 7 February 1955 *(BR WR notice ibid 7 January)*.

TITWOOD [GBK Jt]: according to *Cl* there was a station here, on site of later Crossmyloof but no passenger use seen; early OS plan *(http://maps.nls.uk/view/74479338)* shows as goods only; clo given by RCH Distance Book amendment May 1871, which did not specify goods or passenger.

TIVERTON

TIVERTON [GW] op 12 June 1848 *(Trewman 15th)*; re-sited on Exe Valley line, with opening of its first part, 1 August 1884 *(Tiverton 5th)*; clo 5 October 1964 *(Som Gaz 5 September)*.

T JUNCTION [GW] op 1 May 1844 *(Taunton 8th)* as T ROAD; renamed 12 December 1848 *(Cl)*; replaced by >

T PARKWAY op 12 May 1986 *(Wellington 7th)*; on site of earlier Sampford Peverell; closed Monday 18 February to Friday 8 March (inclusive) 2019 for repair work on Whiteball Tunnel; replacement buses. [Passengers London to Exeter and west thereof sent via Castle Cary and Yeovil Junction; no cross-country trains between Taunton and Exeter] *(GWR leaflet)*. Still open.

TIVETSHALL [GE] op 12 December 1849 *(T 11th- line)*; clo 7 November 1966 *(RM January 1967)*. T JUNCTION in *Brad* 1859/61 to 1878/9.

TIVIOT DALE – see STOCKPORT.

TIVOLI [SE] (normally non-tt): platform to serve pleasure gardens; permission to Mr Divers (owner of gardens ?) to erect this given 6 July 1848 *(SE)*; first used 20 July 1848 *(Kentish Gazette 25th)*; in *Brad July 1856* as T GARDENS, note to local Margate – Ramsgate service asterisks some trains stopping; adverts seen suggest spring and summer use by evening trains; last adverts seen to mention trains appeared in 1867 (Gardens closed 14 September that year – *Thanet Advertiser, 21st)*; Gardens continued to be advertised in 1868 but no mention of trains; {map 131}.

TOCHIENEAL [GNS] op 1 April 1884 *(co n Banffshire Advertiser 3rd)*; clo 1 October 1951 *(RM November)*.

TOD HILLS – see BYERS GREEN.

TOD POINT [NE] first in *Brad* January 1873; last December 1873, labelled as workmen's service so might well have had longer existence, only being included for this year by chance; Warrenby Halt here / near later; {map 43}.

TODD LANE JUNCTION [LY] first in *Brad* December 1852 as PRESTON JUNCTION; renamed 25 August 1952 *(LMR comm. Circ 117, 12 September)*; closed 7 October 1968 *(Cl)*.

Ticket platform, only reference seen: collision at ticket platform on 'further' side of Preston Junction (spectators looked at wreckage from bridge at Lostock Hall), on 3 August 1896 *(Preston Herald 5th)*.

TOD(D)ERSTAFF(E) CROSSING – see SINGLETON.

TODDINGTON [GW] op 1 December 1904 *(Chelt Chron 3rd)*; clo 7 March 1960 *(Coventry Evening Telegraph 26 February)*.

TODHOLES [High/LMS?]: (non-tt): *BR Scottish Region Special Traffic Notices* show Saturday stops for railwaymen's wives 22 June, 27 July and 21 September 1957 – long established practice?; {Georgemas Junction – Thurso}.

TODMORDEN [LY] op 28 December 1840**; still open. T JUNCTION 1852 to 1883/5 *(Brad)*.

TOLLCROSS [Cal] op 1 February 1897 *(RCG; co n Glasgow Herald 29 January)*; clo 5 October 1964 *(RM November)*.

TOLLER [GW] op 31 March 1862 *(Dorset Chron 3 April)*; clo 5 May 1975 *(RM July)*.

TOLLERTON [NE]: op 1 August 1841 *(Leeds 21st)*; moved from south to north of road bridge for quadrupling of line, date ? (OS maps 1893-5 / 1911) (Stewart Smith, *Chron October 2014)*; after May 1959 tt, before/with 4 August 1959 tt reduced to one train, to Newcastle only; clo 1 November 1965 *(RM November)*.

TOLLESBURY [GE]

TOLLESBURY op 1 October 1904 *(Daily News, London 1st)*; clo 7 May 1951 *(T 8th)*.

T PIER op 15 May 1907 *(RCG; Evening Star 16th* – mainly locals for the novelty); aot some trains marked in tt to run beyond T to here only as required; clo 18 July 1921 *(G&S)*. Examples of use: trips to Osea Island and calls by S. S. "Annie" (advert giving ship's time table for month *(Chelmsford Chronicle 13 September 1907)*; tickets every Friday and Saturday, much used by yachtsmen *(Sporting Times 13 August 1910)*; party inspecting local oyster beds Thursday 25 September 1913 *(Chelmsford Chronicle 26th)*.

TOLLESHUNT [GE]

T D'ARCY op 1 October 1904 *(Daily News, London 1st)*; clo 7 May 1951 *(T 8th)*.

T KNIGHTS op 12 December 1910 *(RCG)*; request; clo 7 May 1951 *(T 8th)*; {Tiptree – T D'Arcy}. PLATFORM *hb*, where added 7 years after opening; HALT tt.

TOLWORTH [SR] op 29 May 1938 *(Croydon Times 28th)*; still open.

TOMATIN [High] op 19 July 1897 *(Inverness Courier 20th* – local passengers between Carr-Bridge and Daviot carried free on first day); clo 3 May 1965 *(Aberdeen Evening Express 16 April)*.

TON LLWYD [GW] op 1 January 1906** (see for details); HALT; see April/May 1921**; finally clo 2 January 1922 *(GW circular A3878)*; {map 86}.

TON PENTRE [TV] op 4 February 1861 *(co n Merlin 2nd)* as YSTRAD; original north of Church Road bridge, resited to south January 1863 *(Stewart Smith, Chron January 2021, citing book on TV by John Hutton)*; became Y RHONDDA 1930 *(hbl reference 27 October,* which gave earlier name as Y R VALLEY), T P on opening of new Y R 29 September 1986; still open.

TONBRIDGE [SE] op 26 May 1842 *(co n T 13th, 20th)*; re-sited 14 chains west late 1864; still open. Early TUNBRIDGE, TUN… JUNCTION; TON… spelling adapted 1893 tt *(Cl)*; JUNCTION dropped [altogether?] 7 June 1929 *(JS)*. SE co tt 1864 had TUN... J for main line, TUN... for line to Hastings.

TONDU

TONDU (a) [GW] op 25 February 1864 *(Cardiff T 26th- line)*; request stop at clo 22 June 1970 *(Cl)*. T JUNCTION in *Brad* until 1893/4; also thus GW co tt 1874 and *hb* 1877 and 1883.

TONDU (b) op 28 September 1992 *(AZ)*; still open.

TONFANAU [Cam] first in *Brad* July 1896 but inspected 22 January *(Cam 24th)* and 'T New station' cited in adverts *Cam* 20 and 27 March; last in tt September 1896; back in tt July 1903; aot request; still open.

TONGE & BREEDON [Mid] op 1 October 1869 *(Mid)*; clo 22 September 1930 *(LMS notice Derbyshire Daily Telegraph 8th)*; army camp use (non-tt) 19 November 1939 to 1 January 1945; later excur *(U)*. October 1869 wtt had B but co tt T & B (as did tt *Derbyshire Advertiser 1st)*, soon changed to T *(Mid)*; *hb* always (from 1872) T & B, and thus Airey's Map of Derby & Notts, 1893; however & B not added again until 1 May 1897 wtt and public tt *(Mid)*.

TONGHAM [LSW] first in *Brad* October 1856; became HALT 1928/9 tt and thus on SR ticket *(JB)*; clo 4 July 1937 (Sunday) *(CLC CF Circ 507, 25 June 1937)*. *Brad* 1859: T for ALDERSHOT.

TONGWYNLAIS [Cardiff] op 1 March 1911 *(RCG; Railway News 4th)*; clo 20 July 1931 *(Caerphilly Journal 11th)*.

TONMAWR JUNCTION

See March 1918** and 1920**.

TONMAWR HALT [GW]: minutes 10 May 1921 reported arrangements had been made to run Saturday market train *(RAIL 243/2)*; in both public and wtts of GW by 2 October 1922 (M Hale), first in *Brad* November 1922 as T JUNCTION, Saturdays only; clo 22 September 1930 *(Cl)*; {at junction of SWM and PT lines, *IA* p 43, E3}. Perhaps used before 1922 (see 1920**) – not one of stations listed in inspection report but PT agreed to put up four halts.

TONTEG

TONTEG [TV; GW] op 1 May 1905 *(Evening Express 1st)*; see 1904**; replaced 5 May 1930 by separate platforms on lines to Cadoxton and Llantrisant (whose service was now diverted) *(GW circ 17 April)*. Llantrisant line clo 31 March 1952 *(Rly Exec WR notice Western Mail 17th)*; Cadoxton line clo 10 September 1962 *(Cl)*.

TONTEG [Barry] op 1 May 1905**; clo 1 June 1905; HALT / PLATFORM; {Creigiau – Pontypridd}.

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

TONYPANDY

TONYPANDY [TV] op 9 March 1908 *(RCG; South Wales Daily News 10th* – called it TREALAW & TONYPANDY) as TREALAW; became TONYPANDY & TREALAW 1 May 1909, TONYPANDY 7 May 1973 *(Cl)*; still open.

TONYPANDY [GW] see PENYGRAIG.

TONYREFAIL [GW] op 1 May 1901 *(RCG; Rhondda Leader 4th)*; clo 9 June 1958 *(T 5th)*.

TOOTING

TOOTING [LBSC] op 1 October 1868 *(co n T 1st)*; re-sited 12 August 1894 *(Norwood News 18th)*; clo 1 January 1917 *(T 22 December 1916)*, reop 27 August 1923 *(Pall Mall Gazette 27th)*; still open. Became T JUNCTION in 1904 *hb* and was thus in LBSC co tt 1912, but not in *Brad* until 1923 reopening; JUNCTION dropped 1 March 1938 *(GW General Instruction Circular, Cl pap)*.

T BEC [Nor] op 13 September 1926 *(T 14th)* as TRINITY ROAD; see 1922**; renamed 1 October 1950 *(RM January 1951)*; still open.

T BROADWAY [Nor] op 13 September 1926 *(T 14th)*; still open.

TOP OF LAW – see DUNDEE.

TOP OF LICKEY INCLINE – see BLACKWELL.

TOP OF SUTTON INCLINE – see LEA GREEN.

TOPCLIFFE [NE] op 1 June 1848 *(co ½ T 30 August- line)*; T GATE 1854 tt to 1863 tt *(Cl)*; clo 14 September 1959 *(RM September)*.

TOPSHAM [LSW] op 1 May 1861 *(Trewman 1st, second edition)*; still open.

TORKSEY [GC] first in *Brad* December 1850; permanent station 1853; clo 2 November 1959 *(RM December)*.

TORPANTAU [BM] op by 18 June 1863, when co n dated 17 June *(Merthyr Telegraph 27 June)* said that excursion tickets would be available to all wishing to alight at Torpantau Mountain – trains would stop at south end of tunnel. In a legal case reported in *Brecon Co Times ... (13 November 1867)* a claim was made for damages by a man injured in an accident on 13 November 1867, when he had taken a ticket for here by paying the guard since regular tickets were not issued; suggests that fairly general use then possible. Platform not provided until 1869 (a little further south*) and not in *Brad* until June 1869 – full service; aot request; clo 31 December 1962 *(T 31st)*.

* = 16 or 23 July 1869 *('Friday last', Merthyr Telegraph Saturday 24th)* party for Mr. Crawshay's shooting competition were dropped at mouth of tunnel and returned from Torpantau station.

TORPHINS [GNS] op 2 December 1859 *(co n, item Aberdeen Press 30 November)*; clo 28 February 1966 *(BR notice ibid 1st)*.

TORQUAY

For first station see TORRE.

TORQUAY [GW] op 2 August 1859**; still open.

Brad August 1859 had table, no trains shown, for Torbay & Dartmouth Railway in which the stations were listed as: Torquay (= Torre); Livermore (= Torquay); Paignton; Churston Ferrers; Dartmouth. It would be some time before the last two opened, as Brixham Road and Kingswear.

TORRANCE [NB] op 1 October 1879**; clo 2 April 1951 *(Kirkintilloch Herald 21 March)*.

TORRE [GW] op 18 December 1848 *(Woolmer 23rd)* – formal in morning, public in afternoon; TORQUAY until renamed 2 August 1859; still open. T for BABBACOMBE in *Brad* 1900/1 to 1947/8.

TORRINGTON [LSW] op 18 July 1872 *(Trewman 24th)*; clo 4 October 1965 *(Bideford 8th)*. For brief later general use see January 1968**. Last use was excursion from Bristol Saturday 6 November 1982 *(website entry)*.

TORRINGTON PARK – see WOODSIDE PARK.

TORRISHOLME FACTORY [Mid] (non-tt): alias T PLATFORM; op 18 September 1916 (Mid Special Traffic notice 763, *RAIL 963/108)*; deleted with or by February 1920 notice *(RAIL 963/116)*; {Lancaster – Morecambe}.

TORRYBURN [NB] op 2 July 1906 *(Dundee Courier 2nd)* – also see note in Cairneyhill entry; clo 7 July 1930 *(Scotsman 16 June)*.

TORVER [Fur] op 18 June 1859 *(Kendal Mercury 25th- line; in op tt Coniston)*; clo 6 October 1958 *(LNW Record)*.

TORYBANWEN COLLIERY [PT] (non-tt): HALT; alias WHITWORTH; miners; in use during First World War; used again later as Corrwg Merthyr Navigation; {branch from Tonmawr} *(U)*.

TOTMONSLOW – see TEAN.

TOTNES [GW] op 20 July 1847 *(Trewman 22nd)*; TOTNESS until 1866 tt *(Cl)*; still open.

TOTON

TOTON – see LONG EATON.

T DIESEL DEPOT/D M D (non-tt): Open Days August 1968 and May 1972 *(JB)*, also 9 June 1979 *(IU)*; {Trent – Trowell}.

TOTTENHAM

T HALE [GE] op 15 September 1840 *(T 16th)*; HALE added 1875 to 1938 and from 6 May 1968 tt; still open.
T HALE [Vic] op 1 September 1968 *(T 2nd)*; still open.
Combined entrance provided 1 December 1968 *(L)*.
Also see SOUTH TOTTENHAM.

TOTTENHAM COURT ROAD

TOTTENHAM COURT ROAD [Cen] op 30 July 1900 *(London Evening Standard 31st)*; see 1922**; still open.
TOTTENHAM COURT ROAD [Nor] op 22 June 1907**; OXFORD STREET until renamed 9 March 1908 *(L)*; see 1922**; clo 4 April 2011, reop 28 November 2011 *(notices at station)*; still open. Initially in *Brad* as T C R, O S; since it was just part of list where names separated by commas, looks like two stations; presumably meant 'station at the Oxford Street end of Tottenham Court Road'.
TOTTENHAM COURT ROAD [Elz] added 24 May 2022 *(BBC News)*; still open.
Also see GOODGE STREET.

TOTTERIDGE & WHETSTONE op [GN] 1 April 1872 *(Pall Mall Gazette 1st)*; & W added 1 April 1874 *(Cl)*; transferred to [Nor] 14 April 1940; still open. LNE ticket for T *(DM)*.

TOTTINGTON [LY] op 6 November 1882 *(co n Bury Times 4th)*; clo 5 May 1952 *(RM June)*.

TOTTON [LSW] op 1 July 1859 (differently worded items *Hampshire Independent* and *Hampshire Advertiser 25 June)*; both agreed that it was replacement for both Eling and Redbridge, which would be kept for goods only, but latter seems to have survived; all regular tts seen in *Hampshire Chronicle* continued to show it but none seen prior to end of 1863 included Totton (both Totton and Redbridge included in *Brad February 1863 reprint)*; however both did appear in a string of adverts– e.g. one cited under Eling, *Poole & Dorset Herald 1 December 1859, H Chronicle 7 July 1860* and 17 May1862; T for E 1861 until 1955 *(Brad)* and thus LSW co tt 1914; still open. T & E in *hb* 1904 and 1912. See article by Mick House on Eling Wharf Tramway in Cornwall Railway Society's website, which seems to show that this and Totton were very close, perhaps even rebuild on overlapping site.

TOUTLEY [LSW] (non-tt) temporary platform 12 August 1904 for excursion of staff of *The Times* to Bear Wood near here *(Reading Observer 13th)*; {Toutley Hall shown on *Cobb Atlas* north-west of Wokingham}.

TOVIL [SE] op 1 January 1884 *(Kent & Sussex Courier 28 December 1883)*; clo 15 March 1943 *(Cl)*.

TOW LAW [NE]: line op 1 September 1845 *(S&D)* but Crook is terminus in *Brad* until October 1846, when full detail still not provided; first tt evidence found September 1847 co tt, but earlier reference in minutes 11 March 1847, when it was reported that 'accommodation was wanted for passengers' (see 1843**); re-sited 2 March 1868 when incline replaced by deviation; clo 11 June 1956 *(RM August)*; {map 30}.

TOWCESTER [SMJ] op 1 May 1866**; clo 7 April 1952 *(Coventry Evening Telegraph 5th* – last today). Specials from St Pancras via Stoke Bruern for Grafton Hunt's Easter Monday races continued; until ? *(AB)*.

TOWER GATEWAY [Dock] op 31 August 1987 *(T 1 September)*; still open.

TOWER HILL London op 25 September 1882 *(T 26th)* as TOWER OF LONDON [Met]; clo 13 October 1884 *(Cl)*. New station to west, on extension to Mansion House, MARK LANE [Met/Dist], op 6 October 1884 *(T 4th)* – briefly old and new open together since Met used original for further week; renamed T H 1 September 1946 *(RM November)*. Returned to original site 5 February 1967 *(RM March)*; still open.

TOWER HILL near Launceston [LSW] op 21 July 1886 *(Tavistock 23rd)*; clo 3 October 1966 *(Cornish & DP 8th)*.

TOWERSEY [GW] op 5 June 1933 *(GW source Cl pap)*; HALT; clo 7 January 1963 *(Birmingham Daily Post 2nd)*; {Bledlow – Thame}.

TOWIEMORE [LNE] op for distillery workers 9 June 1924 *(LNE letter Cl pap)*; first in LNE tt and *Brad* July 1937; added 'P' *hb* 1938; HALT; clo 6 May 1968 *(co n Aberdeen Express 5 April)*; {Drummuir – Auchindachy}.

TOWN CROSSING – see 1 June 1904**.

TOWN GREEN [LY] op 2 April 1849 *(Southport Vis 7th)*; renamed T G & AUGHTON 1 June 1889 *(RCG)*, reverted 5 May 1975 *(RM July)*; still open. T G LYDIATE in *Brad* 1853 to 1866 [LY] table – had been dropped earlier from [E Lancs] table.

TOWN MEADOW appeared in public tts, e.g. map with 1985-6 tt; to be opened 1985-6; never was; {Moreton – Meols}.

TOWNELEY [LY] op 12 November 1849 as ORGAN ROW* *(co n Manchester Times 10th, item Blackburn Standard 14th)*; TOWNELEY by first appearance in *Brad September 1851*; clo 4 August 1952 *(Burnley Express 28 June*). Before 1890 was TOWNLEY in *hb*.
* = according to Blackburn paper Organ Row was the name given to the locality in order to ridicule a respectable individual still then living; locals wanted name changed to Burnley Wood because few would know where Organ Row was; same paper, 31 August 1918 said was name of row of old cottages near Towneley station.

TOWYN – see TYWYN.

TOXTETH DOCK [LO] op 6 March 1893**; clo 31 December 1956 *(T 29 September)*.

TRABBOCH [GSW] op 1 July 1896 *(RCG)*; clo 10 September 1951 *(RM October)*.

TRAFALGAR SQUARE – see CHARING CROSS.

TRAFFORD PARK [CLC] op 4 January 1904 *(RCG)*; became T P & STRETFORD 1925/6 *(hbl ref January 1926)*, reverted 6 May 1974 *(BR notice)*; still open.

TRAM INN [GW] op 2 January 1854 *(T 29 December 1853- line; co n Hereford Times 24 December)*; clo 9 June 1958 *(BR notice Western Mail 9 May)*.

TRAM ROAD – see PONTYPRIDD.

TRANENT – see PRESTONPANS.

TRANMERE [Birkenhead, Lancashire & Cheshire Junction] op 30 May 1846 *(co n Liverpool Mail 30th)* as LIME KILN LANE/LIMEKILN L; renamed 1853 *(Brad)*; last in *Brad* October 1857; {map 46}.

TRAP ROAD [Llanelly]: 10 March 1870 orders were given that small station should be set up here; reported complete 12 April 1870 *(Llan)*; 14 July 1870 orders given that 9.10 from Swansea should stop daily; later orders were that from

1 January 1871 the early morning train to Swansea and the evening train from there should stop (Mr J. Ackland had offered to pay £5 per quarter for himself and his milk can for this facility) *(RAIL 377/15)*; it appeared in *Brad* August and September 1871 only; relevant committee minutes for that time are missing so impossible to be more exact about closure; {Gorseinon – Gowerton}.

TRAVELLERS REST [TV] op 18 March 1901 *(Pontypridd Chronicle ... 23rd)*; clo 4 April 1910 according to *RAIL 1005/280* and *hbl of 24 October* but no reopening date seen – certainly shown with trains *Brad* September 1910; T R ABERCYNON UPPER until renamed 1 July 1924 *(Cl)*; clo 12 September 1932 *(Merthyr Express 10th - line)*.

TRAWSCOED [GW] op 12 August 1867 *(Merioneth 17th)*; clo 14 December 1964**.

TRAWSFYNYD

TRAWSFYNYD [GW] op 1 November 1882 *(N Wales Express 3rd)*; clo 4 January 1960 *(RM March)*.

TRAWSFYNYD (non-tt): see MAENTWROG ROAD.

T CAMP [GW] (non-tt): army camp; in use 1911 *(U)*; *GW Mag 1912* refers to this as 'the new troop station authorised late 1910'; troop trains mentioned *appendix to no. 14 section of wtt May 1954*, deleted forthwith July 1960 *Supplementary Operating Instructions*; {T – T Lake}.

T LAKE [GW] op 14 April 1934 *(T 16th)*; HALT; clo 4 January 1960 *(RM March)*.

TREALAW – see TONYPANDY.

TREALS ROAD [PW]: see 16 July 1840**.

TREAMAN [Aberdare] **op October 1848 *(Aberdare)*; replaced January 1857** by station later renamed ABERAMAN *(Aberdare)*.

TREBORTH [LNW] op 13 February 1854 *(Eddowes 22nd* – on Monday se'nnight trains stopped for first time); clo 1 October 1858 *(co n Carnarvon 25 September*, and omitted from October tt in that paper); however Mary Matilda Crawley had station reopened since land agreement included clause that she could have station as long as she wanted one; back in November 1858 tt *(Carnarvon 30 October)*; LMS again wanted to close in 1937 but found not legally possible (Traffic Committee minutes of 28 July 1937 and 26 October 1938, cited in *LNW Record)*; clo 2 March 1959 *(LNW Record)*.

TRECWN SIDINGS [GW] (non-tt): Royal Naval Armament Depot; station outside main gate connected to main network at Letterston Junction; from about start of Second War, workers' service ran to Fishguard and Goodwick; 5 intermediate stops (only Jordanston Halt on main line; sites of others?); closed ?; reop May 1950 (Korean War); clo 3 August 1964 (last train Friday 31 July). See *Connop Price;* N. J. Hill *(Chon October 2020)*.

Also see entry in 7.2 under heading 'elsewhere'.

TRECYNON [GW] op 1 May 1911 *(GW H)*; HALT. According to *hbl January 1942* it had op to passengers – probably represented change in status. Clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*.

TREDEGAR

For earliest service see 1822**.

TREDEGAR [LNW] op 19 June 1865 *(co n Newport 17th)*; clo 13 June 1960 *(RM July)*.

T SOUTH END [LNW] (non-tt): miners; op ?; in use summer 1958 and 1959 wtts; since service provided under contract to NCB to take miners to pits in Sirhowey Valley, likely that it remained in use until clo of passenger services on line, 13 June 1960 (S. Berry); {Tredegar – Bedwellty}.

Also see NANTYBWCH.

TREDEGAR JUNCTION – see PONTLLANFRAITH.

TREETON

TREETON (a) [North Midland] op 6 April 1841; finally clo September 1843 (see 1 July 1840** for full details).

TREETON (b) [Mid] op 1 October 1884 *(Sheffield Independent 27 September)*; same site as (a); clo 29 October 1951 *(RM December* – 'excursions will continue').

T COLLIERY: trains to Orgreave Colliery (which see) called here.

TREFEGLWYS [Van] op 1 December 1873**; last in *Brad* July 1879 (August 'service suspended'). PWLL GLAS in *hb*; renamed TREF... *hb* 1874a; 1877 altered to TREVEGLWYS – and still shown 'P' to 1904 (last time).

TREFEINON [Cam] op 19 September 1864*. Reduced to request stop April 1867 *Brad*; deleted from September 1867 *Brad*; reop 1 May 1868 *(RAIL 482/2: 15 April 1868, co Board Minute 411)*. Clo 31 December 1962 *(T 31st)*.

* = in *Brad* October with rest of line, but not in tt in opening notice *Hereford J 24 September*; was in description of opening of Mid-Wales line *Cambria Daily Leader 26th* and *Hereford Times 24th* described its omission from local publicity as an 'extraordinary blunder'.

TREFERIG [TV] (non-tt):

T JUNCTION: miners; op in 1892 *(Cd 187)*; clo by September 1928 *(U)*.

T OLD MILL SIDING: 1904 wtt shows miners' trains calling here *(@JF)* {Treferig Junction – Glyn Colliery, at 2m 4ch north of above, *RAC map 162*}; clo by September 1928.

TREFFOREST (all TREFOREST initially; last two closed under that spelling, others amended 12 May 1980 tt).

TREFFOREST [TV]: Crawshay's workers were treated to an excursion on 22 August 1846 from Treforest by an early train and returned there by a special one *(Cardiff & M G 29th)* but no guarantee that any station existed; first in *Brad* December 1846; *co n Western Mail 20th* 'on and from Sunday afternoon 21 December' 1881 new station will come into use and old closed *(RAC Atlas* has old station site just south of later one); became T LL 1 July 1924 *(GW circular 18 June)*, reverted 5 May 1930 *(hbl 29 April)*; still open

T ESTATE [GW] op 5 January 1942 *(wtt supp)* but not in *Brad* until May 1946 so perhaps at first more of a workmen's than a public station; still open. HALT on GW ticket *(JB)* – before in public tt?

T HALT [ANSW] op 1 September 1904**; HALT added 1 July 1924 (*GW tt alterations list)*; clo 17 September 1956 *(RM October)*.

T HL [Barry] op 1 April 1898 *(Evening Express 17 March)*; HL added 1 July 1924 *(GW circular 18 June)*; clo 5 May 1930 *(GW leaflet RAIL 936/64)*.

(Non-tt): temporary platform 'just below Treforest' for three special trains bringing those attending laying of foundation stone of new electricity generating station 30 May 1902 *(Western Mail 1st)* – also contained programme for opening of Cardiff Tramways that day.

Also see PONTYPRIDD.

TREFNANT [LNW] op 5 October 1858 *(Chester Courant 5th)*; clo 19 September 1955 *(Rly Gaz 26 August)*.

TREGARON [GW] op 20 August 1866 *(Denbigh Herald 25th)*; clo 22 February 1965 *(BR public notice)*.
TREGARTH [LNW] op 1 July 1884 *(Carnarvon & Denbigh Herald 5th)*; clo 3 December 1951 *(Western Mail Monday 3rd* – last train Saturday).
TREHAFOD [TV] op 17 October 1892 *(South Wales Daily News 18th)* as HAFOD, replacing earlier station of that name; renamed 1 January 1905 *(hbl 27 April)*; still open.
TREHARRIS [GW] op 2 June 1890 *(RCG)*; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*.
TREHERBERT [TV] op 12 January 1863 *(Cardiff T 16th)*; still open. Pre-opening Cwmsaebron *(RAC)*.
TREHOWELL [GW] op 27 July 1935 *(GW Chester Div Report 1935)*; HALT; clo 29 October 1951 *(Cl)*; {Weston Rhyn – Chirk}.
TRELEWIS
T HALT [GW] op 9 July 1934 *(Western Mail 10th)*; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*; {Nelson – Treharris}.
T PLATFORM [Taff-Bargoed] op 10 July 1911 *(RCG)*; clo 15 June 1964 *(BR WR n Port Talbot Guardian 15 May)*. In *IA* as HALT.
TRELOARS HOSPITAL – see ALTON.
TREMAINS FACTORY [GW] (non-tt): op 6 November 1939 *(op notice Welsh Railways Archive, supp to vol 5, April 2015* – shown as T); HALT ? (but not seen thus wtts), PLATFORM by January 1958 (R. A. Cooke, *Track Layout Diagrams, section 44A*); trading estate; clo 11 September 1961 *(wtt)*; {Pencoed – Bridgend}.
TRENCH [Cam] first in *Brad* December 1914; HALT; clo 10 June 1940**, reop 6 May 1946 *(T 16 March)*; clo 10 September 1962 *(RM October)*; {Ellesmere – Overton-on-Dee}.
TRENCH CROSSING near Shrewsbury [LNW] op January 1854? (first seen in tt *Shrewsbury Chronicle Supplement 6 January 1854)* – not present 1853 tts seen in local press but in Shrewsbury paper it was included in a table of local trains so perhaps opened earlier but not included in main tts – first in *Brad* February 1855; clo 7 September 1964 *(Birmingham Daily Post 11 July)*. HALT on BR ticket *(JB)*, but not in tt.
TRENCH WARFARE [SEC]: HALT; in 1919 SEC wtt; 6 June 1916 to June 1920 / July 1925; munitions workers; {branch from Slade Green}.
TRENHOLME BAR [NE]: line op 3 March 1857**; April (first time line in *Brad*) and May 1857 this shown, market service only; then omitted; back in tt June 1858 with full service; clo 14 June 1954 *(Cl)*.
TRENT [Mid] op 1 May 1862 *(Leicestershire Mercury 3rd)*; clo 1 January 1968 *(Long Eaton Advertiser Friday 5th* – station died quietly on New Year's Eve – i.e. last train Saturday 31 December 1967).
Earlier there were plans to put a most unusual (unique?) platform for the use of (male only) passengers here. According to a letter to the BoT dated 11 April 1842, following an accident at the junction where the trains from Nottingham waited for those from Derby to join them (on the 9th a man had left a waiting portion and been run over and killed), the Directors of the Midland Counties planned to put a pen around the area where the wait was made so that passengers could not get onto other lines; a platform and urinal were to be provided within it. No confirmation that did so.
TRENT VALLEY JUNCTION – see LICHFIELD.
TRENTHAM [NS]
TRENTHAM op 17 April 1848 *(Staffs Advertiser 22nd)*; clo 2 March 1964 *(RM April)*.
T GARDENS op 28 March 1910, Easter holiday, *(RCG)* – on Bank Holiday excursions will run *(Staffordshire Advertiser 26 March)*; full service shown in *Brad* February 1919 but from 1 December 1926 *Brad* reduced to summer only. 1927: Sundays from 17 April, Thursdays and Saturdays added in May; ceased after 25 September 1927; *hb* 1929 said open only for occasional excursion traffic – same to 1956; reop June 1935 for Sunday and Bank Holiday service; most summer tts seen (e.g. July 1935 and July 1937) show service Sundays only but September 1936 also included week-days (Sunday service noted to run 6th and 13th, but no end given for weekday one); July 1939 Sundays only, not to run after September 10th, but would have ceased with emergency tt. Other special use included nine trains from Liverpool each day, Tuesday and Wednesday 5 and 6 July 1938 *(LMS Railway Centenary*, reprinted from *The Times* of 20 September 1938). Sunday services usually ran from Tunstall. Bank Holiday use to 1942; T PARK until renamed 7 October 1946 *(LNW Record)*; last advertised excursion, from Birmingham area, 25 August 1957 *(BR Magazine LM, Staff Journal, December)*. See C T Goode, *Trentham – The Hall, Gardens and Branch Railway*, author, 1985.
T JUNCTION: dates assumed as T Park; not in public tt; platform linked to main station at Trentham for exchange to branch.
TREORCHY [TV] op 27 September 1869 *(Cardiff T 2 October)*; re-sited 30 chains south 3 March 1884 *(RAC)*; TREORKY until 1892 *(Cl; RCG ref July)*; still open.
TREOWEN [GW] op 14 March 1927 *(Brecon County Times 3rd);* HALT; clo 11 July 1960 *(Cl)*; {map 87}.
TRERHYNGYLL & MAENDY [TV] op 1 May 1905 *(Evening Express 1st)*; clo 26 November 1951 *(RM January 1952)*; {Cowbridge – Ystradowen}. BR ticket *(JB)* as PLATFORM, not thus in tt – see 1904**.
TRESMEER [LSW] op 28 July 1892 *(W D Merc 29th)* so that could be used for Launceston Agricultural Society's Show; clo 3 October 1966 *(Cornish & DP 8th)*.
TRETHOMAS [BM] op 4 January 1915 *(RCG)* – not in *Brad* until July; clo 31 December 1962 *(T 31st)*.
TREVEGLWYS – see TREFEGLWYS.
TREVIL [LNW] op 1 March 1864 *(co n Cardiff T 26 February)*; became HALT 1 November 1932 *(Tasker)*; clo 6 January 1958 *(Western Mail 6 January 1958* – last Saturday).
TREVOR [GW] op 2 June 1862 *(Wrexham Advertiser 7th)* as CHWRELA; renamed in tt *ibid* March 1863 but adverts in paper suggest locals were calling it 'the Trevor station' from the start or very soon after; clo 18 January 1965**.
TREWERRY & TRERICE [GW] op 14 August 1905**; HALT; clo 4 February 1963 *(W Briton 4th)*.
TRIANGLE [LY] op 1 June 1885 *(LY)*; became Halt 20 June 1927 *(hbl 65)*; clo 8 July 1929 *(Derby Daily Telegraph 5th)*.
TRIMDON [NE]
T FOUNDRY: line op 13 October 1846 *(NE maps)*, nd, August 1847; description of formal opening, 12th, in *Yorks Gaz (17th)* said that stations had not yet been built – but would that have prevented stops? Station cited in advert for house-letting *Durham Chronicle*

12 March 1847 (prematurely?). At first T; became T GRANGE, now Saturdays only, in August 1871 *Brad* (also non-tt workmen's services on weekdays?); renamed T FOUNDRY June 1873; last in *Brad* August 1873.

TRIMDON (second of this name) first in *Brad* August 1871; about 5/8 mile east of first (S. Bragg), which it effectively replaced; clo 9 June 1952**.

TRIMINGHAM [Norfolk & S] op 3 August 1906 *(RCG; co n Eastern Daily Press 1st)*; clo 7 April 1953 *(RM May)*.

TRIMLEY [GE] op 1 May 1891 *(RCG; East Anglian Daily Times 24 April)*; still open.

TRIMSARAN [BPGV]

T JUNCTION (non-tt): miners; op by 1909; clo by 1927 *(U)*.

T ROAD op 2 August 1909**; HALT until 1913 *Brad*, when moved from notes to table; clo 21 September 1953 *(T 16th)*.

TRING [LNW]

TRING op 16 October 1837 *(T 16th)*; still open.

Non-tt: goods yard used for despatch of troops who had attended Volunteer Review here, Easter Monday, 16 April 1876 *(T 17th)*.

TRINITY (& Newhaven) [NB] op 31 August 1842**; original terminus replaced by through station slightly to west when line extended 19 January 1846; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*; see April/May 1921**; clo 2 November 1925 *(LNE notice Scotsman 26 October)*. Only seen *Brad*, co tt, *NB list*, tickets as T; T & N was RCH version (& N added 1904).

TRINITY ROAD – see TOOTING BEC.

TRODIGAL [Camp] (ng) line op 17 August 1906**, nd, September 1907; clo by May 1932 *(Camp)*.

TROED-Y-RHIW

TROED-Y-RHIW [TV] op towards end of 1841 *(TV)* – line had opened 21 April 1841; station not in *Brad* until December 1844, when detail first given for its line; TROEDYRHIEW from 1846/7 *(Brad)* until altered 1 July 1924 *(GW circular 18 June)*;. hyphens added 12 May 1980 tt (had been used in *hb* 1877 to 1890s); still open.

T-Y-R HALT [GW/Rhy] op 18 February 1907 *(wtt supp)*; first in *Brad* as HALT, became PLATFORM 1911/12 and pre-grouping ticket thus *(JB)* HALT again 1 July 1924 *(GW circular 18 June)*;. last train 3 February 1951 – see 1951**.

TROEDYRHIEW GARTH [GW] first in *Brad* October 1873 but 'has been opened recently' *S Wales* 20 September; clo to public 22 June 1970; school use continued, last train 14 July 1970 *(RM September)*. *Hb* October 1963a said had become HALT; not seen thus *Brad*, but note added 1965/8 that had become request stop. *Hb* added hyphens as for entry above.

TROEDYRHIWFUWCH [Rhy]

TROEDYRHIWFUWCH op 1 April 1908 *(?; first in Brad April)*; HALT; clo 1 January 1916 (Saturday) *(Cl)*; {Pontlottyn – Tir Phil}.

T COLLIERY HALT (non-tt) shown in *RAC Atlas*; no details known; {T Halt – Tir Phil}.

TROON

For earliest service see 1818**.

TROON [GSW]: line op 5 August 1839 *(co ½ 1110/149)*, nd, August 1840 *(Robinson)*; clo 1846-7 (see 1818**); re-sited on deviation 2 May 1892 *(co ½ 1110/149)*; Station destroyed by fire on Saturday 17 July 2021; services to Ayr and Stranraer terminated at Kilwining; through traffic resumed on Friday 23 July, not stopping at Troon *(internet item, BBC News Service Glasgow & West)*. One platform back in use 26 July, fully reop 30th *(Railnews August 2021);* still open.

T HARBOUR [GSW] first in *Brad* July 1847 (reop of site used for earliest service), last there October 1847; shown as TROON (other was T STATION); pair served by separate trains. Back in tt May 1850; last in tt October 1850; now T H; shared service with T through station, trains dividing/joining at Barassie. Also boat trains from August 1848 to October 1850 (inclusive); shown in *Brad* as 'Glasgow to Troon direct'. Used as part of route Glasgow – Troon (rail); Troon – Fleetwood (steamer); Fleetwood on (rail). Likely closure date was 28 October 1850 when GSW opened line through to Carlisle.

TROUBLE HOUSE op 2 February 1959 *(Wilts & Glos 7th*)*; HALT; clo 6 April 1964 *(W D Press 6th)*; {Culkerton – Tetbury}.

* = paper mentions unauthorised use Saturday 31st January when someone on last steam hauled service pulled communication cord; many passengers went into public house after which halt was named – train waited for them.

TROUTBECK [CKP] op 2 January 1865 *(Carlisle Patriot 7th)*; clo 6 March 1972 *(Newcastle Journal Monday 6th – last train Saturday)*. LNW co tt 1868 and 1908, *Brad* to its end (May 1961): T for ULLSWATER, but not thus LMS tt 1930, BR Regional tts of later 1950s.

TROWBRIDGE [GW] op 5 September 1848 *(Bath & Chelt 6th)*; still open.

TROWELL [Mid] op 2 June 1884 *(Nottingham Journal 3rd)*; clo 2 January 1967 *(Mid)*.

TROWSE – see NORWICH.

TRUMPERS CROSSING [GW]: only shown as ready for inspection 1 July 1904 and probably opened that day by understanding with inspector *(MT6/1279/3)* though not inspected until 9 August – first in *Brad* July; HALT; clo 22 March 1915 *(GM's Report 12 January 1917)*, reop 12 April 1920 *(wtt supp)*; see April/May 1921**; clo 1 February 1926 *(Cl)*.

TRURO {map 112}

T ROAD [West Cornwall] op 25 August 1852 *(R Cornwall Gaz 27th)*; temporary station in Higher Town replaced by >

T NEWHAM [West Cornwall] op 16 April 1855 *(R Cornwall Gaz 20th)*; most trains diverted to next station when it opened and only then did *Brad* add NEWHAM; still one train per day until 16 September 1863 (Wednesday) *(Cl)*; also used by trains to Tehidy (see 23 May 1843**).

TRURO [GW] op 4 May 1859**; still open.

Ticket platforms:

London side op by 8 September 1860 – brake failure, down overran ticket platform *(Launceston Weekly News ... 15th)*.

Cornish side: consideration of taking tickets at Redruth rather than here *(Western Morning News 29 December 1884)*. Closed 1 May 1897 *(U)*.

TRUSHAM [GW] op 9 October 1882 *(Torquay Directory 11th)*; clo 9 June 1958 *(T 5th)*.

TRUTHALL [GW] op 3 July 1905 *(GW H)*; not in *Brad* until October, when PLATFORM (but HALT in notes) until renamed 1 July 1906 *(Cl)*; clo 5 November 1962 *(W Briton 8th)*. Pre-opening T Bridge *(RAC)* and GW ticket as T BRIDGE HALT *(JB)*.

TRYFAN [WH] (ng) op 15 August 1877 *(Cambrian 17th)* as T JUNCTION; aot request; clo 1 November 1916 *(G&S)*; reop 31 July 1922**; renamed T 9 July 1934; last train 26 September 1936.

TUBS HILL – see SEVENOAKS.

TUE BROOK [LNW] op 1 July 1870**; clo 31 May 1948 *(LNW Record)*.

TUFNELL PARK [Nor] op 22 June 1907**; still open.

TULLIBARDINE [Cal] first in *Brad* May 1857; aot request; clo 6 July 1964 *(BR notice Strathearn Herald 27 June)*.

TULLOCH [NB] op 7 August 1894 *(T 7th)* as INVERLAIR; renamed 1 January 1895 *(hbl 24th)*; still open. LNE tt 1933, *Murray* 1948: T for LOCH LAGGAN and KINGUSSIE and thus *Brad* until 1948/9.
Also see MILEPOST items.

TULSE HILL [LBSC] op 1 October 1868 *(T 28 September)*; still open.

TUMBLE – see 1887**.

TUMBY WOODSIDE [GN] op 1 July 1913 *(RCG; Sheffield Daily Telegraph 2nd)*; clo 5 October 1970 *(T 16 July)*. October 1939 tt shows only one train per day, to Firsby; probably effective from 11 September when a number of temporary closures occurred in this area; November tt shows one train each way.

TUNBRIDGE – see TONBRIDGE.

TUNBRIDGE WELLS

TUNBRIDGE WELLS [SE] temporary at Jackwood Springs op 20 September 1845 *(Canterbury Journal 27th*, which had 'Jenkwood Springs'; OS supports Jackwood). Just T W in *Brad*. Paper makes no reference to any preliminary use; does say formal 19th and unlikely anything earlier; replaced by >

TUNBRIDGE WELLS [SE] permanent 25 November 1846 *(Kentish Gazette 1 December)*; T W CENTRAL 9 July 1923 *(hbl 26 April)* to 14 May 1979 tt; still open.

T W WEST [LBSC] op 1 October 1866 *(co n T 1st)*; WEST added 22 August 1923 *(Cl; sig notice 15th noted that decision had been taken)*; clo 8 July 1985 *(RM July)*.

TUNNEL – see FARNWORTH.

TUNNEL INN – see GROSMONT.

TUNNEL JUNCTION [NE] op 13 October 1858**; clo 1 August 1863, service diverted *(Cl)*; {map 31}. In *hb* as T BRANCH J.

TUNNEL PIT WORKMENS PLATFORM [Mid] (non-tt): op before July 1917 wtt; still in use May 1922 wtt *(Mid)*; {1¼ miles west of Stockingford}. Just T P 1922 wtt.

TUNSTALL

For first service see CHATTERLEY.

TUNSTALL [NS] op 1 December 1873 *(NS)*; clo 2 March 1964 *(RM April)*.

TURKEY STREET op 21 November 1960 *(Cl 29)*; on site of earlier Forty Hill, using same buildings (repaired); still open.

TURNBERRY [GSW] op 17 May 1906 *(Kilmarnock Herald 18th)*, linked to Turnberry Hotel by covered way; clo 2 March 1942 except for workmen *(LNW Record)*; unadvertised weekday service withdrawn on and from Thursday 25 June 1942; thereafter use was for RAF (had taken over Hotel); *Maidens* records several special trains. See 1939**.

TURNCHAPEL [LSW] op 1 January 1897 *(W Morn News 2nd)*; clo 15 January 1951 *(T 12th)*, reop 2 July 1951 *(D&C 1)* – see 1951**; clo 10 September 1951 *(RM October)*.

TURNHAM GREEN op [LSW] 1 January 1869 *(co n T 24 December 1868)*; [Dist] use began 1 June 1877; LSW use ended 5 June 1916 *(RM July)*; still open for Dist. [Met] use 1 October 1877 to 1 January 1907. [Picc] use 23 June 1963 to 28 September 1996 and 26 January 1997 on but only stops early morning and late evening. T G (BEDFORD PARK)/T G for B P in *Brad* from 1893/4 for LSW use, 1908/9 for Met Dist use; thus GW co tt 1902, LSW co tt 1914; to T G ? – still T G B P 1949 *(Brad)*, LT tables were omitted from it soon after.

TURNHOUSE [NB] op 23 August 1897 *(co n Edinburgh News 21st)*; clo 22 September 1930 *(Scotsman 15th)*.

TURNPIKE LANE [Picc] op 19 September 1932 *(T 16th, 20th)*; still open.

TURRIFF [GNS] op 5 September 1857 *(two co notices Aberdeen Press 2nd: one gave details including all stations for special train on 4th; other was summary for public opening 5th)*; clo 1 October 1951 *(BR notice Aberdeen Evening Express 17 September)*.

TURTON & EDGWORTH [LY] op 12 June 1848 *(LY; RAIL 1005/265- line)* as CHAPELTOWN (one word in RCH sources, two in *Brad*); renamed T 1 July 1877 *(RCG)*, T & E 2 March 1891 *(Cl; hbl ref 23 April)*; clo 6 February 1961 *(Cl)*.

TURVEY [Mid] op 10 June 1872 *(Northampton Mercury 15th)*; clo 5 March 1962 *(RM March)*.

TUTBURY

TUTBURY [NS] op 11 September 1848 *(Staffordshire Advertiser 16th)*; clo 7 November 1966 *(Birmingham Daily Post 8 October)*. T JUNCTION 1852/3 to 1858/9 *(Brad)*.

T & HATTON op 3 April 1989 *(D&C 7)*; still open.

TUTSHILL [GW] op 9 July 1934 *(Western Mail 5th)*; HALT; clo 5 January 1959 *(T 5th)*; {Woolaston – Chepstow, just west of earlier Chepstow East *(R. A. Cooke Atlas)*}. T for BEACHLEY in op notice, GW co tts seen and *Brad* to clo.

TUXFORD

T CENTRAL [GC] op 15 December 1896 *(Derbyshire Times 19th)*; clo 19 September 1955 *(BR ER internal notice August)*. See SHIREBROOK NORTH for details of a non-tt service.

T NORTH [GN] op 15 July 1852**; clo 4 July 1955 *(RM August)*.
CENTRAL, NORTH added 1 July 1923 *(hbl 12th)* but only added 1 October 1923 *co tt.*
Also see DUKERIES JUNCTION.

TWECHAR [NB] op 2 December 1878 as GAVELL *(Falkirk Herald 5th)*; renamed 29 September 1924 *(Cl)*; clo 6 August 1951 *(Cl)*.

TWEEDBANK op 6 September 2015**; still open; {Galashiels – Melrose}.

TWEEDMOUTH [NE] op 29 March 1847 *(Newcastle Journal 3 April)*; see 13 August 1948**; clo 15 June 1964 *(RM July)*. First in *Brad* as BERWICK (T station); later 1847/1848 became T JUNCTION (and thus NE tt 1880); JUNCTION dropped 1893/4 *(Brad)*.

TWENTY [MGN]: line op 1 August 1866, this in GN tt August; line first shown in *Brad* August, this station listed but no trains calling; first trains shown there September 1866. Clo 2 March 1959 *(T 2nd)*. TWENTY FOOT in *co n for market trains, Stamford Mercury 11 October 1867*.

TWERTON-ON-AVON [GW] op 16 December 1840 *(co n Bath & Chelt 15th)*; -on-A added 1 August 1899 *(Cl; RCH dist ref 9 May 1900)*; clo 2 April 1917 *(GM's report 11 May 1917)*.

TWICKENHAM [LSW]

TWICKENHAM op 22 August 1848 *(T 24 July, co n T 21 August)*; re-sited 250 yards nearer St Margarets 28 March 1954 (Sunday, change made at 9 a.m.) *(RM May)*; still open.

(T) special platform for rugby traffic: according to *Southern Railway Magazine February 1931* this had just been erected; sketch included showed it on site of 1954 station. Continuity of use? See R. Maund *(Chron 105)*.

TWIZELL [NE] op in August 1861 *(NE Hoole)* though not in tt until November 1861; see 13 August 1948**; became unstaffed (HALT added to name?) 7 December 1953 *(BR circ)*; clo 4 July 1955 *(RM August)*.

TWYFORD near Reading [GW] op 1 July 1839 *(co n T 27 June)*; still open.

TWYFORD near Southampton [London & Southampton] probably op late July 1839 *(Hants Chron 15th* – expected to open before end of month); see 10 June 1839**; probably clo late September 1839, certainly before May 1840 (M. Hutson, *Chron/S W Circular)*; no tt evidence seen; {at/near later Shawford}.

TWYFORD ABBEY [GW] op 1 May 1904 *(Uxbridge & West Drayton Gazette 16 April)*; HALT; clo 1 May 1911 *(Middlesex County Times 29 April* – after 30th); {Park Royal – Greenford}.

TWYFORD BRIDGE [GC] (non-tt): October 1914 and September 1925 working tts show stop here for one southbound passenger train per day; probably main use was for collection of milk but perhaps passenger use; {Calvert – Finmere} (letters in *RM July 1989 p 448)*.

TWYMYN BRIDGE [Mawddwy] (non-tt): temporary platform on Dinas Mawddwy side of Cemmaes Road, used when bridge washed away 9 August 1880 and passengers walked to Cemmaes Road; bridge reinstated 10 December 1880. (G. Williams, article on branch, *GW Journal 59)*.

TWYN-GLO – see Plymouth Railway in Section 7.4.South Wales.

TWYWELL [Mid] op 1 March 1866 *(Cambridge Independent Press 3rd)*; clo 30 July 1951 *(RM September)*.

TY COCH [LNW] (non-tt) see 17 August 1879** for temporary use, about half-way between Denbigh and Llanrhaiadr.

TY CROES [LNW] first in *Brad* November 1848; aot request; still open.

TY FYSTON [TV] (non-tt): platform used by workmen before line opened *(MT 6/475/7 – RAC)*; in use January to October 1888; {Cadoxton – Dinas Powis} *(@JF)*.

TY GLAS op 29 April 1987 *(RM May)*, request only stop at first; all stopped 11 May 1987 on; still open.

TYCOCH [BPGV] (non-tt): HALT/PLATFORM; miners; mentioned as in use, *RM September 1912, p 219*; still in use 22 May 1944 wtt; {Trimsaran Road – Kidwelly}.

TYDD [MGN] op 1 August 1866 *(op wtt D&C 5)*; clo 2 March 1959 *(T 2nd)*. At first TYDD ST MARY; St M dropped *Brad* 1876 and *hb* 1877, but added again in latter 1890 and 1895.

TYDDENHENGOED [LNW]: probably goods and minerals only, but in tt included in *LNW Officers* minute of 13 July 1870 (proposed tt following opening of Carnarvon Town line) one combined goods, mineral and passenger train is shown stopping (southbound only) so perhaps an occasional passenger was able to use it; no other reference seen; {Groeslon – Pen-y-Groes}.

TYDDYN BRIDGE [GW] op 1 December 1930 *(GW Chester Divn Report 1931)*; HALT; clo 4 January 1960 *(RM March)*; {Frongoch – Arenig}.

TYDDYNGWYN [Festiniog & Blaenau] (ng) op 30 May 1868**; last train 5 September 1883; replaced to south by Manod, when line reopened standard gauge; {map 78}. *Hb*: TYDDYN GWYN.

TYDEE/TYDU – see ROGERSTONE.

TYGWYN [GW] op 11 July 1927 *(GW letter 6 April 1945 Cl pap)*; originally HALT, HALT dropped 6 May 1968 *(GW H)*; aot request; see 3 November 2013**; still open. BR ticket for TY GWYN HALT *(JB)*.

TYLACOCH [TV] first in *Brad* October 1906; see 1904** (HALT in *IA*); last in *Brad* November 1912. Ynyswen ½ mile north later (see OS 25 inch 1914 - *@JF)*.

TYLDESLEY [LNW]: op 1 September 1864**; clo 5 May 1969 *(RM June)*.

TYLER HILL – see BLEAN.

TYLERS ARMS – see BOURNVILLE MON.

TYLLWYN [GW] op 29 November 1943 *(Cl 29)*; HALT; clo 30 April 1962 *(T 6 April)*; {Victoria – Ebbw Vale}.

TYLORSTOWN [TV] op 24 May 1882 *(co n Western Mail 24th)*; perhaps originally temporary station on different site from later *(RAC)*; clo 15 June 1964 *(RM August)*. TYLORS TOWN until 1903 *Brad*, 1904 *hb*.

TYLWCH [Cam]: excursions 19 and 20 September 1864 to Talyllyn for Brecon races; public op 21 September 1864 *(co n Hereford J 24th- line)*; became HALT 1956/7 *(Brad)*; clo 31 December 1962 *(T 31st)*.

TYN-Y-FFRAM [PT] (non-tt): used by reservoir workmen, later Cwm Gwynon Colliery miners. Siding for Messrs. Barnes & Chaplin opened 5 November 1898 *(RAIL 1057/1528)*; have also put up workmen's platform *(hbl dated 15th)*; clo 1909; {Duffryn Mills – Bryn}. See TYNYFFREM.

TYNDRUM

T LOWER [Cal] op 1 August 1873 *(Scotsman 2nd)*; re-sited/rebuilt 1 May 1877 when line extended to Dalmally; LOWER added 28 February 1953 *(Cl)*; still open.

Also see MILEPOST items; UPPER TYNDRUM.

TYNE COMMISSION QUAY – see under PERCY MAIN.

TYNE DOCK [NE]

TYNE DOCK (a) op late 1860 / start of 1861, replacing JARROW DOCK: *Shields Daily Gazette 21 June 1860* – new station is just about completed; included in *co n Newcastle Journal (29 December 1860)* about a new express service to be run from 1 January 1861. Clo 1 June 1981 *(RM June)* for conversion to >

TYNE DOCK (b) [TWM] op 24 March 1984 *(Tyneside)*; new site; still open.

TYNEHEAD [NB] op 1 August 1848**; one word in opening notice and always (from 1862) *hb*; but TYNE HEAD until 1874 tt *(Cl)*; see 13 August 1948**; clo 6 January 1969 *(BR clo notice)*.

TYNEMOUTH (all early companies eventually part of NE); {map 26}.

TYNEMOUTH [Newcastle & Berwick] terminus op 31 March 1847 *(Newcastle Journal 3 April)* >

TYNEMOUTH [BT] terminus op 1 April 1861 *(BT)*; replaced by temporary terminus 27 June 1864**; that was kept as North Shields, which see, when permanent terminus op 1 April 1865 *(Newcastle Guardian 25 March)* >

Both termini were replaced by through T op 3 July 1882 *(Morpeth Herald 8th)*.

(Non-tt) arrangements for royal visit 21 August 1884: will arrive by sea on North Pier, then along lower part of pier railways far inland as the Small Reading Room, where a temporary platform will be erected *(Shields Daily Gazette 15th)*.

Service became [TWM] 11 August 1980 *(Tyneside)*; station never closed:

23 January 1978 – BR line via Benton clo;

11 August 1980 – Benton line reop *(Newcastle Evening Chronicle 11th)*, now TWM, and line via North Shields clo;

14 November 1982 – line via North Shields reop;

still open.

TYNEWYDD – see OGMORE VALE.

TYNYCWM [GW] op 17 April 1935 *(undated GW notice)*; HALT; initially 'GW' trains only, Sirhowy Valley service added 3 January 1949 *(Rly Obs February)*; clo 30 April 1962 *(T 6 April)*.

TYNYFFREM [PT] (non-tt): workmen's weekly fare to here at 2m 23ch from Port Talbot in 1900 *(Cd 187)*; distance puts it close to site shown for Tyn-y-ffram (above) on map 154 of *RAC Atlas.*

TYNYLLWYN [Talyllyn] (ng) (non-tt): stopping place ... recognised but not advertised many years ago *(Boyd p 109)*; see December 1866**; {Rhydyronen – Brynglas}. Alias TYNYLLWYNHEN, TYNLLWYNHEN.

TYSELEY [GW]

TYSELEY op 1 October 1906 *(RCG; Birmingham Mail 1st)*; clo by fire 21 March 2001 *(Rly Obs May)*; reop 30 April 2001 *(Rly Obs June)*; still open.

T WARWICK ROAD (non-tt): used for service from Snow Hill to public open day here Sunday 4 October 1987 *(Sandwell Evening Mail 3rd)* – just T in paper, joint event, Depot and Railway Museum.

Platform within T Locomotive Works (formerly Birmingham Railway Museum); internal rides by December 1994; Vintage Trains excursions from about 1999 (e-mail to R. Maund); still available.

TYTHERINGTON

TYTHERINGTON [Mid] op 2 September 1872 *(Bristol Merc 7th)*; clo 19 June 1944**.

T QUARRY (non-tt): used 9 September 1974 for 'mystery charter' *(BLN 259 p. 167)* and at least 1978 – 1983, e.g. 22 August 1982 for Tytherington Stone Social Club excursion *(@JF; JB)*; {Tytherington – Thornbury}.

TYWITH – see NANTYFFYLLON.

TYWYN

TYWYN [Cam] op 24 October 1863 *(T 28th)* as TOWYN; spelling altered 5 May 1975 *(RM July)*; still open. Originally temporary station Neptune Road bridge, by Wharf station; used until November 1863 (extension to Llwyngwril) or 1870 (present buildings erected) *(Boyd p 45)*.

TOWYN PENDRE [Talyllyn] (ng) op December 1866**, which see for rest of its history. At times (1914/15 to 1918/19 and 1930) T PENDREF in *Brad* – error?

TOWYN WHARF [Talyllyn] (ng): by 1877 (perhaps from line opening or soon after passengers could unofficially start journey here but had to alight at Pendre on way back, *Chron January 2020 / Talyllyn News no 264)*; *RM October 1904* describes this as practice then – trains only ran down to Wharf shortly before departure; first in *Brad* October 1906; originally KINGS STATION, WHARF; became SLATE WHARF STATION 1909; T WHARF 1911; not always in *(Brad)* and sometimes only shown by note saying particular train started from there; last included September 1914, back August 1915; included without trains October 1917 and October 1918 (were trains April 1917 and January 1919) but this might be result of practice then; only added as arrival station July 1919; see December 1866** for rest of its history.

UCKFIELD [LBSC] op 18 October 1858 *(Sussex Advertiser 19th)*; re-sited north of level crossing 13 May 1991 *(AZ)*; still open.

UDDINGSTON.

At times UDDINGSTONE in *hb*, and *RCH dist 28 May 1913* implied had been revised from this to version above, but latter is only one seen *Brad* and co tts, both Cal and NB.

UDDINGSTON [Cal] op 1 June 1849 *(T 5th- line)*; became U CENTRAL probably 1 January 1952 *(BR circ issued in January)*, reverted 1961/2 tt; still open. 1864 OS 6 inch map shows station east of Glasgow Road; 1899 map shows it to west; 1875 RCH map has just one station, but that for 1888 has separate goods and passenger stations, the latter the westerly one; a likely answer is that the former is the original station. 1884 Bartholomew 2 inch to the mile still shows it in original place. (OS information from G Borthwick).

U EAST [NB] op 1 April 1878 *(line op co n Glasgow Herald 2nd, mentioned ibid, 1st, description of formal opening 30 March)*. Clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCH)*; EAST added 28 February 1953 *(Cl; ref RM April)*; clo 4 July 1955 *(RM August)*.

U WEST [NB] op 1 June 1888 *(NB list)*; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCH)*; clo 4 July 1955 *(RM August)*.

UDNY [GNS] op 18 July 1861 *(co n Peterhead Sentinel 19th)*; clo 4 October 1965 *(Aberdeen Press 10 September* – last train will be Saturday 2nd).

UFFCULME [GW] op 29 May 1876 *(Tiverton Gazette 30th)*; clo 9 September 1963 *(Express & E 9th)*.

UFFINGTON near Swindon [GW] op 1 June 1864 *(co n T 30 May)*; clo 7 December 1964 *(Cl)*.

UFFINGTON & BARNACK [Mid] op 2 October 1846 *(Mid)*; & B added 1 February 1858 co tt *(Mid)*; clo 1 September 1952 *(RM October)*.

UFFORD BRIDGE [GN] op 9 August 1867 (line date *GN* – it was a Friday); at first Fridays only; full use March 1872 *Brad*; aot request; clo 1 July 1929 *(Daily Herald Monday 1st* – last train Saturday*)*. *Hb*: 1872 U B SIDING (no facilities then shown); 1877, 1883 'P', 1890 on no facilities – regarded as 'halt'?

ULBSTER [High] op 1 July 1903 *(Dundee Evening Post 1st)*; clo 3 April 1944**.

ULCEBY

ULCEBY [GC] op 1 March 1848 *(co n, item Hull Packet 3rd)*; still open. U JUNCTION in some tables *Brad* 1850s and 1860s.

U AERODROME [LNE] (non-tt): HALT (but LNE ticket as PLATFORM, *JB*); Air Force Base; op by June 1943; clo by June 1947; {Ulceby – Immingham Dock} *(U)*.

ULLESKELF [NE]: op 30 May 1839 *(co n Leeds Mercury 18th)*; still open.

ULLESTHORPE [Mid] op 30 June 1840 *(Mid; co n T 27th- line)*; became U for LUTTERWORTH 1 May 1879 co tt *(Mid)*, U & L 1 August 1897 *(RCG)*, U 1 February 1930 *(hbl 29 April)*; clo 1 January 1962 *(Coventry Evening Telegraph 29 November 1961)*.

ULLOCK [WCE Jt] first in *Brad* May and tt *Cumberland Pacquet 8 May* 1866*; clo 13 April 1931 *(LNW Record)*.

* = not present in paper of 1 May, probably still April tt; curiously, this paper showed service both ways while tts in other local papers showed southbound use only and continued to do so for some months.

ULVERSTON [Fur] (at first ULVERSTONE *hb*)

Temporary terminus from Barrow, **U ROAD**, alias LINDAL EAST, op 27 May 1852 *(Lancaster Gaz 22nd)*; replaced by >

ULVERSTON op 7 June 1854 *(co n Cumberland Pacquet 6th)*; replaced again by through station 26 August 1857 or soon after *(D&C 14)*; see 1 September 1857**; re-sited again, west side of Urswick Road Bridge 1872/4 *(D&C 14 p 135)*; still open. *Hb*: ULVERSTONE, amended 1877.

UMBERLEIGH [LSW] op 1 August 1854 *(Trewman 13 July, 3 August)*; aot request; still open. U BRIDGE in paper's description of opening.

UNDER HILL [Whitehaven & Furness Junction] op 1 November 1850 *(co n Furness Rise)*; last in tt December 1859; {Green Road – Millom}.

UNDY [GW] op 11 September 1933 *(co n dated 'August')*; HALT; clo 2 November 1964 *(Cl)*; {Severn Tunnel Junction – Magor}.

UNION BANK FARM [LNW] op 1 October 1911**; HALT tt, *hb*; clo 18 June 1951 *(RM August)*; {Farnworth & Bold – Clock Face}.

UNITED STEEL CO'S WORKMEN'S HALT [LMS] (non-tt): included in *U* but extensive searching by Richard Maund failed to find any evidence for existence in wtt or OS so presumed error.

UNIVERSITY Birmingham: op 8 May 1978 *(Birmingham Daily Post 8th)*; still open.

UNIVERSITY Sunderland [TWM] op 31 March 2002 *(Rly Obs May)*; still open.

UNSTONE [Mid] op 1 February 1870 *(Sheffield Independent 2nd)*; UNSTON until altered 1 July 1908 *(hbl 9th)* but UNSTONE in early press references; clo 29 October 1951 *(RM December* – 'excursions will continue'). Ramblers' excursions at least to 22 September 1957, probably last *(AB)*.

UP EXE [GW] op 1 May 1885 *(Wellington 7th)*; U E & SILVERTON until renamed 1 May 1905 *(RCG; GW circular 2012)**; became HALT 1 October 1923 *(Cl)*; clo 7 October 1963 *(W Som F P 12th)*.

* = *RAIL 253/482* says 13 April; date authorised?

UPHALL

UPHALL (a): A station was built here in 1850 but never used. *Returns* for 1850 include report of inspection on 18 September. Branch 1,574 yards long; not directly connected with main line at Houston, later Uphall (b); effectively separate line with own platform at Houston, shunting needed to link with main line. At Uphall 'rails terminate close on the main street'. Safety deficiencies resulted in delay but these were remedied and on 8 November Railway Commissioners sent letter to company saying no further objection to passenger opening. Line was 'opened for traffic' (= available for use in this case) on 20 November 1850 but Edinburgh & Bathgate refused to accept it from contractor, who removed rails and sleepers in 1855. The intention had been to treat this as a mainly mineral line, to the stone quarries at Binny / Binnie, but Edinburgh & Glasgow (operators of Bathgate line) and Union Canal had got together to arrange that line stopped at Uphall so that canal would continue to carry stone traffic. The result was much legal argument (also see 29 November 1851**). It was included in a BoT *Return* as not open on 30 June 1858. Line was shown on e.g. Macaulay's Station

Map of 1851. Ordnance Survey, corrected to 1902 for railways, (Caledonian Books reprint) shows a mineral (oil shale) line going a little west of north from beside Uphall station (ex-Houston), skirting Uphall village and then heading off to Winchburgh. There appear to be the remains of a line going straight to Uphall, that would have fitted Wynne's description, suggesting that mineral line took over part of route. See *Caledonian Mercury 14 March 1850, North British Mail 2 April 1852, Morning Post 16 September 1852, Caledonian Mercury 1855, North British Daily Mail 16 February 1856.*

UPHALL (b) [NB] op 12 November 1849 *(Edin- line)* as HOUSTON; see 29 November 1851**; renamed 1 August 1865 *(Cl)*; clo 9 January 1956** *(BR notice Coatbridge Leader 31 December 1955)*.

UPHALL (c) op 24 March 1986 *(RM May)*; still open.

UPHILL

See BLEADON for known station.

Some local books have claimed that a private station was built here at or soon after line opened in 1841 but never used; no contemporary evidence supports this (see *Chron July, October 2008)*.

UPHOLLAND [LY]

UPHOLLAND (a) op 20 November 1848** as PIMBO LANE; renamed 13 October 1900 *(hbl 12th)*; still open. Until 1902 *Brad* sometimes UP HOLLAND.

UPHOLLAND (b) op 20 November 1848**; {(a) – Orrell}; last in *Brad* August 1852.

UPLAWMOOR

UPLAWMOOR [GBK Jt] op 27 March 1871 *(GSW- line; in line description Glasgow Herald 21st)* as CALDWELL; renamed 2 April 1962 *(RM May)*; clo 7 November 1966 *(RM January 1967)*. According to *hb* September 1962a had become U for C and BR ticket thus *(JB)*.

UPLAWMOOR [Cal] op 1 May 1903 *(RCG)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RCH)*; clo 2 April 1962 *(RM May)*.

UPLEATHAM MINES [NE] (non-tt): miners' trains; dates unknown but references to use 3 September 1871 (breakdown causing delay to others) in *Daily Gazette for Middlesbrough (4th)* and 16 January 1873 (points left open after this left excursion platform at Redcar caused ordinary passenger train to run into excursion platform) in *Shields Daily Gazette 18th*. Likely to have opened much earlier: 3 September 1863 party from meeting of British Association at Newcastle took excursion here; final part of journey to mine entrance in narrow gauge train whose wagons were about four feet square, fitted with seats and able to accommodate four gentlemen or one lady and a platform had been erected at the mine to receive them. The Yorkshire Union of Mechanics' Institutes also had a trip here, 23 May 1872 *(Leeds Mercury 24th)*. Also trip for British Association visit 8 September 1881 *(Northern Echo 9th)*. {Line from Upleatham Junction between Redcar and Saltburn}.

UPMINSTER

UPMINSTER [LTS] op 1 May 1885 *(Globe 2nd)*; [Dist] service added 2 June 1902, ceased 1 October 1905, restarted 12 September 1932; still open.

U BRIDGE op 17 December 1934 *(L; Eastern Counties Times 25 October)*; still open. Owned originally by [LMS] but only [Dist] ever used it; see 1 January 1969**. Pre-opening U West *(T)*.

UPNEY op 12 September 1932 *(L; Chelmsford Chronicle 26 August)*; still open. Owned originally by [LMS] but only [Dist] used it; see 1 January 1969**.

UPPER BANK [Mid] first in *Brad* September 1863; clo 25 September 1950 *(RM November)*; {map 88}.

UPPER BATLEY [GN] op 19 August 1863 *(co ½ RAIL 1116/11)*. Permanent station op about October 1866 *(GN)* – timing of local trains in GNR tt altered by 1 minute from 1 November 1866 which could indicate relocation; clo 4 February 1952 *(RM April)*.

UPPER BIRSTALL – see BIRSTALL.

UPPER BOAT

UPPER BOAT [Cardiff] op 1 March 1911 *(RCG; Railway News 4th)*; clo 20 July 1931 *(Caerphilly Journal 4th).*

UPPER BOAT [ANSW] op 1 September 1904**; HALT from 1 July 1924 *(GW circular June 18)*; clo 17 September 1956 *(RM October)*.

UPPER BROUGHTON [Mid] op 2 February 1880 *(RCG; Leicester Chronicle 7th)*; clo 31 May 1948 *(RM July)*.

UPPER CWMBRAN – see UPPER PONTNEWYDD.

UPPER GREENHILL [NB]

Some sort of station here would logically have op 1 March 1848 with line to Stirling *(co ½ T 4 September- line)*; first evidence for it is June 1848 *Topham*, first time it included line, as SCOTTISH CENTRAL JUNCTION; this was name in Edinburgh to Glasgow table, where it was last in *Brad* May 1854. Thereafter there were footnote references to connections for the north at Greenhill. December 1850/January 1852 it appeared in Scottish Central tables as G JUNCTION* and it reappeared in the body of the Edinburgh to Glasgow line under this name in August 1855. Intermittently in tt, usage depending on whether connection needed between E&G and Scottish Central services; perhaps, at least at times, exchange only; shown in August 1864 E&G wtt as point where carriages for Scottish Central attached/detached; disappeared from Edinburgh to Glasgow table 1861/3 but continued in Scottish Central table, where it was last in *Brad* September 1865, by when it had appeared as G UPPER JUNCTION/G UPPER – result of that company's amalgamation with Caledonian?; {map 11}.

* = note that Caledonian's GREENHILL JUNCTION at first appeared in Scottish Central tables, *Brad* and *Murray*, as CALEDONIAN JUNCTION.

UPPER GREENOCK [Cal] op 15 May 1865 *(Scotsman 16th)*; clo 5 June 1967 *(Cl)*.

UPPER HALLIFORD [SR] op 1 May 1944 *(Middlesex Chronicle 29 April* – said it was to be known as U H); but UPPER added 22 May 1944 according to *L*; HALT until renamed 5 May 1969 *(S App)*; still open.

UPPER HELENSBURGH – see under HELENSBURGH.

UPPER HOLLOWAY [TH Jt] op 21 July 1868 *(L; co ½ T 30 September- line)*; clo 31 January 1870** (Wednesday), reop 1 October 1870 *(Mid)*; became U H for ST JOHNS PARK and HIGHGATE HILL 1 March 1871 co tt, U H for St J P 1 April 1875 co tt, U H 1 July 1903 co tt *(Mid)*; still open.

UPPER LYDBROOK [SW Jt] op 23 September 1875**; clo 8 July 1929 *(Gloucestershire Citizen Monday 8th* – last train Saturday). later excur *(U)*.

UPPER PONTNEWYDD [GW] op 1 July 1852 *(Merlin 2nd)*; UPPER added 4 November 1881 (intended to be U CWMBRAN from 1 September but this name probably not used) *(Cl pap give GW circ 63 for first and GW source for change of mind in response to local request)*; clo 30 April 1962 *(T 6 April)*.

UPPER SOUDLEY [GW] op 3 August 1907 *(Gloucestershire Echo 2nd)*; HALT; clo 3 November 1958 *(T 21 October)*; {map 94}.

UPPER SYDENHAM [LCD] op 1 August 1884 *(T 2nd)*; clo 1 January 1917 *(RM February)*; reop 1 March 1919 *(RCH)*; clo 22 May 1944 *(T 22 April)*; reop 4 March 1946 *(RM May)*; clo 20 September 1954 *(T 20th)*. Perhaps intended to be WELLS ROAD – co tt, map evidence, G Croughton, *TTS March 1978, p 10*.

UPPER TYNDRUM [NB] op 7 August 1894 *(T 7th)* as T; became T U 21 September 1953 *(Cl)*, U T 17 May 1993 tt *(AB, Chron)*; still open.

UPPER WARLINGHAM [CO Jt] op 10 March 1884 (*co n Pall Mall Gazette 8th*, where just W); U W & WHYTELEAFE 1 January 1894 *(hbl 25th)* to 1 October 1900 *(RCG)*; still open. LBSC co tt 1912: U W for RIDDLESDOWN; *Brad* added 'for R' 1890/1 to 1926/7 to whatever name then in use.

UPPER WATCHINGWELL – see WATCHINGWELL.

UPPERBY PLANT & MACHINERY WORKSHOP (non-tt): open days 5 and 7 July 1980; {Carlisle – Wreay} *(U)*.

UPPERMILL [LNW] op 1 July 1886 *(LNW Officers 28684* – 'local service'); clo 1 January 1917 *(T 22 December 1916)*. Two-word version also existed.

UPPERTHORPE & KILLAMARSH [GC] op 1 October 1898 *(Derbyshire Times 1st)*; U & added 1 January 1907 *(RCG)*; clo 7 July 1930 *(RAIL 393/151)*.

UPPINGHAM [LNW]: 3 school specials 27 September 1894 *(Rutland)*; op to public 1 October 1894 *(co n T 1st)*; clo 13 June 1960 but would continue to be used by school *(T 24 March; RM May)*; *hb* September 1960a – closed for passengers except for special trains in connection with U School; school use to 30 May 1964 *(U)*.

UPTON Wirral [GC] op 18 May 1896 *(Wrexham 23rd)*; still open.

UPTON & BLEWBURY [GW] op 13 April 1882 *(T 10th- line; in description of formal op, 12th, Reading Mercury 15th)*; & B added 16 January 1911 *(hbl 26th)*; clo 4 August 1942**, reop 8 March 1943 *(Cl)*; clo 10 September 1962 *(RM October)*.

UPTON & NORTH ELMSALL [HB] op 27 July 1885 *(op tt NER I)*; closed 1 January 1932 (Friday) *(Sheffield Daily Telegraph 10 December 1931)*; later excursions, e.g. 14 October 1933 during Hull Civic Week *(RM February 1934, pp 153-4)* and 28 February 1953 to Leeds for football *(RM May)*.

UPTON LOVEL(L) CROSSING [GW] (non-tt): *G M's Report* 18 March 1915 referred to agreement to stop here as well as STOCKTON CROSSING, which see; trains shown calling in January 1915 supplement *(RAIL 937/116)*, where was U LEVEL C, but not in December 1914 supplement, so must have op during December 1914; {Heytesbury – Codford}.

UPTON MAGNA [Shrewsbury & Wellington] op 1 June 1849 *(Shrewsbury 8th)*; clo 7 September 1964 *(Birmingham Daily Post 11 July)*.

UPTON PARK op [LTS] 17 September 1877 *(Railway News 15th)*; [Dist] added 2 June 1902; [Met] added 30 March 1936; see 1 January 1969**:: still open.

UPTON-BY-CHESTER [Birkenhead] op 17 July 1939 *(LNW Record)*; originally HALT, HALT dropped 6 May 1968 *(GW H)*; clo 9 January 1984 *(BR Board notice Liverpool Echo 15 December 1983* – after last train Sunday 8th), replaced by Bache.

UPTON-ON-SEVERN [Mid] op 16 May 1864 *(Tewkesbury 21st)*; -on-S added 1889 *(RCG ref April)*; clo 14 August 1961 *(T 3rd)*.

UPWELL [GE] op 8 September 1884 (see 20 August 1883**); clo 2 January 1928 *(Bury Free Press* Suffolk *17 December 1927)*.

UPWEY [GW]

UPWEY (a) op 21 June 1871 *(Weymouth 23rd)*; on main line; UPWAY in *hb* 1872; replaced about ½ mile south by >

UPWEY (b) op 19 April 1886 *(Weymouth 23rd)*; U JUNCTION 1 January 1913 *(RCH dist 29 December 1912)* to 1 December 1952, when became U & BROADWEY *(RM December)*; & B dropped 12 May 1980; still open.

UPWEY (c) op 9 November 1885 *(W Gaz 13th)* as BROADWAY, later BROADWEY (by GW co tt 1893); became B DORSET 12 January 1906 *(hbl 25th)*, U 1 January 1913 *(hbl 23rd)*; on Abbotsbury branch; clo 1 December 1952 *(W Gaz 5th)*.

U WISHING WELL op 28 May 1905 *(Bristol NWR)*; HALT; clo 7 January 1957 *(Cl)*. Ticket for W W HALT *(DM)*.

URALITE [SEC]: expenditure on platform authorised 14 November 1900 *(SEC)*, factory and works halt op non-tt early 1901 *(Back Track October 1998)*; op to public Sunday 1 July 1906 *(item and tt, Gravesend Reporter ... 30 June)*; HALT; clo 4 December 1961 *(T 8 November)*; {Gravesend – Cliffe}.

URLAY NOOK – see ALLENS WEST.

URMSTON [CLC] op 2 September 1873 *(CLC)*; still open.

URQUHART [GNS] op 12 August 1884 *(co n Aberdeen Free Press 11th)*; clo 6 May 1968 *(co n Aberdeen Express 5 April)*.

USHAW MOOR [NE] op 1 September 1884 *(D&C 4)*; reduced to one train Mondays to Fridays, to Durham only, after October 1949, before/with 5 June 1950 tt; clo 29 October 1951 *(Cl)*; later use for Durham Miners' Galas, e.g. 16 July 1960 *(JB)*.

USK [GW] op 2 June 1856**; temporary replaced by permanent 28 August 1857 *(Usk Observer 29th* – '... removed yesterday, from the Pontypool road to the site selected for the permanent station, on the Abergavenny road'**)**; temporary platform 26 March 1866 made necessary by fall of tunnel during attempt to repair it: passengers taken from Usk station to platform at other end of tunnel *(London Evening Standard 30th / Bristol Evening Post)*. Used until ?; clo 30 May 1955**.

USSELBY – see CLAXBY.

USWORTH [NE] first in *Brad* May 1864; clo 9 September 1963 *(RM October)*; last train Friday (6th). Prior to closure only one train each way per day, mostly used by workers in chemical industry. Became HALT 14 December 1959 according to *RM August* but not seen thus any tt.

UTTERBY [GN] op 11 December 1905 *(Boston Guardian 9th)*; aot request; see 1905** (d); clo 11 September 1961 *(Peterborough Standard 28 July*, where shown as HALT*)*; {Louth – Ludborough}.

UTTOXETER [NS] {map 58}

At first three stations, which *Brad* did not show separately until approx 1866; its one entry was usually U JUNCTION after 1849; same in co tt reproduced in *The North Staffordshire Railway*, Manifold, 1952.

U BRIDGE STREET op from Stoke-on-Trent 7 August 1848 *(Staffordshire Advertiser 4th)*; paper said station not begun, at present using lodge [for level crossing keeper] at Marchington Road, a little south-east of town; assume station built here later >

U DOVE BANK op from North Rode via Leek 13 July 1849 *(Staffordshire Advertiser 14th)* >

U JUNCTION op 13 July 1849 (assumed date, *line as above*) – needed as interchange but also general use according to local press; closed in May 1881 - article in *Staffordshire Daily Sentinel 22 September* said new curve allowing trains to run to Bridge Street had been passed by inspector and brought into use in May, 'since which time trains have run from the Churnet Valley line ... to Bridge-street'. Curve opened 6 June *(Churnet Valley Railway*, B. Jeuda, Lightmoor, 1999) so paper apparently ran inspection and opening together. *Co n ibid 27 June* of alterations for July said 'has been closed for traffic', presumed to be a reminder, no earlier notices seen.

Bridge Street and Dove Bank listed separately in *hb* and shown on Junction Diagrams; no mention of Junction in *hb* and only physical junction shown on diagrams (exchange only/mainly?).

All replaced by **UTTOXETER** op 22 September 1881 – *Daily Sentinel* (evening paper) *22nd* 'opened to-day without ceremonial', supported by *Derby Daily Telegraph Saturday 24th* 'opened Thursday'; still open.

UXBRIDGE

UXBRIDGE op [Met] 4 July 1904 *(Morning Post 1st)*; [Dist] service added 1 March 1910, transferred to [Picc] 23 October 1933; re-sited on extension 4 December 1938 *(T 3rd)*; clo 19 July to 10 August 2014 for track relaying *(TfL pamphlet)*; still open.

U HIGH STREET [GW] op 1 May 1907 *(RCG; Uxbridge Gazette 4th)*; clo 1 January 1917 *(GW notice dated 22 December 1916)*; reop 3 May 1920 *(Cl)*; clo 1 September 1939 (Friday) *(Cl)*.

U VINE STREET [GW] op 8 September 1856 *(co n T 6th)*; V S added 1 May 1907 *(RCG)*; clo 10 September 1962 *(RM October)*.

UXBRIDGE ROAD

UXBRIDGE ROAD [WL] op 1 November 1869 *(LNW Officers 4698)*; [Met] added 1 February 1905; clo, by enemy action, 21 October 1940 *(wtt supp)*. LNW co tt 1870, LMS tt 1930, *hb* from 1877, *Brad* ? to closure: U R for SHEPHERDS BUSH.

According to *WL* perhaps temporary [HC] station here, alias **NORLAND**, about 1864; shown on Crutchley's London area map about this time, at/near site of later Latimer Road. HC *co ½ (London Evening Standard 24 February 1865)* said that temporary station had been ready since middle of August [1864] but not opened because GW not prepared to provide service; letter *West London Observer (10 March 1866)* said station near Norland Road had been built but when GW took over it had been removed to help build one at Westbourne Park (which see).

Also see SHEPHERDS BUSH [WL] and [HC].

VALLEY

VALLEY (a) [LNW] first in tt *(Topham)* May/June 1849; clo 14 February 1966 *(BR LM n North Wales Weekly News 13 January)*.

VALLEY (b) op 15 March 1982 *(RM May)*; aot request; still open.

VALLEYFIELD PLATFORM [NB] (non-tt): pit sunk 1908-11; Platform dates from agreement between NB and Fife Coal Co made 1914, extended 1921 *(Engineer's Agreement Book).* Perhaps platform disused from mid-1920s, when motor bus service to here started (A. Simpson, most from article cited under BENARTY) {near Culross, Fife}.

VAN – see GARTH & VAN ROAD.

VARTEG [LNW] op 1 May 1878 *(LNW Officers 18407, 18465; T 4th)*; became HALT 1933/4 *(Brad)*; clo 5 May 1941 *(GW/LNW handbill April 1941, RAIL 1014/33l)*.

VAUXHALL London

VAUXHALL [LSW] op 11 July 1848 *(L; T 12th- line)*; effectively replaced Nine Elms, which had at times appeared in tt as Vauxhall; still open. Sometimes V BRIDGE, *Brad* and co notices; in 1850s press sometimes called it Nine Elms.

VAUXHALL [Vic] op 23 July 1971 *(L; T 24th- line)*; still open.

VAUXHALL – see BIRMINGHAM (terminus); DUDDESTON (through station).

VELVET HALL [NE] op 27 July 1849 *(Newcastle Journal 28th)*; see 13 August 1948**; clo 4 July 1955 *(RM August)*.

VENN CROSS [GW] op 1 November 1873 *(W Som F P 1st, 8th)*; clo 3 October 1966 *(Som Gaz 7th)*.

VENTNOR

VENTNOR [IoW] op 10 September 1866 *(Hants Adv 15th)*; clo 18 April 1966 *(RM March)*. LBSC co tt 1912: V for BONCHURCH. *Brad* ? to 1955: V for B and the LANDSLIP.

V WEST [IWC] op 1 June 1900 *(IoW Observer 2nd)*; V TOWN until renamed 9 July 1923 *(hbl 26 April)*; clo 15 September 1952 *(T 6 August)*.

Also see ST LAWRENCE.

VERNEY JUNCTION [LNW-Met/GC Jt] op 23 September 1868 *(Bucks Herald 26th)* – at Claydon but given this name in deference to Sir Harry Verney; clo 1 January 1968 *(Coventry Evening Telegraph 11 November 1967)*. Op by Aylesbury & Buckingham, later part of GC; see 27 March 1874**; Met use began 1 July 1891, ended 6 July 1936 *(Ug)*.

VERWOOD [LSW] op 20 December 1866 *(Salisbury & Winchester Journal 22nd)*; clo 4 May 1964 *(Hants Chron 9th)*. LSW co tt 1914 and *Brad* to 1955: V for CRANBORNE.

VIADUCT – see EARLESTOWN.

VIADUCT COTTAGES: [High or BR?] (non-tt): wtts 30 June 1952, 14 June 1954, 16 September 1957 and 13 June 1960 show one Saturday only call each way for 'Wife of Railway employee'; {Slochd Crossing – Carr Bridge).

VIADUCT YARD – see under CARLISLE.

VICARAGE CROSSING [GW] op 1 May 1905 *(GW H)*; HALT; clo 1 January 1917 *(GW notice dated 22 December 1916)*; reop 2 April 1917 *(RAIL 271/4)*; clo 1 January 1931 (Thursday) *(T 20 December 1930)*; {map 75}.

VICKERS PLATFORM [NB] (non-tt): platform at junction with line to Broomhope Siding for Vickers weapon-testing site; probably dated from about 1880 (original users Armstrong, Mitchell & Co), used to c 1952 (line closed to passengers 13 September 1952); some use by locals as well as workmen; {about 1 mile 26 chains north of Reedsmouth} *(Sewell)*.

VICTORIA

For main line station see LONDON.

VICTORIA [Dist] op 24 December 1868 *(T 21st, 25th)*; still open. Subway link to main station op 12 August 1878 *(L)*.

VICTORIA [Vic] op 7 March 1969 *(T 8th)*; still open.

VICTORIA near Ebbw Vale [GW] first in *Brad* August 1852*; clo 30 April 1962 *(T 6 April)*.

* = order, 23 June 1852, that station for booking passengers should be opened at Victoria Bridge *(Mon min).* First appeared in weekly tt in *Merlin* 6 August 1852 but tts for 23 and 30 July lacked detail. These issues included notice that there would be alterations to times on and after Sunday 25 July; was this when Victoria opened?

VICTORIA – see LOCHEE WEST; ROCHE.

VICTORIA DOCKS: CUSTOM HOUSE and TIDAL BASIN sometimes prefixed thus.

VICTORIA PARK London

V P [NL owned and staffed, also used by GE according to *Broad Street to Poplar ...*, J E Connor, 1995, p 29] op for regular service 14 June 1856* *(L)*; original station op by NL; re-sited to east 1 March 1866; GE started to use own platforms there 1 November 1866; two companies used alternate years until 1874 when GE became continuous users (last NL train probably 31 October 1874 but other companies' services continued to use platforms); Stratford line platforms clo 2 November 1942, rest clo 8 November 1943 *(LNW Record)*.

* = used on 29 May 1856 to take people to/from firework display celebrating peace treaty after Crimean War – Blackwall *co n T 29 May*, which called it HACKNEY WICK (V P). Also this and V P H W at times in tts and *hb*.

V P & BOW [EC] op 31 March 1849**; clo 6 January 1851 *(Cl)*.

V P & BOW [Blackwall] op 31 March 1849**; clo 26 September 1850 *(L)*.

The last two (alias OLD FORD/BOW) above really formed interchange station made necessary because EC would not agree to through running – see note.

VICTORIA PARK Glasgow: - see SCOTSTOUN; WHITEINCH.

VICTORIA ROAD – see under SWANSEA.

VIGO [NE] op 16 April 1835 *(NE- line)*; last in *Brad* December 1853; see 1860**; {map 34}.

VILLAGE: see 4 October 1929**.

VIRGINIA WATER [LSW] op 9 July 1856 *(co n T 9th)*; still open. Became V P for WENTWORTH January 1929 *(hbl 23rd)* and thus *Brad* until 1955.

VOBSTER [GW] (non-tt): used for excursion from quarries to Weymouth 26 July 1873 *(Away, p 111)*; {in *IA*, branch from Mells Road}.

VOWCHURCH [GW] op 1 September 1881**; finally clo 8 December 1941.
VULCAN [LNW] op 1 November 1912 *(LNW Officers 43869)*; HALT until 1926 *(Brad)* and again from 1962/3 tt; clo 14 June 1965 *(RM July)*; {Earlestown – Warrington}.

WADBOROUGH [Mid] first seen in tt *Midland Counties Herald* for 1 February 1844 *(Mid)* where was W for KEMPSEY; clo 4 January 1965 *(Tewkesbury Register 1st)*.

WADDESDON [Met/GC]

WADDESDON op 1 January 1897 *(RCG; co n Bucks Herald 26 December 1896)* as W MANOR; renamed 1 October 1922 *(hbl 26th)*; clo 6 July 1936 *(Bucks Herald 10th)*.

W ROAD op January 1872 (see 1871**); ROAD added 1 October 1922 *(hbl 26th)*; [Met] added 1 December 1899; clo 1 December 1935 (Sunday) *(RCH; Bucks Herald 29 November)*. *Hb*: 1872 WADDESDEN ROAD; 1879a 'SIDING' added and first shown 'P'; 1883 'SIDING' dropped; 1890 WADDESDON SIDING; 1895 WADDESDON; 1923a ROAD added again.

WADDINGTON [GN] op 15 April 1867 *(GN; co ½ T 19 August- line; included in description of formal opening on 11th, Stamford Mercury 12th)*; clo 10 September 1962 *(Birmingham Daily Post 1st)*.

WADDON

WADDON [LBSC] first in *Brad* February 1863, 'nearly complete' *Surrey Gazette 6 January*; still open. *Brad*, until 1955: W for BEDDINGTON, BANDON HILL and BEDDINGTON LANE (*RCG ref January 1887* gave addition of first two, and they were included in *hb* 1890 on, including 1956).

W MARSH [SR] op 6 July 1930 *(T 30 June)*; HALT until renamed 5 May 1969 *(S App)*; clo 1 June 1997** for conversion of line to Croydon Tramlink – see Section 6.

WADEBRIDGE [LSW]

WADEBRIDGE (a) op 1 October 1834**; clo 1 November 1886 for line rebuilding *(R Cornwall Gaz 29 October)*.

WADEBRIDGE (b) op 3 September 1888 *(W Morning News 4th)*; 12 chains east of (a); clo 30 January 1967 *(Cornish & DP 4 February)*. First use by GW; LSW's own service began 1 June 1895.

WADHURST [SE] op 1 September 1851 *(notice and item Kentish Gazette 2nd)*; still open.

WADSLEY BRIDGE [GC] op 14 July 1845 *(co n Sheffield 12th)*; clo 15 June 1959 *(RM July)*; advertised summer Saturday & Sunday trains for anglers until 31 October 1965 *(Cl)*; later severe weather, and excursion use *(U)*; last football (Sheffield Wednesday) excursion 8 January 1994 *(BLN 977)*; from 2 March 1997 no part of privatised railway had relevant rights to use station *(BR doc)*.

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

WAENAVON [LNW] op 1 September 1871 *(LNW Officers 6916)*; clo 5 May 1941 *(GW/LNW Joint Co handbill, RAIL 1014/33)*. E.g. LNW co tt 1874: WAEN AVON.

WAENFAWR (ng) [WH] op 15 August 1877 *(Cambrian 17th)*; clo 1 November 1916 *(G&S)*.
Reop 31 July 1922**; last train 26 September 1936.

WAINFELIN [GW] op 13 July 1912 tt *(GW H)*; HALT; clo Sunday 29 April 1917 *(GW public notice)*; reop 30 April 1928 *(co n dated 'April')*; clo 5 May 1941 *(co handbill RAIL 1014/33)*; {Pontypool – Abersychan & Talywain}.

WAINFLEET [GN] op 24 October 1871 *(Lincolnshire Chronicle 27 October)*; see 11 November 1962**; still open.

WAINHILL [GW] op 1 August 1925 *(wtt supp)*; HALT; clo 1 July 1957 *(RM August)*; {Princes Risborough – Chinnor}.

WAKEFIELD

W KIRKGATE [GN/LY] op 5 October 1840 *(co n Leeds 3rd)*; still open. *Brad* 1869: W JUNCTION one table; K first seen 1872, some tables (GN first); *hb* 1877 (as W K JOINT).

Ticket platform, only reference seen: conviction for damage done 25 February 1886 *(Leeds Mercury 11 March)*.

W WESTGATE [GN] op 5 October 1857 *(T 5th)*; re-sited 10 chains north 1 May 1867 *(Leeds Mercury 2nd)*; still open. *Cl* says clo First War, reop 16 August 1921; but trains shown *Brad* October 1918, September 1920, August 1921, though it was omitted from index at this time. WESTGATE added by 1859 *(Brad)*.
Also see OAKENSHAW.

WAKERLEY & BARROWDEN [LNW] op 1 November 1879 *(RCG; Leamington Spa Courier 1st)*; clo 6 June 1966 *(Birmingham Daily Post 30 May)*.

WALBERSWICK [Southwold] (ng) op 1 July 1882 *(D&C 5)*; aot request; clo 2 April 1917 *(Cl)*; back in tt August 1919; clo 12 April 1929**.

WALCOT [Shrewsbury & Wellington] op 1 June 1849 *(Shrewsbury 8th)*; clo 7 September 1964 *(Birmingham Daily Post 11 July)*. Erratically WALCOT/TT *(Brad)* – e.g. March 1850 one version each way.

WALDRON & HOREHAM ROAD – see HORAM.

WALESWOOD [GC] op 1 July 1907 *(Sheffield Daily Telegraph 2nd)*; clo 7 March 1955 *(RM April)*.

WALFORD [GW] op 23 February 1931 *(GW source Cl pap)*; HALT; clo 5 January 1959 *(T 5th)*; {Ross-on-Wye – Kerne Bridge}.

WALHAM GREEN – see FULHAM BROADWAY.

WALKDEN

WALKDEN [LY] op 2 July 1888 *(Wigan Examiner 4th)*; became W HL 2 June 1924 *(Rly Gaz 23 May)*, reverted 14 June 1965 tt; still open.

W LL [LNW] op 1 April 1875 *(LNW Officers 12593; Manchester Times 3rd)*; LL added; clo 29 March 1954 *(BR clo notice Sweeney)*.

WALKER

WALKER [NE] op 1 May 1879 *(Shields Daily Gazette 28 April)* as LOW W; renamed 13 May 1889 *(hbl 11 July)*; clo 23 July 1973 *(BR Board notice Newcastle Evening Chronicle 22nd)*.

WALKER GATE [NE]: op 22 June 1839**; WALKER until renamed 1 April 1889 *(Cl)*; clo 11 August 1980 *(RM October)* for conversion to >

WALKERGATE [TWM] op 14 November 1982 *(Newcastle Journal 12th)*; still open.

WALKERBURN [NB] op 15 January 1867 *(NB)**; see 13 August 1948** and 1949**; clo 5 February 1962 *(RM February)*.
* = not opened with line, 16 June 1866, because needed bridge to connect village to station.

WALKERINGHAM [GN/GE] op 15 July 1867 *(GN/GE)*; clo 2 February 1959 *(RM March)*.

WALL [NB] op 5 April 1858 *(T 5th)*; clo 19 September 1955 *(RM October)*.

WALL GRANGE & LONGSDON [NS] first in *Brad* November 1873 *(Staffs Advertiser 1st, list of alterations)*; & L added 1923? *(Brad; hbl ref 26 April)*; clo 7 May 1956 *(RM June)*. NS co tt 1910: W G for CHEDDLETON and thus *Brad* until 1923. LMS ticket WALLGRANGE & L *(JB)*.

WALLACE NICK – see KELSO.

WALLASEY [Wirral]

W GROVE ROAD op 2 January 1888 *(co n Liverpool 1 March)*; G R added 31 May 1948 *(Cl)*; still open.

W VILLAGE first in *Brad* March 1907*; still open.

*February 1907 tt included LEASOWE ROAD, no trains calling and note 'see company's announcements for opening date'; *Railway Gazette* and co minutes suggest it was briefly open as L R but announced at co ½ Monday 25 February that would be opened on Friday at L R, to be called W V *(Cheshire Chronicle 2 March)*.

WALLINGFEN [HB] op 27 July 1885 *(op tt NER I)* as NEWPORT; *Brad* added (YORKS) 1902/1904 but the Clearing House never seems to have added this in *hb* name column (not there in the 1912 book, 1922 cumulative appendix or 1923 separate appendix) though certainly used on tickets considerably earlier than 1910 (B. Pask); renamed W 1 July 1923 *(hbl 12th)*; clo 1 August 1955 *(RM September)*.

WALLINGFORD

WALLINGFORD op [GW] 2 July 1866 *(Oxford Chron 7th)*; clo 15 June 1959 *(RM August)*. Later carnival use – e.g. 21 June 1969 *(RM September)*; after some years a platform short of original was used *(U)*.

W ROAD – see CHOLSEY; MOULSFORD.

WALLINGTON [LBSC] op 10 May 1847 *(T 8th/Globe)* as CARSHALTON; renamed 1 September 1868 *(L)*; still open.

WALLSEND:

WALLSEND (a) [NE] op 22 June 1839**, as CARVILLE; renamed ? (by March 1864, first appearance in *Brad*); clo 11 August 1980 *(RM October)* for conversion to >

WALLSEND (b) [TWM] op 14 November 1982 *(Newcastle Journal 12th)*; still open.

WALLYFORD

WALLYFORD (a) [NB] op 1 May 1866 *(co n Caledonian Mercury 28 April)*; clo by 15 October 1867 *(in co tt 1 September, absent co tt 15 October)*; {Inveresk – Prestonpans}.

WALLYFORD (b) op 13 June 1994 *(RM August)*; still open.

WALMER [Dover & Deal Joint] op 15 June 1881 *(Railway News 18th)*; still open. SEC co tt 1914 and *Brad* ? to 1955: W for KINGSDOWN.

WALNUT TREE {map 90}

W T BRIDGE [Rhy] op 31 March 1858 *(item, tt Cardiff & Merthyr Guardian 3 April)*; last in *Brad* and e, g, tt *Cardiff & Merthyr Guardian* December 1871 though *Merthyr Telegraph* continued to show trains in March tts (last) – presumed inertia.

For **W T JUNCTION**, later W T BRIDGE [TV] see TAFFS WELL.

WALPOLE [MGN] op 1 March 1866 *(T 2nd)*; clo 2 March 1959 *(T 2nd)*.

WALSALL

For first 'Walsall' station see BESCOT BRIDGE.

WALSALL [LNW] temporary in Bridgeman Street, op 1 November 1847 *(Rtn)*; replaced by permanent 9 April 1849 *(Cl)*; see 13 August 2017**; still open.

Ticket platforms, both sides, alighting allowed at both for at least part of time:

West of station: earliest reference seen – *Walsall Free Press Saturday 27 February 1864*: last Sunday just after train from Rugeley had passed wall on west or down side of line fell; ticket platform crushed. *Ibid Saturday 22 March 1873*: on Monday evening train from Wednesbury at ticket platform near Bodley's Crossing (replacement on same or different site?) hit by train from Birmingham. *Walsall Observer 4 October 1902*: memories of an old railwayman – there was a ticket platform between Bodley's and Bridgeman Street Crossings at which anyone could alight [probably long closed].

East of station: earliest reference seen – *Walsall Free Press Saturday 14 July 1866*: ticket platform in Littleton Street. Hope closure of Littleton Street ticket platform is only temporary during improvements to line between here and Ryecroft; many would feel the loss of the indulgence of being allowed to alight here *(Walsall Observer 19 March 1881)*. Probably permanent: *ibid 25 November 1899* – some years ago ticket platform here.

Both used in time of floods at main station, then prone to this: e.g. at Ryecroft (main station); floods; passengers by road from station to Bodley's Crossing on the south and to ticket platform in Littleton Street *(Staffordshire Advertiser 24 July 1875)*.

Also seen: references to ticket platforms at New Mills and Long Street – assumed to be alternative names for one / both of above. Was original station at Bridgeman Street kept for this purpose?

WALSALL WOOD [Mid] op 1 July 1884 *(Walsall Advertiser 28 June)*; clo 31 March 1930 *(Derby Daily Telegraph 27th)*.

WALSDEN

WALSDEN (a) [LY] first in *Brad* October 1845; south of level crossing; clo 7 August 1961 *(RM September)*.

WALSDEN (b) op 10 September 1990 *(BLN 639)*; north of level crossing; still open.

WALSINGHAM

WALSINGHAM [GE] op 1 December 1857 *(Norwich Mercury 5th)*; clo 5 October 1964 *(RM September)*.

W SHRINE [LNE] (non-tt): used 1930s for pilgrimages; {Walsingham – Fakenham} *(U)*.

1950s excursion trains for visitors to shrine ran to W itself; however, on return passengers picked up at W and SLIPPER CHAPEL HALT. Latter was occupation crossing near shrine; no station, passengers joined via portable steps; only evidence in Special Traffic Notices (B. Wilson, memory from days in Central Timing Office at Liverpool Street).

WALSOKEN [EC]: op 1 February 1848 *(Stamford Mercury 4th)*; last in tt August 1851; {map 66}.

WALTHAM near Grimsby [GN] op 1 March 1848 *(co n, item Hull Packet 3rd)*; W & HUMBERSTONE until 1852/3 *(Brad)*; clo 11 September 1961 *(Peterborough Standard 28 July)*.

WALTHAM CROSS [GE] op 15 September 1840 *(T 16th)* as W; became W C 1 December 1882 *(Cl)*; re-sited from north side of Waltham Lane 1885; was W C & ABBEY 1 May 1894 to 20 February 1969 *(Cl)*; still open.

WALTHAM-ON-THE-WOLDS [GN] (non-tt): in GN tt for 11 years from May 1883 (and briefly in *Brad*, e.g. July 1883) but no trains ever shown calling. It was used for specials for the Croxton Park Races, usually held one day late March / early April: earliest use was 30 March 1882 when 'the new slip line to Waltham' carried many hundreds *(Grantham Journal 1 April)*; this continued through to 1914, same paper *(4 April 1914)* reporting use on 2nd; most years many excursions ran but in 1912 only one long train from Grantham, carrying at most 50 people ran, to the detriment of the attendance *(ibid 13 April)*. *GN II p 100-1, III p 139*: specials authorised by BoT for Waltham Fair 17-19 September 1882; these continued for many years. 4 April 1889 at least eight specials were provided for races, from Nottingham, Grantham, Leicester and Northampton (G Goslin, *Goods Traffic of the LNER*, Wild Swan, 2002); occasional use for military training camps at Croxton *(Leic)*.
Hand-books have 'P' from 1883 on; 1941 appendix, first since 1938, now parcels only (inertia?).
Sources suggest correct railway usage was as above: *Brad* September 1883 index, GN wtt 1 July 1888 (-WOLDS x 12, -WOLD once), earliest Junction Diagram seen (1885?), AvonAnglia facsimile (published ?) of GN's *Table of Stations, Signal .....* and all press adverts seen; –WOLD version seems to have originated in lack of space and copying this form thereafter.

WALTHAMSTOW
W CENTRAL [GE] op 26 April 1870 *(Lloyd's Weekly 1 May)* as HOE STREET; became H S W 1886 *(RCH reference October)*; W CENTRAL 6 May 1968 *(Cl)*; still open.
W CENTRAL [Vic] op 1 September 1968 *(T 2nd)*; still open.
W QUEENS ROAD [TFG Joint] op 9 July 1894 *(RCG; Barking ... Gazette 14th)*; Q R added 6 May 1968 *(Mid)*; still open.
ST JAMES STREET [GE] op 26 April 1870 *(Lloyd's Weekly 1 May)*; became St J S W 1886 *(as for Central)*, St J S March 1971**; still open.
SHERNHALL STREET [GE] op 26 April 1870 *(Lloyd's Weekly 1 May)*; replaced, on extension of line, by >
WOOD STREET [GE] op 17 November 1873 *(L)*; WALTHAMSTOW W S 1886 *(as for Central)* to March 1971**; still open.

WALTON Liverpool
W MERSEYSIDE [LY] op 2 April 1849 *(Southport Vis 7th)*; still open. Was W JUNCTION by 1853 *Brad* – early no detail) and thus LY co tt 1899; became W 7 May 1973 *(LMR WON)*; W M 14 May 1984 tt.
W & ANFIELD [LNW] op 1 July 1870** as W; & A added 1 January 1910 *(hbl 27th)*; clo 31 May 1948 *(LNW Record)*.
W-ON-THE-HILL [CLC] op 1 December 1879 *(co n Liverpool D P 29 November)*; clo 1 January 1918 (Tuesday) *(Cl)*. Occasional excursion use in 1930s *(CLC Portrait)*.
WALTON near Peterborough [Mid] op 2 October 1846 *(Morning Post 9th)*; clo 7 December 1953 *(RM January 1954)*.
WALTON near Wakefield [Mid] op 1 June 1870 *(Mid)*; SANDAL & W until renamed 1 October 1951 *(Mid)*; clo 12 June 1961 *(RM June)*.
WALTON between Birmingham and Derby – see BARTON & WALTON.

WALTON JUNCTION {map 50}
WALTON JUNCTION (a) op 5 May 1857; clo 15 October 1857. Dates of Manchester Art Treasures Exhibition; station in *Brad* May to October (inclusive), service to Exhibition from Chester and back via Warrington Arpley.
WALTON JUNCTION (b): Warrington Arpley to Chester service started 1 March 1858 *(T 4th)*; part of inter-company warfare between LNW on one side and GN and MS&L on the other – latter intended to provide route linking Chester with their service from London to Manchester; hampered by direct and legal action by LNW who did not want competition, so one cannot be sure how regularly service ran. Service appeared in *Brad* May (when things had settled down?) to August (inc) 1858, only in Warrington & Stockport table, not Birkenhead. W J only intermediate station shown. Clo 1 September 1858: Warrington & Stockport notice *(T 30 August)* said service would be suspended in consequences of 'obstructions put in way' and 'false information constantly given to passengers' by Birkenhead company. No evidence that it ever resumed.
During first use might have operated predominantly as exchange station. Cannot have been so in 1858, when it must have represented attempt to tap custom of its thinly populated area. Would have been at/near junction between line from Arpley and the Birkenhead line. Probably [Warrington & Stockport] station; perhaps joint with [Birkenhead]; least likely that latter were sole owners.

WALTON-IN-GORDANO [WCP]
WALTON-IN-GORDANO and **W PARK** both op 7 August 1907 *(Bristol T 8th)*; clo 20 May 1940 *(Bridgwater Merc 22 May)*.
WALTON-ON-THE-NAZE [GE] op 17 May 1867 *(T 20th)*; still open. Sometimes W-on-the-N, e.g. *hb* always, GE co tt 1914; *Brad*, erratic at start, dropped '-the-' from body 1923/4; 'the' restored 20 May 1970tt.
Ticket platform, only reference seen: to be a new station at Frinton Gate at which passengers will give up their tickets instead of at ticket platform at Walton as at present *(Essex Standard 2 May 1885)*.
WALTON-ON-THAMES [LSW] op 21 May 1838 *(co n T 16th)*; still open. At first W; became W & HERSHAM 1849 tt *(Cl)*, W for H 1913? *(by RCH dist 10 March)*, and thus LSW co tt 1914; W-on-T 30 September 1935 *(SR)*.
WALWORTH ROAD [LCD] op 1 May 1863 *(co n T 2nd)* as CAMBERWELL GATE; renamed 1865 tt *(Cl)*; clo 3 April 1916 *(T 11 March)*; {in *IA*}.
WAMPHRAY [Cal] op 10 September 1847 *(co n True Line)*; clo 13 June 1960 *(RM July)*.
WANBOROUGH [LSW] op 1 September 1891 *(RCG; Surrey Advertiser 29 August)*; still open. Was W for NORMANDY August 1929 *(hbl 23 October)* until 1955 *(Brad)*.

WANDSWORTH {maps 109, 110}
W COMMON [LBSC] (a) op 1 December 1856 *(co n T 28 November)*; described in opening notice as temporary station; it was W COMMON in notice, though just W in tt before January 1858 *(L)*; clo 1 June 1858 (Tuesday) *(Cl)*.
W COMMON [LBSC] (b) op 1 November 1869 *(co n Chichester Express .. 2nd)*; short distance south of (a), replacement for New Wandsworth; still open. *Brad*: W C for CLAPHAM NIGHTINGALE LANE ? until 1955.
W ROAD [LBSC platforms] op 1 May 1867 *(L)*; see 1866**; clo Wednesday 19 May 1926 (perhaps last day of use), reop 20 September 1926 *(RM November p 418)*; still open.
W ROAD [LCD platforms] op 1 March 1863 *(L)*; see 1866**; clo 3 April 1916 *(RCH, T 11 March)*.
W TOWN [LSW] op 27 July 1846 *(T 23rd)*; TOWN added 7 October 1903 *(RCG)*; still open.
Also see CLAPHAM COMMON.

WANLOCKHEAD [Cal] op 1 October 1902 *(RCG; Motherwell Times 3rd* – has now been opened); clo 2 January 1939 *(T 16 December 1938)*.
WANSBECK ROAD [TWM] op 10 May 1981 *(Tyneside; Newcastle Evening Chronicle 8th- line)*; still open.
WANSFORD
WANSFORD [LNW] op 2 June 1845 *(Northampton Mercury 5th)*; clo 1 July 1957 *(RM July)*. W SIBSON in *Brad* 1845 to 1889 and in LNW co tt at least 1852-83.
W ROAD [GN] op 9 August 1867 *(Chronicle 16th- line, in description of formal opening, Stamford Mercury 9th)*; clo 1 July 1929 *(Daily Herald Monday 1st* – last train Saturday*)*.
Also see SIBSON.
WANSTEAD [Cen] op 14 December 1947 *(T 17th)*; still open.
WANSTEAD PARK [TFG Jt] op 9 July 1894 *(RCG; Barking ... Gazette 14th)*; still open.
WANSTROW [GW] first in *Brad* August 1860 but opened before / on 23 July, when used by Shepton Mallet Juvenile Band, clearly ordinary trains *(item S M Journal 27th)*; clo 9 September 1963 *(Weston 13th)*.
WANTAGE ROAD [GW] first in *Brad* November 1846; clo 7 December 1964 *(Cl)*.
WAPPENHAM [SMJ] op 1 June 1872 *(Banbury Guardian 6th)*; clo 2 July 1951 *(RM September)*.
WAPPING [East London] op 7 December 1869 *(T 7th)*; W & SHADWELL until renamed 10 April 1876 *(L)*; clo 25 March 1995 for engineering work *(BLN 746, corr)*; reop 25 March 1998 *(RM September)*; clo 23 December 2007**; restored fully 23 May 2010**; still open.
[Met] use began 6 October 1884, clo 3 December 1906, reop 31 March 1913.
[Dist] use began 1 October 1884, clo 1 August 1905.
WAPPING DOCK Liverpool [LO] op 6 March 1893**; clo 31 December 1956 *(T 29 September; Cl)*.
WARBLINGTON [LBSC] op 1 November 1907 *(?; first in Brad November)* as DENVILLE; renamed December 1907 *(Brad)*; HALT until renamed 5 May 1969 *(SR App)*; still open.
WARBOYS [GN/GE] op 16 September 1889 *(RCG; Cambridge Daily News 17th)*; clo 22 September 1930 *(Peterborough Standard 5th)*; later excursions – fairly frequent to 1939, last seen 19 September 1951 *(co n ibid 14th)*.
WARBRECK [CLC] op 1 August 1929 *(Liverpool Echo 1st)*; closed in winter 1929/30 and 1930/1 (reop 25 May 1931) *(CLC letter 18 April 1945 Cl pap; wtt supp May 1931)*; clo 7 November 1960 *(RM December)*; HALT until 1933/4 *(Brad)*; {Clubmoor – Aintree}.
WARBURTON – see DUNHAM MASSEY.
WARCOP [NE] op 9 June 1862**; clo 22 January 1962 *(RM February)*; use by troop trains continued, at least until 20 May 1987 (photograph in *Stainmore – Eden Valley Railway* by P. Walton, OPC, 1995).
WARD/WARD STREET – see DUNDEE.
WARDEN [NC]: line op 28 June 1836, nd; (see 10 March 1835**); probably closed about end of 1836 or very early 1837 – still shown in *Scott* start of 1837.
WARDHOUSE [GNS] op 1 December 1854 *(co n Aberdeen Press 6th)*; clo 5 June 1961 *(GNS)*.
WARDLEWORTH [LY] op 1 November 1870 *(item, co tt Rochdale Observer 5th)*; clo 16 June 1947**. Clearly intended clo date – *Manchester Evening News 7 May* said would close then because no longer any demand from people living along line. *Hb*: 1872 W BROW; 1877 entered 'P' both as W and ROCHDALE YORKSHIRE STREET (same as W).
WARDS – see COLTFIELD.
WARE [GE] op 31 October 1843 *(T 28 October, 2 November)*; still open.
WAREHAM [LSW] op 1 June 1847 *(Dorset Chron 20 May, 3 June)*; re-sited west of level crossing 4 April 1887 *(Cl)*; still open.
WARGRAVE [GW] op 1 October 1900 *(RCG)*; still open.
WARK near Hexham [NB]: op 1 December 1859 *(Newcastle Guardian 3rd)*; clo 15 October 1956 *(T 21 September)*.
WARK – see SUNILAWS.
WARKWORTH [NE] op 1 July 1847 (see 24 March 1847**); clo 15 September 1958 *(Shields Daily News 23 August)*.
WARLINGHAM – see UPPER WARLINGHAM; WHYTELEAFE.
WARMFIELD: see 1 July 1840** for line details. *Leeds Mercury* said there was a station here, half an hour south of Oulton (Woodlesford?) and nine minutes north of Oakenshaw. No other paper included it and no other evidence for existence seen. Short-lived early station? NM intended to have station here but were pressed by M&L into building junction station at Normanton instead since this was south of junction? (Note that as late as 1861 Warmfield parish had nearly twice the population of that of Normanton, as well as Sharleston Manor, belonging to the Earl of Westmoreland and would thus have offered more local trade.) Did paper's information come directly from company or did journalist mistake some other structure for a station?
WARMINSTER [GW] op 9 September 1851 *(W Fly P 16th)*; still open.
WARMLEY [Mid] op 4 August 1869 *(Bath Chron 5th)*; clo 7 March 1966 *(BR WR passenger alterations leaflet P11-449)*. W for KINGSWOOD in *LMS List* 1933 but not seen thus elsewhere.
WARNHAM [LBSC] op 1 May 1867 *(London Daily News 2nd)*; still open.
WARREN [Wirral] first in *Brad* November 1888; for most of its existence, only one train per day each way but occasional full use – e.g. July 1889; clo 1 October 1915 (Friday) *(Cl)* but left in *hb* for some years after; {Wallasey – New Brighton}.
WARREN (others) – see DAWLISH; FOLKESTONE; WARREN BRIDGE.
WARREN BRIDGE [RHD] (ng) in earliest tts as ROMNEY WARREN HALT, trainless (see 16 July 1927**); trains first shown in *Brad* December 1929 – now W B HALT; last there June 1930; but brief use 1946 (1 June to ?) as W HALT *(co Guide and tt)*.
WARREN STREET
WARREN STREET [Nor] op 22 June 1907** as EUSTON ROAD; renamed 7 June 1908 *(L)*; still open.
WARREN STREET [Vic] op 1 December 1968 *(T 2nd)*; still open.

WARRENBY [NE] (non-tt): workmen; op ? – favourable BoT report 21 July 1916 on new platform pending proper station *(MT29/78 folio 136))*; in *hb* 1956 'P' as W HALT; clo 19 June 1978 *(RM August)*, replaced by British Steel Redcar; {map 43}.

WARRINGTON {map 50}

WARRINGTON [GJ], Warrington & Newton branch from LM, terminus in Dallam Lane. Clear evidence does not exist for the opening of this line. Scraps available (underlining compiler's) are: *Morning Post 3 June 1832*, under heading 'Blackburn June 1', said 'The Newton and Warrington railway was opened on Wednesday last by an engine built by Mr. Stephenson running along the whole line (i.e. 25 May). We understand it is now open to the public'; this probably came from the *Blackburn Gazette*, which other papers gave as their source for the information, but this is not available from the BNA. *Co n dated Railway Office, Warrington 5 May*, said that railway would be opened in the course of the present month and that extensive arrangements would be made for passengers to and from Newton Races [in June] *(Chester Chronicle 13 May)*. Newton Races were held 1, 2, and 3 June but no confirmation seen that trains came from Warrington or of where passengers would have been taken if they were – trains from Liverpool, one extra each way, ran to and from Collins Green, the nearest station to course *(advert Gore's Liverpool General Advertiser 2 June)* and those from Manchester used Sankey Viaduct (which see); people of the time would have been willing to walk from a drop-off point somewhere near Earlestown to the course. *Co n Chester Chronicle, 29 July*, said that they had arranged with the Liverpool & Manchester for the regular conveyance of passengers starting 25 July (when connecting curve opened). This suggests that some sort of arrangement for conveyance to Earlestown (at one time Warrington Junction) existed from late May, passengers having to walk from Warrington line to Junction station, with more orderly arrangements from July (see 17 September 1830** for ML habits then). It was a very early line, primitive arrangements were common and it would have made no commercial sense to leave it idle for nearly two months; temporary termini have been a feature of railways of all periods as companies have sought to gain revenue as soon as possible and there were as yet no BoT inspections to worry about. Clearly confirmation desirable but no contrary evidence, such as cancellation notices, exists either, and if the promises had not been fulfilled one would have expected letters of complaint or editorial rebukes in the press. Replaced by >

W BANK QUAY HL [LNW], on West Coast Main Line, op 4 July 1837 *(T 6th)*; re-sited to act as interchange with line from Widnes to Broadheath 16 November 1868 *(co n Liverpool 14th)*; still open. LNW co tt included B Q erratically (1852 W JUNCTION); in *Brad* it was added 1870/1 in east-west table, later in main line table.

W BANK QUAY LL [LNW] op 16 November 1868 *(co n Liverpool 14th)*; only night mail after 10 September 1962 but unadvertised use continued until diverted from this route 4 January 1965 *(wtts; PSUL)*.

HL and LL not always used for BANK QUAY; were on e.g. Junction Diagrams; in *hb* 1872 but not thereafter.

From Widnes to temporary **W WHITE CROSS** [St Helens] op 1 February 1853 *(T 16th)* >

From Broadheath to temporary **W WILDERSPOOL** [Warrington & Stockport] op 1 November 1853** *(T 17 October)* >

Gap between two lines above closed 1 May 1854 and **W ARPLEY** [LNW] opened, replacing both temporary termini *(co n Warrington Guardian 29 April)*. However 16 November 1868 WILDERSPOOL (had been kept as ticket platform – *Neele*) reop to passengers* and ARPLEY closed (Bank Quay LL opened now); ARPLEY again replaced WILDERSPOOL 1 October 1871 *(LNW Officers 6924* – Sunday, but was Sunday service). ARPLEY clo 15 September 1958 *(LNW Record)*.

* = *LNW Officers 4728*, 20 October 1869, recommended that 7.50 and 1.55 from Manchester London Road should call at 'Warrington Ticket Platform' for ticket collection and passengers for Warrington should be allowed to leave the platform. This suggests was not regarded as full station. Not found in sample of *Bradshaws* 1868-71; April 1870 LNW co tt only in note that some trains will call at ticket platform at Wilderspool Crossing; no mention of Wilderspool in *co n Liverpool 14 November*, which dealt with changes at Bank Quay and closure of Arpley.

W CENTRAL [CLC] op 1 August 1873 *(co n Liverpool D P 31 July)*; still open. *Hb* added CENTRAL 1875a.

W WEST op 15 December 2019 (A. Brackenbury *Chron 105* – 16th was formal opening); still open.

WARRINGTON JUNCTION – see EARLESTOWN.

WARRISTON (Junction) [NB]: station or exchange platform for travel between Leith and Granton op 20 May 1846; see 31 August 1842** for details. Probably closed 22 May 1868, with opening of line via Leith Walk; *co tt November 1868* says passengers between Leith and Granton had to change there.

WARSOP [GC] op 8 March 1897**; clo 19 September 1955 *(BR ER internal notice August)* but advertised summer Saturday use continued to 2 September 1961 (last), then again from 22 June 1963 until 5 September 1964 (last); later excur *(Cl)*.

WARTHILL {map 40}.

WARTHILL [NE] op 4 October 1847 *(co n York Herald 2nd)*; op as STOCKTON, later S FOREST, S-ON-FOREST *(Cl)*, settled as W 1 February 1872 *(RCG)*; clo 5 January 1959 *(Halifax Evening Courier 25 November 1958)*.

WARTHILL [Sand Hutton] (ng) op 4 October 1924** *(D&C 4)*; last train 1 March 1930** (Saturday).

WARTHOLE SIDINGS [MC] (non-tt): see OUGHTERSIDE.

WARTLE [GNS] op 5 September 1857 *(two co notices Aberdeen Press 2nd: one gave details including all stations for special train on 4th; other was summary for public opening 5th)*; clo 1 October 1951 *(BR notice Aberdeen Evening Express 17 September)*. According to *GNS* was originally WARTHILL, but not thus *Brad*, opening notices seen.

WARTON [PW]

W LYTHAM DOCK op 1 June 1865 *(Preston Chronicle 3rd)*; clo 1 May 1874 (Friday) *(Cl)*. Just W in *hb*.

W HALT (non-tt): same site?; workmen?; op ? *(U)*; clo 1 November 1920; *(LNW dates, no authority)*.

WARTON MOSS FARM – see BARTON MOSS.

WARWICK

WARWICK [GW] op 1 October 1852 *(Oxford Journal 2nd)*; still open. W COVENTRY ROAD 1889/90 to 1947/8 *(Brad)*.

W PARKWAY op 8 October 2000, though incomplete *(Rail News)* – 24 September was planned formal (delayed to 25 October); still open.

Non-tt: temporary platforms authorised 29 June 1859 for agricultural show *(GW Expenditure Committee)*; probably only for those showing animals and equipment – no reference to public use in item on show arrangements *(T 9 July)*; if that is correct, use would have been 10 July on.

W CAPE YARD [GW] (non-tt): agricultural shows *(U)* and races in 1930s (e.g. 23 November 1937, *AB*); {spur from Warwick}.

Also see LEAMINGTON SPA MILVERTON.

WARWICK AVENUE [Bak] op 31 January 1915 *(T 27th)*; still open.

WARWICK ROAD Manchester
For earliest use herabouts see MANCHESTER EXHIBITION and related entries.
WARWICK ROAD [MSJA] op 11 May 1931 *(Cl 29)*; clo 27 December 1991 (last train 24th) *(BLN 671)* for for conversion to Manchester Tramlink (Section 6), where reop as Old Trafford. Full name: W R OLD TRAFFORD/W R for O T.
WARWICK ROAD near Burton Dassett [East & West Junction] first in *Brad* December 1871; last there June 1873. However, perhaps longer-lasting use for workers at iron mines; line tt for July 1873 *Birmingham Daily Post 30 June* in showed last train from Stratford calling at W R SIDING but omitted in July tt *ibid 3 July*; suggests not intended for public use. Also see 2 March 1885** and *Warwickshire Railways website entry for Burton Dassett for sketch-map* but note that some of the information there does not tally with that given here; thus dates of use not certain; {Kineton – North End}. Burton Dassett (non-tt) near/same site later. Only seen 1872 in *hb*, as W R SIDING, facilities not then listed.
WASHBECK EXCURSION – see SCARBOROUGH.
WASHFORD {map 117}
WASHFORD [GW] op 16 July 1874 *(Som Co Herald 18th)*; clo 4 January 1971 *(Som Gaz 8th)*. GW co tt 1932: W for CLEEVE ABBEY and thus *Brad* 1923/4 to 1938/9. See 20 July 2007**.
WASHFORD [WSM] op 4 September 1865**; clo 8 November 1898**.
WASHINGBOROUGH [GN] op 17 October 1848 *(co n T 16th)*; clo 29 July 1940 *(Cl)*.
WASHINGTON near Dundee [Scottish Midland Junction]: line op 24 February 1837 (see 1837 B**); probably closed with line, 6 September 1847 *(Rtn)*. Ardler Junction here/near later.
WASHINGTON near Durham [NE]; {map 34}
WASHINGTON (a): line op 16 April 1835**, nd, about August 1841 *(Robinson)*; last in tt December 1853.
WASHINGTON (b) probably op 1 October 1850, with direct line to Pelaw (S. Bragg); also see 1860**; clo 9 September 1963 *(RM October)* – last train Friday (6th), by when only one train each way per day, mostly used by workers in chemical industry.
Note that 1850 to 1853 both in use, for different services, (a) market days only during that time.
WASKERLEY [NE] op 1 September 1845 *(S&D;* see 1843**; earliest reference found September 1847 co tt); at first, intermittently, W PARK; clo 4 July 1859 *(Cl)*. However reports about a theft 14 September 1859 say culprit took ticket to Waskerley but got out at SUNNISIDE BANK TOP about half-mile from Tow Law *(Durham Chronicle 16 September and 21 October 1859)*. Was there some sort of arrangement on goods trains beyond Tow Law, particularly for those connected with the railway? *Newcastle Guardian 14 September 1861,* describing a flower show at Waskerley described it as 'a hamlet of about 37 houses attached to some large waggon shops and engine houses on the ... Mineral Traffic Line from Towlaw to Stanhope'. 7 November 1862 free rail passage to and from Waskerley was given to those celebrating anniversary of Sunday School there *(ibid 14th)*. {map 30}.
WASSAND [NE] first trains 29 March or 5 April 1864 (line op 28 March, *Hull Packet 1 April, in tt for April ibid)*; Tuesdays only; still Tuesdays September 1936; before/with December 1936 tt Mondays only; GOXHILL until renamed 1 October 1904 *(hbl 27th)*; calls 1940 for milk trains to set down and pick up, varying days, shown in wtts until 1948; last train 14 September 1953 (derived from *Cl* – clo 21st).
WATCHET {map 117}
WATCHET [GW] op 31 March 1862 *(W Som F P 5 April)*; clo 4 January 1971 *(Som Gaz 8th)*. See 20 July 2007**.
WATCHET [WSM] op 4 September 1865**; clo 8 November 1898**.
WATCHINGWELL [FYN] line op 20 July 1889; private station for Sir J Simeon of Swainston, perhaps not used until 8 May 1897, when IWC concluded agreement to stop trains by request; in *Brad* issues for August 1923 to that for 1 June to 13 July 1924 tt (inc); used 13 and 14 July and 9 August 1927 for Women's Institute Historical Pageant of women's life and work through the ages at Swainston House *(adverts Hampshire Advertiser, e.g. 6 August, 9 July)*, clearly shown as private station; HALT; clo 21 September 1953 *(T 21st- line)*. *Hb* 1910a added this 'P', without restriction; same to 1938 (last); judging by press reports about family and house it seems unlikely that did last as long as line, no mention seen in reports of closures. Alias UPPER W, probably unofficially.
WATER LANE – see ANGEL ROAD.
WATER ORTON [Mid] op 10 February 1842 *(Aris 14th, co n Morning Post 15th)*; re-sited 10 chains west 3 May 1909 *(Mid)*; still open.
WATER STRATFORD op 13 August 1956 *(BR notice Banbury Advertiser 8th)*; HALT; clo 2 January 1961 *(RM February)*; {Buckingham – Fulwell}.
WATER STREET BRIDGE – see PORT TALBOT.
WATER WORKS SIDING [N&B] (non-tt): built at expense of contractors for new Swansea Corporation reservoir near Cray; linked by narrow gauge line to site proper. Sanctioned for use 21 July 1899; clo by July 1908 when N&B bought and dismantled siding; for contractors' staff and Swansea officials; also workmen Mondays and Saturdays. Earlier in line's history had been thoughts of providing public station, to be called Cnewr, here; {Cray – Craig-y-Nos}.
WATERBEACH [GE] op 30 July 1845 *(Norfolk Chronicle Supplement 2 August)*; clo 11 April 1992 for engineering work, no bus replacement, reop 9 May 1992 *(BR Ely station remodelling brochure)*; still open.
WATERFALL [Snowdon Mountain] (ng; rack) op 6 April 1896**; clo September 1924 *(Cl) but* – while still present July 1923 tt; not present 14 July 1924 tt – clo end of 1923 season?.
WATERFOOT [LY] op 27 March 1848 *(Manch 29th)* as NEWCHURCH/NEW CHURCH; re-sited a little higher up the valley 1857 *(D&C 10)*; renamed W for N 1 August 1881 *(RCG)* and thus LY tt 1899, LMS tt 1930 and *Brad*/BR tts to clo 5 December 1966 *(BR LM notice Heywood Advertiser 28 October)*.
WATERGATE [SR] op 20 September 1926 *(sig inst 31/1926; hbl 61)*; HALT; clo 1 March 1965 *(Express & E 1st)*; {map 116}.
WATERHOUSES near Durham [NE] op 1 November 1877 *(co ½ RAIL 967/21)*; reduced to one train, Mondays to Fridays, to Durham, October 1949/5 June 1950 *(Brad)*; clo 29 October 1951 *(Cl)*; later use for miners' galas – e.g. one began from here 16 July 1960 (A Young).

WATERHOUSES near Leek [NS]
Temporary ng station, on edge of village, op 29 June 1904**; replaced by >
Combined narrow and standard gauge station op 1 July 1905 *(RCG; Lichfield Mercury 7th)*, about ¼ mile further on (SC Jenkins, *The Leek and Manifold Light Railway*, Oakwood, 1991); ng platforms clo 12 March 1934 *(LMS notice Derby Daily Telegraph 5th)*, standard 30 September 1935 *(Staffs Sentinel 21 August)*.
WATERINGBURY [SE] op 25 September 1844 (private notice concerning opening and co tt *Maidstone Journal 24th)*; still open.
WATERLOO London
For main line stations see under London.
WATERLOO [Bak] op 10 March 1906 *(co n Westminster Gazette 10th* – opens at one o'clock to-day); see 1922**; still open.
WATERLOO [Jub] op 24 September 1999 *RM March 2000)*; still open.
WATERLOO [Nor] op 13 September 1926 *(T 14th)*; see 1922**; still open.
WATERLOO [Waterloo & City] op 8 August 1898 *(T 9th)*; clo 8 August 1992 for resignalling work, reop 6 September 1992 *(BLN 689)*; clo 29 May 1993 (Friday 28th last day) *(Financial Times 28th)*; reop 19 July 1993 *(BLN 713)*; still open. Transferred from BR to London underground 1 April 1994.
WATERLOO near Machen [BM] op in October 1908** *(GW H;* first *Brad* November); HALT, up line only – see Fountain Bridge for down service; clo 17 September 1956 *(RM October)*.
WATERLOO MERSEYSIDE [LY] op 24 July 1848 *(Southport Visiter 22nd, 29th)*; originally a terminus on north side of South Road, buildings in Windsor Road; when line extended to Liverpool, 1 October 1850**, level crossing installed at South Road. Level crossing replaced by overbridge and station re-sited on south side of road, entrance on bridge, 24 July 1881 *(Waterloo Times 30th)*; at first W, later W LANCS (perhaps index only); became W M 14 May 1984 tt; still open.
WATERLOO ROAD – see BLACKPOOL.
WATERLOO ROAD Stoke-on-Trent [NS] op 1 April 1900 *(RCG)*; clo 4 October 1943 *(LNW Record)*.
WATERSIDE [GSW] op 7 August 1856 *(co n North British Daily Mail 8th)*; clo 6 April 1964 *(Irvine Herald 20 March)*.
WATERTON [GW] (non-tt): platform here briefly about 1940 for Ordnance Factory workers; {near Bridgend} (T. Newman, *TTS February 1993)*.
WATERWORKS ROAD – see BRYNMILL.
WATFORD
WATFORD [Met] op 2 November 1925 *(T 2nd)*; still open. Also used by LNE until 4 May 1926.
WATFORD [LNW] op 20 July 1837 *(co n T 19th)*; *Brad* 1853 and LNW co tt 1852 was W for ST ALBANS; replaced 28 chains south by >
W JUNCTION [LNW] op 5 May 1858 (op of St Albans branch; *hb* still called it W; article by Mary Forsyth, *British Railway Journal, special London & Birmingham edition*, Wild Swan, pp 33-48, mentions 'outcry' over new station op 5 May 1858); electric lines added 15 June 1912; still open. Also [Bak] use 16 April 1917 to 27 September 1982.
W HIGH STREET [LNW] op 1 October 1862 *(L)*; still open. Also Bak use, dates as W Junction.
W NORTH [LNW] op 1 October 1910 *(LNW Cl)* as CALLOWLAND; renamed 1 March 1927 *(LNW dates)*; still open. *LNW dates* said was HALT before and after 1927 change; not seen thus *Brad*, but see 1905** and it did not appear in *hb* until 1929, suggesting halt status.
W STADIUM (non-tt): football; op 4 December 1982 *(RM February 1983)*; prior to 21 January 1991 served by extra stops on branch trains; Saturday service then withdrawn from branch so special shuttle from W Junction; still in use at 9 November 1991 *(BLN 925)* and 28 November 1993 *(BLN 994)*; since out of use, date ?; note – private station not subject to usual closure mechanism.
W WEST [LNW] op 15 June 1912 *(RCG; T 7th- line)*; after 17 May 1993 only one train (early morning) each way per day; last train 22 March 1996 (Friday) *(RM November 1996)* – closed for road bridge repair work; remained in tt but only bus service, one each way per day. Department of Transport letter dated 6 November 2002 allowed 'closure'; last substitute bus ran 26 September 2003; deleted from tt.
WATFORD CROSSING (near Caerphilly) – see 1 September 1904**; intended but not provided or newspaper error.
WATH-on-Dearne
WATH [HB] op 23 August 1902 *(RCG)*; clo 8 April 1929 (last train 6th) *(LMS PCC 94)*.
W CENTRAL [GC] op 1 July 1851 *(GC; co ½ T 1 September- line)* as W; renamed W-ON-DEARNE 1 July 1907 *(RCG)*, W CENTRAL 25 September 1950 *(Rly Obs October)*; clo 29 June 1959 *(Coventry Evening Telegraph 16th* – facilities for excursions will be retained for time being).
W NORTH [Mid] op 6 April 1841 (see 1 July 1840** for full details); at first W, renamed W & BOLTON 1 May 1850 co tt *(Mid)*, W-ON-DEARNE 1 May 1914 *(hbl 14 July)*, W N 25 September 1950 *(Cl pap from BR circular)*; clo 1 January 1968 *(RM February)*.
WATH – see MELMERBY.
WATH-IN-NIDDERDALE [Nidd] op 12 September 1907 *(Nidd; Rtn- line; in line description Leeds Mercury 11th)*; clo 1 January 1930 (Wednesday) *(LNER letter 13 April 1945 Cl pap)*.
WATLINGTON near Oxford [GW] op 15 August 1872 *(Bucks Herald 24th)*; clo 1 July 1957 *(RM August)*.
WATLINGTON near Kings Lynn
WATLINGTON (a) [GE] op 27 October 1846 *(co n Lynn Advertiser 31st)* as W; renamed MAGDALEN ROAD 1 June 1875 *(RCG)*; reduced to former up platform, London side of level crossing, when line singled 19 October 1984; clo as M R 9 September 1968 *(RM November)*.
WATLINGTON (b) op 5 May 1975 *(T 23 April)* as MAGDALEN ROAD; platform replaced on Kings Lynn side of crossing 20 July 1992; renamed W 2 October 1989; still open.
WATNALL [Mid] op 1 September 1882 *(Mid)*; clo 1 January 1917 *(T 29 December 1916)*; {in *IA*}.
WATSONS CROSSING [LY] op 1 March 1907 *(LY)*; see 1905** (b); clo 8 July 1929 *(Derby Daily Telegraph 5th)*; W MILL CROSSING HALT in LY list of lines, stations, etc., dated 1920; {Triangle – Sowerby Bridge}.
WATTEN [High] op 28 July 1874 *(co n John O'Groat Journal 30th)*; clo 13 June 1960 *(RM July)*.

WATTON NORFOLK [GE] op 18 October 1869 *(Norfolk Chronicle 23rd)*; NORFOLK added 1 July 1923 *(hbl 12th)*; clo 15 June 1964 *(Cl)*.

WATTON-AT-STONE

WATTON-AT-STONE (a) [LNE] op 2 June 1924 *(T 29 May)*; -at-S added July 1924 tt *(JS)*, became W-at-S HERTS August 1926 tt *(JS)* and thus LNE tt 1927; clo 11 September 1939 *(G&S)*.

WATTON-AT-STONE (b) op 17 May 1982 *(BR tt booklet A2/8 (4/82) C120)*; still open.

WATTSTOWN [TV] op 5 June 1905 *(co n Pontypridd Observer 10th)*; see 1904**; clo 12 July 1920 *(RCG)*; {Ynyshir – Tylorstown}.

WAULKMILLS OFFSET shown on Macaulay's maps 1851 to 1860s; {Arbroath – Colliston}; with a name like this should have been a passenger 'halt' but no evidence seen in support.

WAUN-GRON PARK op 2 November 1987 *(Penarth)*; still open. Tickets for WAUNGRON ROAD/PARK *(JB)*.

WAVERLEY – see EDINBURGH.

WAVERTON [LNW] op 15 July 1845 *(GJ co n Chester Courant 9th;* re-sited 41 chains west 6 June 1898 *(co ½ Rly Times 13 August)*; clo 15 June 1959 *(RM July)*. Pre-opening Black Dog.

WAVERTREE [LNW] op 1 September 1870 *(LNW Officers 5672)*; clo 5 August 1958 *(LNW Record)*. Originally to be called Wellington Road but minds changed before opening. *Hb* 1891a renamed to W & EDGE HILL but 1895 book confined this to goods station.

WAVERTREE LANE [LM]: line op 17 September 1830**, nd, 1 January 1831 (possible that it opened after practice of taking passengers by road to Edge Hill, first site, which had ceased ?); logically would have been replaced by Edge Hill (second site), 15 August 1836, when service diverted to Liverpool Lime Street; however, *Freeling* gives impression that it did last a little longer and company minutes 29 August 1836 said it was to be discontinued, so both apparently briefly open together.

WAVERTREE TECHNOLOGY PARK op 13 August 2000 *(Rly Obs October)*; still open.

WEAR VALLEY JUNCTION [NE] would logically have opened with Wear Valley branch 3 August 1847; earliest mention found is September 1847 co tt (not in *Brad* until July 1848). However, evidence suggests trains stopped here before branch op – normal for S&D to have some sort of stop before proper provision made for passengers. Line through here op 1844 (see 1843**, references to Crook). Minutes of Bishop Auckland & Weardale, line owners, 17 October 1845, say they thought a shelter should be put up at 'the Valley Junction' for passengers from 'Witton-le-Wear and places adjacent', suggesting trains already stopping to pick up people who had walked down from Witton. S&D deferred decision until course of Wear Valley line had been marked out (implies willing to provide shelter before branch actually built). Also, 29 April 1847 S&D (operating company) minutes gave instructions for painting name board for here; other boards ordered then were for stations already open, and doing things like this three months in advance (case if W V J opened with new line) was not normal S&D practice. Clo 8 July 1935 *(Cl)*. At first JUNCTION in *Brad*; 1861 became WITTON J *(C/W)*; 1874/5 *Brad* added a separate line for branch line departures, keeping WITTON J for main line, using WEAR V J for branch; 1882 settled on W V J. In NE co tt 1880 was WITTON J in branch table, W V J main line.

WEARDE SIDING [GW] (non-tt): used by workmen building deviation line; op 1905; clo by November 1915; {Defiance – St Germans} *(U)*.

WEARHEAD [NE] op 21 October 1895 *(RCG; Stockton Herald 26th)*; clo 29 June 1953 *(RM August)*.

WEARMOUTH [York, Newcastle & Berwick]

WEARMOUTH op 19 June 1839 *(NE p 327; co n Newcastle Journal 22nd)* – notice and item in paper called it MONKWEARMOUTH; clo 19 June 1848, replaced by Monkwearmouth *(co n Newcastle Journal 17th)*; {map 29}.

WEARMOUTH DOCK (non-tt): some passenger use, full dates not certain; Brandling Junction notice headed 'WEARMOUTH BATHS AND DOCK' *(Newcastle Courant 19th)* said that there would be two trains each way from Gateshead to the Dock Branch Sundays 14 August 1842; *co n ibid 2 September* said that service would continue on 4 September (last?) owing to its popularity. Presumably trains divided at junction since travellers to Wearmouth were also carried.

WEARMOUTH op 19 June 1839 *(NE p 327; co n Newcastle Journal 22nd)* – notice and item in paper called it MONKWEARMOUTH; clo 19 June 1848, replaced by Monkwearmouth *(co n Newcastle Journal 17th)*; {map 29}.

WEASTE [LNW]: line op 17 September 1830**; no early detail; this/nearby site briefly open 1831/32 as GORTONS BUILDINGS; (re)op autumn 1832/1 September 1838 *(Drake)*, perhaps use intermittent; clo 19 October 1942 *(Cl)*. Early *Brad*, LNW co tts was WASTE LANE/ WEASTE LANE/W L GATE; settled 1856 tt *(JS)*.

WEAVERTHORPE [NE]: line op 8 July 1845**; op as SHERBURN; renamed WYKEHAM 1 April 1874 *(Cl)*, WEAVERTHORPE 1 May 1882 *(RCG)*; clo 22 September 1930**.

WEDGWOOD [LMS] op 1 January 1940 *(LNW Record* – 'for use of employees of J Wedgwood & Sons'); HALT until renamed 18 April 1966 tt; see 18 May 2003**; temporarily closed 23 May 2004**.

WEDNESBURY

WEDNESBURY [GW] op 14 November 1854 *(T 15th)*; CENTRAL added 19 July 1950, dropped 6 May 1968 *(unspecified BR circular/notice, Cl pap)*; clo 6 March 1972 *(RM April)*. *Hb* 1891 to 1938 (inclusive): W for DARLASTON but not seen thus *Brad*. At one time the 9.10 from Paddington would stop here for representatives of and those having business with the Patent Shaft & Axle Tree Co Ltd. *(Out of Course)*.

W TOWN [LNW] op 1 May 1850 *(Staffs Advertiser 4th)*; TOWN added 13 June 1960 *(Cl)*; clo 6 July 1964 *(RM August)*.

Also see West Midlands Metro (Section 6).

WEDNESFIELD

WEDNESFIELD [Mid] op 1 November 1872 *(Staffordshire Advertiser 7th)*; clo 5 January 1931 *(LMR alterations notice January)*.

W HEATH [LNW] op 4 July 1837 *(T 6th)* as WOLVERHAMPTON; renamed W H for WOLVERHAMPTON 1852 tt; clo 1 September 1853 *(LNW notice of alterations for September, T 31 August)*; reop 1 August 1855 *(Cl)*, as W H; clo 1 January 1873 (Wednesday) *(Cl)*; {map 98}.

WEEDON [LNW] op 17 September 1838 *(T 18th)*; re-sited short distance north Sunday 19 February 1888 *(LNW Officers 30089* – new opened and old closed); clo 15 September 1958 *(Coventry Evening Telegraph 25 August)*.

WEELEY [GE] op 8 January 1866 *(T 10th)*; still open. GE co tt 1882: W for CLACTON-ON-SEA.

WEELSBY ROAD [GN] op 11 December 1905 *(Boston Guardian 9th)*; see 1905** (d); clo 1 January 1940 *(Cl)*. See note on Hainton Street.

WEETON near Blackpool [PW]: see 16 July 1840**.

WEETON near Harrogate [NE] op 14 September 1848**; still open. *Brad*: W for AINSCLIFFE CRAGS 1882 to 1904/5.

WELBECK COLLIERY [LDEC] (non-tt):

Service began before / with wtt 1 January 1917 fom Mansfield (Central), on branch from east facing junction between Edwinstowe and Warsop, at 3 miles 17 ch to **W COLLIERY**; stop at **SANDY LANE** at 1 mile (OS 572678) added after 1 January 1917 wtt / before with 3 May 1920 – would have served as first stop for village (OS evidence *JF)*; that at **VILLAGE**, at 2 miles 58 ch added later still, presumably acting as station for Warsop. Clo ?.Certainly W C used for excursions 13 June 1964 (to Cleethorpes), 17 June 1967 (to Scarborough) and 31 July 1977 (as W C SIDING, to Bridlington); organised by Village Miners' Welfare *(JB)*.

WELBURY [NE]: op 25 May 1852***; clo 20 September 1954 *(Cl)*.

WELDON – see CORBY.

WELDON BRIDGE [NE] (non-tt): shown 'P' in *hb* 1877; 1879 Airey map shows lime works there; *hb* 1883 has Fryston, goods only; workmen's service? error? {Castleford – Burton Salmon}.

WELFORD & KILWORTH [LNW]: op 29 April 1850 *(Northampton Mercury 8 June)*; clo 6 June 1966 *(Birmingham Daily Post 30 May)*. Variously, early *Brad* and LNW co tts, W for LUTTERWORTH, W & K for L. Became W & LUTTERWORTH 1 May 1897 *(hbl 29 April)*; settled as W & K 13 January 1913 *(hbl 23rd)*. *Brad*: W & K for HUSBANDS BOSWORTH, near NORTH ILFORD until 1955.

WELFORD PARK [GW] op 4 April 1898 *(Faringdon Advertiser 9th)*; clo 4 January 1960 *(Reading Standard 1st)*. *Hb* 1904 on: W P for WICKHAM and WESTON and thus *Brad* until 1947/8.

WELFORD ROAD – see LEICESTER.

WELHAM GREEN op 29 September 1986 *(RM December)*; still open.

WELL HALL – see ELTHAM.

WELLFIELD [NE] op 1 May 1882 *(Newcastle Courant 5th)*; clo 9 June 1952**. W JUNCTION in *Brad* until 1893/4 and *hb* 1944a.

WELLING [SE] op 1 May 1895 *(RCG; item and tt Supplement Bexley Heath ...Observer 26 April)*; still open.

WELLINGBOROUGH

WELLINGBOROUGH [Mid] op 8 May 1857** *(T 9th)*; W MIDLAND ROAD to 14 June 1965 tt *(Mid)*; still open.

W LONDON ROAD [LNW] op 2 June 1845 *(Northampton Mercury 5th)*; L R added 2 June 1924 *(Rly Gaz 23 May)*; clo 4 May 1964 *(RM June)*.

WELLINGTON COLLEGE – see CROWTHORNE.

WELLINGTON SHROPSHIRE [Shrewsbury & Wellington] op 1 June 1849 *(Shrewsbury 8th)*; became W SALOP 1951 *(Brad)*, W for TELFORD 16 May 1983, W T WEST 12 May 1986, W 29 May 1994 tt, W S 29 September 1996 tt *(AB Chron)*; still open.

WELLINGTON SOM[ERSET] [GW] op 1 May 1843 *(Taunton 3rd- line)*; SOM added 1951 *(Brad)*; clo 5 October 1964 *(Som Gaz 5 September)*.

WELLOW [SD Jt] op 20 July 1874 *(Shepton 24th)*; clo 7 March 1966 *(Shepton 11th)*. HALT according to clo leaflet.

WELLS {map 119}.

WELLS [East Somerset; GW] terminus from Witham, op 1 March 1862 *(Wells 1st)*; clo 1 January 1878 (Tuesday) *(Som & W J 5th)*; extended to next.

WELLS [GW] op 5 April 1870 *(Shepton 8th)*; clo 9 September 1963 *(Weston 13th)*. TUCKER STREET was added *Brad* 1875 and was included in B&E co tt 1877 and GW co tt 1881; *Brad* kept it until closure of Priory Road but GW co tt dropped it – in 1886 it was still W T S from Witham but W from Yatton and by 1902 gone completely until restored 1932/42 (when stop at Priory Road added?); presumably first used briefly to distinguish from East Somerset station.

W PRIORY ROAD [SD Jt] op 16 March 1859**; P R added 26 September 1949 *(Wells Journal 23rd)*; clo 29 October 1951 *(Central Som Gaz 2 November)*. Although GW trains ran through this station from closure of East Somerset station in 1878, they did not stop here until 1 October 1934 *(RM October)*. PRIORY ROAD was added *Brad* 1883 but not included in Mid co tt 1903, LSW co tt 1914; not seen in *hb* for passenger use.

Temporary platforms (non-tt), site unknown, for visitors to see Royal Visitor and celebrations of Cathedral millenary, 22-25 June 1909 *(Shepton Mallet Journal 2 July)*.

WELLS-NEXT-THE-SEA [GE] op 1 December 1857 *(co ½ T 1 March 1858; Norwich Mercury 5th)*; at first W; renamed W-on-SEA 1 July 1923 *(hbl 12th)*; W-next-the-Sea 1 January 1957 *(ER circ 1956)*; clo 5 October 1964 *(RM September)*.

Ticket platform, only reference seen: inquest, fatal accident *(Eastern Daily Press 2 June 1879)*.

WELNETHAM [GE] op 9 August 1865 *(Essex Standard 11th- line, in tt Bury & Norwich Norwich Post 15th)*; clo 10 April 1961 *(RM May)*.

WELSH HARP [Mid] op 2 May 1870 *(West London Observer 7th)*; clo 1 July 1903 (Wednesday) *(Hendon & Finchley Times Friday 26 June* – after Tuesday next). Note in index of Joe Brown's London Atlas says station was for excursion traffic to Brent reservoir; however it was in tts seven days a week right through the year.

WELSH HOOK [GW] op 5 May 1924 *(GW General Instructions Circ, Cl papers)*; HALT, aot request, daylight only; clo 6 April 1964 *(Cl)*; {map 81}.

WELSH ROAD – see SEALAND.

WELSH'S CROSSING [LMS] op 27 January 1936 *(RCH)*; HALT; clo 3 April 1944**; {Thrumster – Ulbster}.

WELSHAMPTON [Cam] op 4 May 1863 *(Oswestry 6th)*; clo 18 January 1965 *(RM March)*.

WELSHPOOL

WELSHPOOL [Cam] op 14 August 1860 *(Shrewsbury 17th)**; re-sited to east to allow road improvement 18 May 1992 *(BLN 685* – old last used 16th, buses replaced trains on 17th); still open. LNW co tts 1864, 1876: WELCHPOOL.

* = description in paper suggests that this was a formal event, though the monster train carried far more than the directors. Many seem to have had a preliminary (presumably free) ride on 22 May in wagons with planks for seats; stops mentioned at Buttington, the Cefn junction.

Ng stations [Cam]: **WELSHPOOL**; **W RAVEN SQUARE** (request); **W SEVEN STARS** (request): all three opened 6 April 1903**; closed 9 February 1931 *(LMS PCC 188)*.

WELTON [LNW] op 17 September 1838 *(T 18th)* as CRICK; renamed C & W 1841 *(Brad)*, C 1848 *(Cl)*, W 1 August 1881 *(Cl – LNW Officers recommended 12 July)*; clo 7 July 1958 *(LNW Record)*.

A webpage item claims that there was a **private station** nearby for Watford Court called 'Pulpit Bridge Halt' or 'Armchair Bridge Halt', apparently built in 1877 for a line opened in 1881, long before 'Halt' came into use for railway stops; no evidence has so far been found in any railway sources. See items by R. Maund in *Chron 72* and *79* for full source of the claim and explanation of error.

WELTON – see CORBY; MIDSOMER NORTON.

WELWYN [GN]

Originally platforms on Dunstable and Hertford branches, used non-tt by railwaymen. Op ? Latter clo ? Former became public >

W GARDEN CITY op 14 August 1920 *(RCG)* but *Whittle* says Monday 16th, *from official sources*; re-sited 15 chains south on main line 20 September 1926 *(Cl)*; still open.

W JUNCTION op 1 March 1858 *(co n Herts Guardian 9th)*; clo 1 September 1860 (Saturday) *(co n T 1st)*; {map 72}.

W NORTH op 7 August 1850 *(T 6th, 8th)*; NORTH added 12 July 1926 *(hbl July)*; still open.

WEM [LNW] op 1 September 1858 *(co n Liverpool Mercury 1st)*; still open.

WEMBLEY

W CENTRAL [LNW] op 8 August 1842 *(P G Scott)* as SUDBURY; renamed S & W 1 May 1882 *(LNW tt amendment leaflet)*; W for S 1 November 1910 *(RCG)*, W CENTRAL 5 July 1948 *(RM September)*; still open. Also [Bak] use 16 April 1917 to 27 September 1982** and from 4 June 1984 to present.

W PARK op [Met] for special traffic 14 October 1893 (football); used again certainly 21 October; perhaps other times *(Back Track January 2001)*; op for full public use 12 May 1894 *(L)*; [Bak] added 20 November 1939 *(T 18th)*, transferred to [Jub] 1 May 1979 *(Daily Mirror 30 April)*; still open for Met and Jub.

W STADIUM (a) [LNE] op 28 April 1923 *(L)*; on loop line; for special events only – e.g. Cup Finals, Empire Exhibition (opened 23 April 1924); last used 18 May 1968 *(Cl)*. Various names early – dates on tickets in brackets – EXHIBITION GROUNDS STATION (28 April 1923), EXHIBITION STATION (3 June 1924), WEMBLEY EXHIBITION STATION (24 April 1926) *(JB)*; *ref T 15 September 1927* said had become W STADIUM. See article by J. Wells, *BackTrack*, January 2007 for details, including non-stop railway within grounds, taking visitors from one part of Exhibition to another – at 'stations' it slowed enough to allow people to get on/off safely.

W STADIUM (b) [GC] op 1 March 1906 *(Banbury Guardian 8th)* as W HILL; renamed W COMPLEX 8 May 1978 *(RM June)*, W S 1987 by May/December tt changes; temporary clo 22 September 1990, reop 8 October 1990, resignalling *(NSE leaflets)*; still open. Also see NORTH WEMBLEY.

WEMYSS

W CASTLE [NB] op 8 August 1881 *(Fifeshire Journal 11th)*; see April/May 1921**; clo 10 January 1955 *(T 28 December 1954)*. Originally EAST W (and thus *Fifeshire J*) – name changed early – NB circular dated 15 September 1881 said 'name has been changed', *Fifeshire Advertiser Saturday 17 September* during the last week.

Also see WEST WEMYSS; Section 7.4.

WEMYSS BAY [Cal] op 15 May 1865 *(Scotsman 16th)*; still open. Cal co tt 1913: W B (SKELMORLIE), also thus *Brad* thereabouts but not LMS tt 1930.

Ticket platform, only reference seen: *Glasgow Herald 30 March 1865*: description of Greenock & Wemyss Bay line 'soon to be opened'. Ticket platform a little less than half mile from station. Matchless scenery presented here.

WENDEN – see AUDLEY END.

WENDLEBURY [LNW] op 9 October 1905 *(Oxford Chron 6th)*; see October 1905**; clo 1 January 1917 *(T 22 December 1916)*; HALT in LNW list of closures then. Reop 5 May 1919 *(RCH)*. Clo 1 November 1926 *(co n Buckinghamshire Advertiser 25th* - 'on and from Monday 1 November'); *Cl* closure date of 25th probably newspaper not event date.

WENDLING [GE] op 11 September 1848 *(Norfolk Chronicle 23rd)*; aot request; clo 9 September 1968 *(RM November)*.

WENDOVER [Met/GC] op 1 September 1892 *(RCG; London Evening News 1st)*; first used by Met, whose use ended 11 September 1961; GC use began 15 March 1899; still open for ex-GC services.

WENFORD BRIDGE – see 1 October 1834**.

WENHASTON [Southwold] (ng) op 24 September 1879 *(Essex Standard 27th)*; request; clo 12 April 1929**.

WENNINGTON

Temporary terminus at **Tatham Bridge** [North Western] op 17 November 1849 *(co n Lancaster 17th)*; replaced by permanent >

WENNINGTON [Mid] op 2 May 1850 *(Mid)*; still open.

WENSLEY [NE] op 1 February 1877 *(York Guardian 3rd)*; clo 26 April 1954** *(T 20th)*.

WENTWORTH [Mid] op 1 July 1897 *(RCG; South Yorkshire Times 2nd)* as W & TANKERSLEY; renamed W & HOYLAND COMMON 1 July 1901 *(hbl 7th)*, W 18 June 1951 *(LM op circ 31 May)*; clo 2 November 1959 *(RM December)*.

WENVOE [Barry] op 16 March 1896 *(Aberdare Times 21st)*; clo 10 September 1962 *(Cl)*.

WERN HIR [GW] (non-tt): HALT; workmen; op 2 January 1939 *(GW letter 29 March 1945 Cl pap)*; 3 July 1939 wtt confirms then in use but closed and materials removed to build Glascoed East Access before 9 May 1941 *(GW Superintendent of Line's letter of that date)*; {Usk – Glascoed}.

WERN LAS [SM] first in *Brad* December 1919; clo 6 November 1933 *(Cl)*. See 13 August 1866** for other detail.

WERNETH – see OLDHAM.

WERRINGTON JUNCTION [GN] (non-tt): GN advertised special train to here in connection with total eclipse of sun 15 March 1858 (on line Astronomer Royal had predicted likely to give best view); refreshment stop at Peterborough on return journey *(co n T 9th)*; report *(T 16th)* said train from Manchester and Sheffield had also stopped here and upwards of 1,000 present; {physical junction in *IA*, north of Peterborough}.

WEST ACTON [Cen] op 5 November 1923 *(West Middlesex Gazette 10th)*; still open.

WEST ALLERTON [LMS] op 2 January 1939 *(T 15 December 1938)*; still open.

WEST AUCKLAND [S&D; NE]; {map 31}

WEST AUCKLAND (a) op 2 December 1833 (*co n Newcastle Journal, dated 1 December, in paper of 21st* says daily, Sundays excepted), as ST HELENS/ST H AUCKLAND; horse drawn from St Helens to Brusselton Inclines, stationary engine to haul up and down these, coach then attached to steam hauled coal train to Darlington. Difficulties of working over inclines such that according to *S&D Pass* train service was replaced in 1842 by omnibus from South Church except for a service alternate Mondays for benefit of those living in bank top cottages – presumably did not go beyond these (arrangements made June). *Brad* supports in that St Helens omitted from October 1842 tt (probably well behind events); however, back in January 1843, clearly train service, and remained there until February 1847; March 1847 shows service by bus. S&D minutes *(RAIL 667/34)* show that 14 January 1847 George Stephenson suggested coach over Brusselton Incline should be replaced by omnibus from Bishop Auckland; 8 February 1847 he reported change had been made. Still St H at end.

WEST AUCKLAND (b) op 13 October 1858**, as St H, via the Tunnel branch *(S&D Pass)*; new station; site in relation to old not known; renamed 1 March 1878 *(Cl)*; clo 18 June 1962 *(RM August)*.

WEST BAY – see under BRIDPORT.

WEST BEXHILL – see COLLINGTON.

WEST BRIDGE – see under LEICESTER.

WEST BRIGHTON – see HOVE.

WEST BROMPTON

WEST BROMPTON [WL] op 1 September 1866 *(L)*; clo 21 October 1940 *(wtt supp)*. Pre-opening Richmond Road *(L)*. Aot W B & LILLIE BRIDGE *(hb)*; *LNW Officers 410/591, 8 April 1874* recommended addition – station was close to the L B Ground ('a place of popular resort'); reduced to W B *hb* 1894a.

WEST BROMPTON [Dist] op 12 April 1869 *(co n T 12th)*; still open. Originally to be Richmond Road *(L)*.

WEST BROMPTON op 30 May 1999 *(LRR 20)*; at/near earlier West London station; still open.

WEST BROMWICH

WEST BROMWICH [GW] op 14 November 1854 *(Morning Post 16th)*; clo 6 March 1972 *(RM April)*. *Hb* 1895: W B for SPON LANE.

Also see NEWTON ROAD and West Midlands Metro (Section 6).

WEST BYFLEET [LSW] op 1 December 1887 *(SR corr)* as B & WOODHAM*; renamed B for W and PYRFORD 1913 *(ref hbl 24 April)*, W B 5 June 1950 *(hba May 1950)*; still open.

* = *St James's Gazette, Wednesday 30 November,* says opens that day – unlikely that would have opened with last day of tt – misunderstanding of some sort? However, *Hampshire Chronicle Saturday 9th* also said opened Wednesday – but did it copy from *Gazette*?

WEST CALDER

WEST CALDER [Cal] op 9 July 1869 *(co n Edinburgh Evening Courant 9th)*; still open. One word in *Brad* until 1941 and LMS ticket thus *(JB)* but always two in *hb*.

Also see HARBURN.

WEST CLIFF – see WHITBY.

WEST CORNFORTH [NE] first in *Brad* August 1866 as THRISLINGTON; renamed 1 July 1891 *(hbl 16th)*; clo 9 June 1952**.

WEST CROSS [SIT]: line op 11 November 1860 (see 25 July 1860**), nd, May 1866; was W C ROAD *(Brad)*; replaced on deviation 26 August 1900; 5 March 1910 (Saturday) replaced nearer Norton Road by new station designed to serve both West Cross and Norton Road *(South Wales Daily Post 8th* – experiment to speed up service); new station briefly W C NEW in *Brad*; clo 6 January 1960**; *hb* W C ROAD until 1938; {map 88}.

WEST CROYDON

WEST CROYDON [LBSC] op 5 June 1839 *(co n T 6th)*; WEST added to name 1851 tt *(Cl)* – but probably *Brad* late, more likely when East Croydon opened *(JS)*; still open.

East London service added 23 May 2010**; still open.

Also see Croydon Tramlink (Section 7).

WEST CULTS [GNS] op 1 August 1894 *(Aberdeen Press 2nd)*; clo 5 April 1937 *(ibid 5th*, last train 3rd).

WEST DERBY [CLC] op 1 December 1879 *(co n Liverpool D P 29 November)*; clo 7 November 1960 *(RM December)*.

WEST DRAYTON [GW] op 4 June 1838 *(co n T 2nd)*; re-sited east of road underbridge in instalments beginning late 1878, completed 1879? *(see R. Maund Chron 108 for details)*; became W DRAYTON & YIEWSLEY 9 November 1895 *(RCG)*, reverted 6 May 1974 *(BR notice)*; still open. Joint GW/Dist service began 1 March 1883; GW only from 1 October 1885.

WEST DULWICH [LCD] op 21? September 1863 (company 'have just opened' – *Morning Advertiser 22nd)*; WEST added 20 September 1926 *(L)*; still open.

WEST EALING [GW]

WEST EALING op 1 March 1871 *(co n West London Observer 4th* as CASTLE HILL; became C H EALING DEAN 1875 tt *(Cl)*; renamed W E 1 July 1899 *(hbl 13th)*; still open. Joint GW/Dist service began 1 March 1883; GW only from 1 October 1885. GW co tt: 1874 C H for DRAYTON GREEN and EALING DEAN.

W E ENGINEERING DEPOT (non-tt): railwaymen; in use 1907; {West Ealing – Hanwell} *(U)*.

WEST END/W E LANE – see WEST HAMPSTEAD.

WEST EXE [GW] op 19 March 1928 *(Tiverton 20th)*; HALT; clo 7 October 1963 *(W Som F P 12th)*; {Tiverton – Cadeleigh}.

WEST FEARN – see MID FEARN.

WEST FERRY near Dundee [DA]: line op 8 October 1838**; this first seen in *co n Northern Warder 3 May 1842* (first full tt found in that paper; served by local trains to Broughty Ferry); aot request; clo 1 January 1917 *(Cl)*; reop 1 February 1919 *(RCH)*; clo 4 September 1967 *(RM November)*.

WEST FERRY (on Clyde) – see LANGBANK.

WEST FINCHLEY op [LNE] 1 March 1933 *(T 18 February)*; transferred to [Nor] 14 April 1940; still open.

WEST GOSFORTH [NE] op 1 June 1905 *(co n Newcastle Daily Chronicle 1st)*; clo 17 June 1929 *(Sunderland Daily Echo, Tuesday 11th – last train will run Saturday night)*. Regent Centre here later.

WEST GREEN [GE] op 1 January 1878 *(Pall Mall Gazette 1st)*; clo 7 January 1963 *(RM January)*.

WEST GRINSTEAD [LBSC] op 16 September 1861 *(Brighton Guardian 18th, item and tt)*; clo 7 March 1966 *(RM March)*.

WEST HALLAM [GN] op 1 April 1878 *(Burton Chronicle 4th)*; clo 7 September 1964 *(RM October)*. GN co tt 1909, LNE tt 1933 and *Brad* until 1955: W H for DALE ABBEY.

WEST HALTON [GC] op 15 July 1907 *(RCG; Sheffield Daily Telegraph 16th)*; clo 13 July 1925 *(Cl)*.

WEST HAM

WEST HAM [LTS] op 1 February 1901 *(RCG)*; LTS use ceased 1913, though platforms used by a few LNW/ NL trains until 1 January 1916; removed after bomb damage in 1940 *(LTS vol 2, p 113)*; new platforms for Tilbury line 30 May 1999 *(LRR 21)*. Station also used by [Dist] from 2 June 1902 and [Met] from 30 June 1936 *(Ug)*; clo by bomb damage 7 September 1940 to 11 August 1941 *(LTS)*; still open. W H MANOR ROAD 11 February 1924 to January 1969 *(L)*. See 1 January 1969**.

WEST HAM, platforms for North Woolwich line, op 14 May 1979 *(L app)*; clo 29 May 1994 *(BLN 734)* for rebuilding in connection with Jubilee line extension (buses in lieu); reop 29 October 1995 *(RM February 1996)*; clo 10 December 2006 – last train Saturday 9th *(RM February 2007)*.

On tt map 2002 shown as W H HL and WH LL.

WEST HAM [Jub] op 14 May 1999 *(LRR 20)*; still open.

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

Also see STRATFORD, East London.

WEST HAMPSTEAD

WEST HAMPSTEAD [LNW] op 1 March 1888 *(LNW Officers 30089)*; WEST END LANE until renamed 5 May 1975 *(RM July)*; clo (route modernisation) 29 October 1995 *(BR leaflet NLL/DAL/A100);* reop 30 September 1996; still open. Aot W E L H *hb*.

WEST HAMPSTEAD op [Met] 30 June 1879 *(T 3 July)*; re-sited slightly north 13 June 1897 to make room for GC tracks *(Cl)*; transferred to [Bak] 20 November 1939, transferred again, to [Jub], 1 May 1979 *(Daily Mirror 30 April)*; still open.

W H THAMESLINK [Mid] op 1 March 1871 *(Mid)* as WEST END for KILBURN and HAMPSTEAD; renamed W E 1 July 1903 co tt *(Mid)*, W E & BRONDESBURY 1 April 1904 *(RCG)*, W H 1 September 1905 *(RCG)*, W H MIDLAND 25 September 1950 *(BR LM notice Harrow Observer 21st)*, W H T 16 May 1988 *(Mid)*; still open.

WEST HARROW [Met] op 17 November 1913 *(T 18th)*; HALT until 1934/5 *(Brad)*; still open.

WEST HARTLEPOOL – see HARTLEPOOL.

WEST HELMSDALE [High] op 1 November 1870**; clo 19 June 1871 *(Cl)*; {Loth – Helmsdale}.

WEST HOATHLY [LBSC] op 1 August 1882 *(Surrey Mirror 29 July)*; clo 30 May 1955**, reop 7 August 1956 – legal objections *(RM May 1958)*; clo 17 March 1958 *(T 17th)*.

WEST HORNDON [LTS] op 1 May 1886 *(Mid)* as EAST H; renamed 1 May 1949 *(Mid)*; still open.

WEST HUMBLE – see BOXHILL.

WEST INDIA DOCKS [GE] op 6 July 1840 *(co n T 29 June, T 10 July)*; clo 4 May 1926**. THE MARSH in description *T 6 July* but W I D in notice.

WEST INDIA QUAY [Dock] op 31 August 1987 *(T 1 September)*; clo 14 October 1991 (last Friday 11th) for reconstuction *(RM December)*; reop 28 June 1993 *(BLN 710)*; still open.

WEST JESMOND

WEST JESMOND (a) [NE] op 1 December 1900 *(RCG)*; clo 23 January 1978 *(RM March)* for conversion to >

WEST JESMOND (b) [TWM] op 11 August 1980 *(Newcastle Evening Chronicle 11th)*; still open.

WEST KENSINGTON [Dist] op 9 September 1874 *(L; T 10th- line)* as NORTH END FULHAM; renamed 1 March 1877 *(L; RCG ref January)*; still open.

WEST KILBRIDE [GSW] op 1 May 1878 *(RCG)*; see 5 February 2021**; still open.

WEST KILBURN – see QUEENS PARK.

WEST KIRBY

WEST KIRBY [Birkenhead] op 19 April 1886 *(co ½ Herapath 14 August)*; clo 17 September 1956 *(Liverpool Echo Friday 14th* – last tomorrow but still RAF leave trains).

WEST KIRBY [Wirral] op 1 April 1878 *(co n Liverpool 29 March)*; re-sited slightly, alongside and slightly west Sunday 30 July 1899 *(Chester Courant Supplement Wednesday August 2)* (line roughly north-south here); still open.

WEST LEIGH

WEST LEIGH [LNW] op 13 June 1831**; WEST added 1 August 1876 *(Cl)*; clo 29 March 1954 *(BR clo notice, Sweeney* – as WESTLEIGH). Certainly wakes week use in 1957 (last day 11 July) *(AB)*; still in use for rugby excursions (E K Stretch, in letter of 15 October 1962 *Cl pap)*.

W L & BEDFORD [GC] op 1 April 1884 *(Wigan Obs 2nd, item and tt)* as PLANK LANE; renamed 1 January 1894 *(hbl 25th)*; clo 2 November 1964 *(RM December)*.

WEST LINTON – see BROOMLEE; LYNESIDE.

WEST LONDON JUNCTION {map 100}

West London line op 27 May 1844 *(T 24th)*. Two interchange stations were situated on it, one with the L&B at northern terminus of line, the other where it 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.
According to *WL*, L&B at first ran its trains from Willesden and only some time later from exchange station further east (approximate site of later Willesden Junction); however co tt for 10 June 1844 in *Lee* suggests it was open then and inspection report included it.
Both clo with line, 1 December 1844**.

WEST LYNN [Eastern & Midlands] op 1 March 1866 *(MGN)*; clo 1 July 1886 (Thursday) *(Cl)*; {map 67}.

WEST MALLING [LCD] op 1 June 1874 *(T 2nd)*; WEST added 23 May 1949 *(Cl)*; still open.

WEST MEON [LSW] op 1 June 1903 *(Hants Teleg 5th)*; clo 7 February 1955 *(Hants Chron 12th)*.

WEST MILL [GE] op 3 July 1863 *(Hertford Mercury 4th- line)*; aot request; clo 16 November 1964 *(T 14 October)*. *Hb* WESTMILL before 1883.

WEST MONKSEATON

WEST MONKSEATON (a) [LNE] op 20 March 1933 *(Cl 29)*; clo 10 September 1979 *(Cl)* for conversion to >

WEST MONKSEATON (b) [TWM] op 11 August 1980 *(Newcastle Evening Chronicle 11th)*; still open.

WEST MOORS [LSW] op 1 August 1867 *(Dorset County Chronicle 8th)*; clo 4 May 1964 *(Hants Chron 9th)*. *Brad* 1922/3 to 1955: W M for FERNDOWN. *Hb*: 1872 one word, 1904 W M JUNCTION.

WEST NEWPORT – see NEWPORT-ON-TAY.

WEST NORWOOD [LBSC] op 1 December 1856 *(T 31 October, co n T 28 November)*; LOWER N until renamed 1 January 1886 *(L; RCG ref October 1885)*; still open.

WEST PENNARD [SD Jt] op 3 February 1862 **; became HALT 25 June 1962 tt (in body, but not index); clo 7 March 1966 *(Shepton 11th)*. At times just PENNARD.

WEST ROUNTON GATES [NE] first in *Brad* May 1864; Wednesdays only; last train 6 September 1939 (based on *Cl* – clo 13th). W R GATE until 1903/4 *(Brad)*.

WEST RUISLIP

WEST RUISLIP [GW/GC] op 2 April 1906 *(T 5 March)* as R & ICKENHAM; renamed W R for I 30 June 1947 *(L)*, 'for I' gradually dropped; still open.

WEST RUISLIP [Cen] op 21 November 1948 *(T 20th)*; still open.

WEST RUNTON [MGN] op on / by 13 August 1887 *(co n for excursions, dated 'August', in Norwich Mercury of Saturday 13th August' says 'now open')* – not mentioned in co's similar advert in paper of 6th (also dated 'August'); still open.

WEST ST LEONARDS [SE] op 1 October 1887 *(Hastings ... Observer 1st, 8th)*; still open.

WEST SHEFFORD – see GREAT SHEFFORD.

WEST SILVERTOWN [Dock] op 2 December 2005 (formal 6th) *(LRR January 2006)*; still open.

WEST STANLEY [NE] op 1 February 1894 *(Sunderland Daily Echo 1st)* as SHIELD ROW; renamed 1 February 1934 *(LMS Weekly Circular)*; clo 23 May 1955 *(Shields Daily News 6th* – excursions will continue); dropped from *hb* 1956 but back January 1962 *hbl* 'excursions only'.

WEST STREET Glasgow [GU] op 14 December 1896**; still open.

WEST SUTTON [SR] op 5 January 1930 *(T 6th)*; still open.

WEST TIMPERLEY [CLC] op 1 September 1873 *(CLC)*; clo 30 November 1964 *(RM March 1965)*. GN co tt 1909 W T for ALTRINCHAM; LNE tt 1933 W T for BOWDON. In *hb* W T A 1890 and 1895; rest W T.

WEST TINSLEY [GC] op 30 May 1900 *(RCG; co ½ T 4 August- line)* as T ROAD; renamed 1 July 1907 *(hbl 3rd)*; clo 11 September 1939 *(Cl)*.

WEST VALE [LY] op 1 January 1875 *(Leeds Mercury 2nd)*; clo 23 September 1929 *(T 19 August)*.

WEST WEMYSS [NB] op 8 August 1881 *(Fifeshire Journal 11th)*; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCH)*; see April/May 1921**; clo 7 November 1949 *(Cl)*. *Fifeshire Advertiser Saturday 17 September1881* said name had been changed to Lochhead for West Wemyss but not found thus anywhere else – *Fife Herald* tts for October just West Wemyss.
Also see Section 7.4.

WEST WEYBRIDGE – see BYFLEET & NEW HAW.

WEST WICKHAM [SE] op 29 May 1882 *(L)*; still open.

WEST WORTHING [LBSC] op 4 November 1889 *(LBSC notice 64, dated October)*; still open. *Brad*: W W for TARRING until 1955 but not LBSC tt 1912, *hb*.

WEST WYCOMBE [GW/GC] op 1 August 1862**; clo 3 November 1958 *(T 31 October)*.

WESTBOURNE PARK

Ticket platform for Paddington probably hereabouts (would have been nearer to original Paddington than present station). Earliest reference was to start of express service from Exeter: yesterday covered 194 miles in 4 hours 53 minutes to ticket platform, and reached station in prescribed 5 hours *(London Evening Standard 11 March 1845)*. Building new engine-house at Kensal Newtown, about half mile from terminus and but a short distance from ticket platform *(Morning Post 10 October 1853)*. Certainly one hereabouts in 1857, when mentioned in connection with a fire in a GW carriage on 9 October; 'Salamander' (letter *T 12th)* referred to stop 'near Kensal Green' and there was a reference to one (un-named) in Col. Yolland's report on the incident. Children of Westbourne Schools allowed to use ticket platform near school to watch train of Prince and Princess of Wales pass after their marriage *(Birmingham Daily Gazette 9 March 1863)*. Since 1st had been through carriages from Windsor to Metropolitan line; attached to London train at Slough and taken on by Metropolitan from ticket platform to Farringdon Street *(Windsor & Eton Express 3 October 1863)*.An application for license for house adjoining GW ticket platform in the Great Western Road *(Morning Advertiser*

20 March 1869) would suggest slightly different site from station proper, given information about that in entry below; or did this become the temporary station?

WESTBOURNE PARK [HC]: temporary station was ready for use mid-August 1864 but GW would not provide service and it did not open until 1 February 1866 *(L; undated co n T 3rd – 'now open'*, described it as new station for W P and Kensal Green); also see Uxbridge Road. New station, 30 October 1871, used at once by both GW and HC *(GW n T 24th)*; notice called it 'transfer station'; most main line trains would stop, to let passengers change to HC for rest of journey to City. See April/May 1921** for temporary loss of one local service and 24 July 2010**. GW part clo 15 October to 19 November (inclusive) 1967 for Paddington resignalling *(London Div Notice L 25)*; GW part clo 16 March 1992 *(BLN 679)*; see 24 July 2010**; HC still open. 1866a in *hb* as W ROAD, amended 1867; GW ticket for W P & KENSAL GREEN *(JB)*.

WESTBROOK [GW] op 27 May 1889 *(GW- line)*; see 1 September 1881** for full details; finally clo 8 December 1941.

WESTBURY [Shrewsbury & Welshpool] op 27 January 1862 *(co n Shrewsbury 31st)*; clo 12 September 1960 *(Cl)*.

WESTBURY near Trowbridge [GW] op 5 September 1848 *(Bath & Chelt 6th)*; still open.

WESTBURY CROSSING – see FULWELL.

WESTBURY-ON-SEVERN [GW] op 9 July 1928 *(Gloucester Citizen 10th)*; HALT; clo 10 August 1959 *(Cl)*; {Grange Court – Newnham}.

WESTCLIFF [LTS] op 1 July 1895 *(L)*; W-ON-SEA until renamed 20 February 1969 *(JS – BR ER commercial circular of this date* renamed 'forthwith'); still open.

WESTCOMBE PARK [SE] op 1 May 1879 *(SE)*; still open. Opened as COOMBE FARM LANE, renamed later 1879 *(SE)*.

WESTCOTT [GC/Met] op January 1872 (see 1871**); aot request; WESCOTT until 1895/6 *(Brad)*; Met use began 1 December 1899; whole clo 1 December 1935 (Sunday) *(RCH; Bucks Herald 29 November)*. *Hb*: WESTCOTT 1877 goods only, 1879a WESCOT SIDING 'P', 1895 WESCOTT, 1898a on WESTCOTT.

WESTCOTT RANGE [SEC] (non-tt): HALT; rifle range; op November 1916 *(U)*; clo about 1925 *(Surrey)*; {Dorking – Gomshall}.

WESTCRAIGS [NB] op 11 August 1862 *(co n Glasgow Morning Journal 8th)*; clo 9 January 1956** *(BR notice Coatbridge Leader 31 December 1955)*. NB co tt 1900, LNE tt 1933, *Murray* 1948: W for HARTHILL (and thus *Brad* to 1955 at least), though *hbl ref 25 October 1923* said had become W for H & BLACKRIDGE. *Hb*: 1863a WESTCRAIG, 1867 WEST CRAIG, 1877 WESTCRAIG, 1883 WESTCRAIGS, 1904 W...S for H, 1925 W...S for H and BLACKRIDGE.

WESTENHANGER [SE]

WESTENHANGER op 7 February 1844 *(SE)*; W & HYTHE 1845/6 *(Brad)* to 1874/5 (*RCG* said 1 January 1875, *Cl* and *JS* 1 October 1874); still open.

W RACE COURSE (non-tt); original station given extra platforms for opening of Folkestone Racecourse 30 March 1898; two island platforms shown on 25" 1907 OS; last used 1976 *(AB)*.

WESTER HAILES op 11 May 1987 *(RM May)*; still open.

WESTERFIELD [GE]

WESTERFIELD, main station, op 1 June 1859 *(T 2nd)*; still open.

WESTERFIELD, Felixstowe branch, op 1 May 1877 *(Rtn)*; service diverted to main 1 September 1879 *(Cl)*.

WESTERHAM [SE] op 7 July 1881 *(T 8th)*; clo 30 October 1961 *(T 21 August)*.

WESTERTON Glasgow [NB] op 1 August 1913 *(Milngavie & Bearsden Herald 1st* – new station at Westerton Garden Suburb is to be opened today*)*; still open.

WESTERTON – see LEASINGTHORNE.

WESTFERRY [Dock] op 31 August 1987 *(T 1 September)*; still open.

WESTFIELD [NB] first in *Brad* June 1864; clo 1 May 1930 (Thursday) *(co n Scotsman 7 April)*. *Hb*: 1867 (only) W SIDING.

WESTFIELD – see NOTGROVE.

WESTGATE – see WAKEFIELD.

WESTGATE-IN-WEARDALE [NE] op 21 October 1895 *(RCG; Stockton Herald 26th)*; clo 29 June 1953 *(RM August)*.

WESTGATE-ON-SEA [LCD] first in *Brad* May 1871; still open.

WESTHALL [LMS] (non-tt): Milk Platform at which mixed trains shown calling 1938; passenger use not certain; {Newbigging – Dunsyre} *(U)*.

WESTHAM near Weymouth [WP Jt] op 1 July 1909 *(Weymouth 2nd)*; HALT; clo 3 March 1952 *(RM March)*; {Melcombe Regis – Rodwell}.

WESTHAM – see PEVENSEY.

WESTHEAD [LY] op 1 July 1906 *(Ormskirk 5th)*; see 1905** (b); clo 18 June 1951 *(wtt supplement 6 August)*.

WESTHOUGHTON [LY]: line op 20 November 1848**; this first in *Brad* January 1849; still open.

WESTHOUSES [Mid]

WEST HOUSE first in *Brad* May 1862 (line op 1 May); Saturdays only; clo 1 August 1865 *(Mid)*.

WESTHOUSES & BLACKWELL op 17 October 1881 *(Mid)*; clo 2 January 1967 *(Mid)*. D&C OS reprint, sheet 28, shows 'Westhouse Station' just north of bridge over road from Alfreton to Tibshelf (now B6025) and somewhat north of Westhouse Farm – to provide market service for Tibshelf? Second is shown on OS sources just south of next road bridge to south (see *Cobb Atlas*).

Latter was TIBSHELF JUNCTION goods or mineral, pre-passenger use *(Mid)*.

WESTLEY – see SIX MILE BOTTOM.

WESTMINSTER

WESTMINSTER [Dist] op 24 December 1868 *(T 21st, 25th)*; still open. At first W BRIDGE; B gradually dropped – *Brad* omitted from some tables (including Met) 1886/7 but kept in that for Broad Street for some time after. *Hb*: 1872 W B; 1895 W; 1898a should read W B; 1904 W.

WESTMINSTER [Jub] op 22 December 1999 *(T 18th)*; still open.

WESTMINSTER BRIDGE ROAD – see LAMBETH NORTH.

WESTMOOR [Mid] (non-tt): private; op 30 June 1863; clo 31 December 1962, with line (P. Rowledge), but actual dates of use unknown; FLAG STATION *(Mid)*; {Credenhill – Moorhampton}.

WESTOE LANE – see SOUTH SHIELDS.

WESTON near Spalding [MGN] op 1 December 1858 *(Linc, R & S 3rd)* – in *Brad* prematurely (November); aot request; clo 2 March 1959 *(T 2nd)*.

WESTON

W & INGESTRE [NS] op 1 May 1849 *(co n Staffs Advertiser 28 April*); clo 6 January 1947 *(RM January 1950)*. In *Brad* was W (I) until 1923, and thus NS co tt 1910; *hb* W to W & I 1890.

WESTON-ON-TRENT – see INGESTRE.

WESTON BATH [Mid] op 4 August 1869 *(Bath Chron 5th)*; BATH added 1 October 1934 *(Mid)*; clo 21 September 1953 *(W D Press 21st). Western Daily Press (2 August 1869 3d)* in its description of the opening of the Bath branch said down platform, 600 feet long, was to be used as a ticket and excursion platform (presumably for excursionists to Bath). The other platform was 300 feet long.

WESTON BRIDGE [GSW; LMS] (non-tt): HALT/PLATFORM; workmen; 1920s and 1930s; {Annbank – Trabboch} *(U)*.

WESTON MILL [LSW] op 1 November 1906 *(RM December)*; HALT; on and from Sunday 1 May 1921 *(LSWR Joint Circular 187, 16 April 1921)*; clo 27 June 1921 *(Cl)*. {map 114}.

WESTON MILTON [GW] op 3 July 1933 *(co n W D Press 1st)*; HALT until renamed 5 May 1969 *(GW H)*; still open.

WESTON RHYN [GW] first in *Brad* November 1871 as PREESGWEENE, on site of earlier 'PRESGWYN' (and that in *Brad* for first month) but almost certainly opened earlier: 'will be opened shortly' *(advert Wrexham Advertiser 20 May)*, certainly used 20 July for laying foundation stone of Welsh Presbyterian Chapel *(advert ibid 15th)* and 10 August for fete at the Quintin *(item ibid 12th)* and no indication in either case that this was a special use so probably in regular use by then. Renamed by 25 February 1935, when change advised by *GW General Instruction Circular, Cl pap)*; clo 12 September 1960 *(Cl)*. GW co tt 1902, 1932: P for W R. *Hb* 1877 and 1883 PREESGWYN. All three spellings seen in local press of the time.

WESTON-IN-GORDANO – see CADBURY ROAD.

WESTON-ON-TRENT [Mid] op 6 December 1869 *(Mid)*; clo 22 September 1930 *(co n Derby Daily Telegraph 8th)*. W-on-T JUNCTION also shown 'P' in *hb* 1877 (presumed error).

WESTON-SUB-EDGE [GW] op 1 August 1904 *(Banbury Guardian 11th)* as BRETFORTON & W-sub-E; renamed 1 May 1907 *(hbl 25 April)*; clo 7 March 1960 *(Coventry Evening Telegraph 26 February)*.

WESTON-SUPER-MARE {map 123}.

WESTON-SUPER-MARE [GW]: first station was branch terminus on Alexandra Parade op 14 June 1841 *(GW; Taunton 16th- main line)*; replaced 20 July 1866 *(Weston 21st)* by new terminus on opposite side of road from later Locking Road (behind Odeon Cinema of later days); replaced again by new through station on loop line 1 March 1884 *(Bridgwater Merc 5th)*; still open. GENERAL added 21 September 1953 WR tt, *Cl pap*, dropped 6 May 1968 tt *(offic)*.

W-s-M JUNCTION [GW] op 14 June 1841 *(GW; Taunton 16th- line)*; often just W J in tts (space?). Early tts tended to include just 'Weston' in the tables; inspection of mileages and timings shows that this sometimes, especially westbound, equalled 'W Junction'. Most branch 'trains' horse-drawn until 1 April 1851. Clo 1 March 1884 with branch.

W-s-M LOCKING ROAD [GW]: excursion platform here will be ready for Whitsun excursions *(W-s-M Gazette 3 June 1854)*; 1,120 feet in length, will take 46 carriages.

New one provided when loop line built. *Bristol Mercury 26 February 1884* said about 430 yards long, approached from Locking Road, about same distance from town and beach as old one. First used Easter Monday, 14 April 1884 *(Western Daily Press 15th)*. Increasing patronage (15,000 detrained here Whit-Monday, *ibid 2 August 1904)* meant that it became inadequate: 'miserable accommodation' *(W-s-M Gazette 12 August 1905)*, complaints about lack of cover from rain *(W D Press 12 August 1905)*. In case concerning claim for damages for being pushed off in crush *(Bristol Mercury 4 July 1908)*, the assistant divisional engineer said it was 1,104 feet long of which 764 feet was 24 feet wide, rest 11 feet 9 inches.

Although it was not given a separate name by officialdom until much later, even when a new excursion platform and lines opened 8 April 1914 at Weston *(Bristol Division diary, RAIL 253/534)*, it is clear that locally it was regarded as a separate station since adverts in the local press (premises for sale in Locking Road were 'opposite the excursion station') and a complaint about wet feet as a result of the road from it to the town not being made up; it had its own conveniences (soon added), booking office and refreshment room (provided in 1861).

Will be used today for first time since outbreak of war *(Western Daily Press Monday 6 August 1945)*; later used as overflow for regular services in summer (when L R added?); last train Saturday 5 September 1964 (only Saturday trains advertised 1964).

W-s-M ASHCOMBE ROAD [WCP] op 1 December 1897 *(Bristol T 2nd)*; clo 20 May 1940 *(Bridgwater Merc 22nd)*. A R was added 1905 *(Brad)*.

Non-tt: platform for Bristol Aircraft workers; op 16 April 1941; clo ?; {on main line just west of site of earlier Junction station} *(Maggs)*.

WESTON-UNDER-PENYARD [GW] op 2 December 1929 *(GW letter 5 April Cl pap)*; HALT; clo 2 November 1964 *(Cl)*; {Mitcheldean Road – Ross-on-Wye}.

WESTOW HILL – see CRYSTAL PALACE.

WESTWARD HO! [BWA] op 18 May 1901**; clo 28 March 1917**.

WESTWOOD near Bridgnorth [GW] op 7 December 1935 *(T 5th)*; HALT; clo 31 December 1951 *(T 31st)*; {Much Wenlock – Presthope}.

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.

WESTWOOD near Sheffield [GC] op 4 September 1854**; re-sited south of level crossing 9 October 1876 *(Cl)*; clo 28 October 1940 *(Cl)*. W & MORTOMLEY in tt *Sheffield Independent 16 September 1854.*

WESTWOOD – see HIGH WESTWOOD.

WETHERAL

WETHERAL (a) [NE] op 20 July 1836 (see 10 March 1835**); clo 2 January 1967 *(BR notice Newcastle Journal 1 December 1966)*. *Scott* 1837 W or CORBY; *Murray* 1852 W for C; *Brad* and *hb* sometimes WETHERALL at first – former 1858 had different versions east- and west-bound.

WETHERAL (b) op 5 October 1981 *(RM December)*; same site; still open.

WETHERBY

WETHERBY [NE] op 10 August 1847 *(co ½ T 22 February 1848*; in inspection report dated 9th); re-sited at south junction 1 July 1902 *(Cl)*; clo 6 January 1964 *(Cl)*.

W RACECOURSE [LNE] (non-tt): to be first used 31 October 1924 *(Leeds Mercury 24th)*; last used 18 May 1959 *(RM May 1962)*; {Wetherby – Thorp Arch}.

WETTON MILL [NS] (ng) op 29 June 1904**; clo 12 March 1934 *(LNW Record; LMS notice Derby Daily Telegraph 5th)*.

WETWANG [NE] op 1 June 1853**; clo 5 June 1950 *(Cl)* but see 1953**.

WEYBOURNE [MGN] op 1 July 1901 *(RCG)*; clo 6 April 1964 *(RM April)*.

WEYBRIDGE

WEYBRIDGE [LSW] op 21 May 1838 *(co n T 16th)*; still open. W JUNCTION in *Brad* 1848 to 1858/9. *Brad* ? to 1955: W for BROOKLANDS, ST GEORGES HILL and OATLANDS.

WEST WEYBRIDGE – see BYFLEET & NEW HAW.

WEYHILL [MSWJ] op 1 May 1882 *(W Gaz 5th)*; clo 11 September 1961 *(T 9th)*.

WEYMOUTH [GW]

WEYMOUTH op 20 January 1857 *(W Fly P 27th)*; still open. Aot W TOWN in *Brad*, GW tables only, and GW co tt, presumably to distinguish from next. Also see MELCOMBE REGIS.

Excursion platform, only references found: *Western Gazette 6 August 1886*: new departure excursion platform very helpful; hoped arrival one would soon be added. *Taunton Courier 14 August 1907* reported inquest on fatality at 'special excursion platform here'.

Only reference seen: 'the old **ticket platform**' mentioned in item *(Western Gazette 19 April 1872)*; replaced by another or no longer one here?

W QUAY first used 4 August 1889 *(W Gaz 9th)* as W LANDING STAGE and thus GW co tt 1932; became W Q 1937 *(Brad)*; last train to Quay Wednesday, 6 September 1939 (last from 5th) *(Cl)*; used May on for specials (e.g. for refugees), last train 25 July (H. J. Lucking, *Weymouth Harbour Tramway*, 1986); fully reop 15 June 1946 *(Cl)*; from end of September 1985 became summer only; one train each way 1986-7, last train Sunday 27 September 1987 *(wtts)*. Weekly Wednesday excursion from Yeovil 14 July to 1 September (inclusive) 1993. Later only occasional specials – last recorded 2 May 1999. At first in *hb* as W LANDING STAGE; W Q NEW PIER added 'P' 1892a, with W L S now goods only; same 1895; 1904 to 1938 separate entries, both 'P', for L S and QUAY; 1944a W Q 'temporarily closed'; 1949a W Q back, W L S 'closed'; 1956 W Q only.

WHALEY BRIDGE

For first service [CHP] see May 1833**.

WHALEY BRIDGE [LNW] op 9 June 1857 *(co ½ T 3 August)*; still open.

WHALLEY

WHALLEY (a) [LY] op 22 June 1850 *(co n Blackburn Standard 26th)*; clo 10 September 1962 *(T 8th)*. Used Ascension Day, 27 April 1965, for 'Gospel Express' *(BLN 1146)*.

WHALLEY (b) op 29 May 1994 *(RM June)*; still open.

WHAPLODE [MGN] op 1 December 1858 *(Linc, R & S 3rd)* – prematurely in *Brad* November; aot request; clo 2 March 1959 *(T 2nd)*.

WHARRAM [NE] op 1 June 1853**; clo 5 June 1950 *(Cl)* but see 1953**.

WHATSTANDWELL [Mid] first in *Brad* September 1853 as W BRIDGE; re-sited south of tunnel 11 November 1894 *(Mid)*; renamed 1 July 1896 co tt *(Mid)*; still open.

WHAUPHILL [PPW Jt] op 2 August 1875 *(co minutes 29 September)*; clo 25 September 1950 *(Cl)*. WHAUP HILL in *hb* 1877 and 1883.

WHEATHAMPSTEAD [GN] op 1 September 1860 *(London Evening News 1st)*; clo 26 April 1965 *(RM May)*. At times WHEATHAMSTEAD in *Brad* until 1880/1. *Hb* added middle 'P' 1904.

WHEATLEY [GW] op 24 October 1864 *(T 25th)*; clo 7 January 1963 *(Birmingham Daily Post 2nd)*. HALT on BR ticket *(JB)* but not in tt at 10 September 1962.

WHEELOCK & SANDBACH [NS] op 3 July 1893 *(RCG)* as S W; renamed 2 April 1923 co tt *(JS)*; after December 1926 *Brad*, before/with August 1927 reduced to Thursdays and Saturdays only; clo 28 July 1930 *(Staffordshire Sentinel 24th)*.

WHELDRAKE [Derwent Valley] op 21 July 1913 *(Yorkshire Post 21st)*; clo 1 September 1926** (Wednesday).

WHELLEY [LNW] op 1 January 1872 *(LNW Officers 6927, 7546; in tt Wigan Observer 5th)*; clo 1 March 1872 (Friday) *(Cl*, supported by *LNW Officers 7681* – order given 14 February) – still in *Brad* March but 'no information'; {goods *IA*}.

WHERWELL [LSW] op 1 June 1885 *(Hants Chron 13th)*; clo 6 July 1931 *(LMS PCC 207)*.

WHETSTONE [GC] op 15 March 1899 *(GC; T 16th- line)*; clo 4 March 1963 *(RM March)*.

WHIELDON ROAD [NS] op 1 June 1905**; HALT; clo 30 September 1918 *(Cl)*; {Stoke – Trentham}.

WHIFFLET

WHIFFLAT [Monklands]: see 1828 B** (especially summer 1832 reference) and 26 December 1844**; services involved would have gone through here. Op 10 December 1849, clo 10 December 1851 *(MK)*.

WHIFFLET [NB] op 26 October 1871 *(Glasgow Herald 23rd)*; re-sited to south 26 August 1895 *(Cl)*; clo 1 January 1917 except workmen *(RM February)*; reop fully 2 June 1919 *(RCH)*; clo 22 September 1930 *(Scotsman 15th)*.

WHIFFLET [Cal]: see 1835C**; services involved would have gone through here; first in *Brad* November 1845; replaced by following two >

W LOWER [Cal] op 1 June 1886 *(Scotsman 1st / Glasgow Herald 2nd)*; W LL until renamed 7 November 1953 *(Cl)* clo 5 November 1962 *(RM October)*.
W UPPER [Cal] op 1 June 1886 *(Scotsman 1st / Glasgow Herald 2nd)*; clo 1 January 1917 *(RM February)*; reop 1 March 1919 *(RCH)*; W HL until renamed 7 November 1953 *(Cl)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*.
Hb did not at first distinguish between two.
WHIFFLET op 21 December 1992 *(Strathclyde Transport leaflet ARG/L/PRO/01 21-12-92)*, south of old W Upper; when line from Glasgow (re)op 4 October 1993** it used spur up to 1992 station; still open.
WHIMPLE [LSW] op 19 July 1860**; still open.
WHIMSEY [GW] op 3 August 1907 *(Gloucestershire Echo 2nd)*; HALT; clo 7 July 1930 *(RM August*; item on summer tt changes said service would then be suspended *(Gloucester Citizen 25 June)*; {map 94}.
WHINHILL op 14 May 1990 *(BLN 634)*; still open.
WHIPPINGHAM [IWC] op 20 December 1875 *(Hants Adv 22nd- line;* see 1875**); aot request; clo 21 September 1953 *(T 21st)*. According to *U* was private station for Osborne House in its early years but always in *Brad*; 'private royal station' probably local legend – only known use by Queen Victoria 11 February 1888 (T Cooper).
WHIPTON BRIDGE [LSW] op 26 January 1906 *(Exeter 27th)*; HALT; clo 1 December 1923 *(SR (SW section) notice no 21, 1923)*; {map 115}.
WHISSENDINE [Mid] op 1 May 1848 *(Mid; co ½ T 21 August- line)* as WYMONDHAM; renamed WHISENDINE September 1848 *(Brad)*; spelling altered 1 October 1878 co tt *(Mid)*; clo 3 October 1955 *(RM November)*.
WHISTLEFIELD [NB] op 20 October 1896 *(co n Glasgow Herald 19th)*; HALT from 13 June 1960 *(Cl)*; clo 15 June 1964 *(RM July)*.
WHISTON
WHISTON op 1 October 1990 *(BLN 662)*; still open.
W INCLINE – see HUYTON QUARRY
WHITACRE [Mid] op 10 February 1842 *(Aris 14th, co n Morning Post 15th)*; re-sited south on opening of Nuneaton line 1 November 1864 *(co n and tt Coventry Standard 4th)*; W JUNCTION until 1 renamed October 1904 co tt *(Mid)*; clo 4 March 1968 *(Coventry Evening Telegraph 5 February)*. 1864 station at first W NEW *(Brad)*.
WHITBECK CROSSING [Whitehaven & Furness Junction] first seen in tt for 1 December 1850 *(Cumberland Pacquet 31 December)*; last present *ibid* tt for March 1861; request. Later calls for farm sales: certainly 20 January 1880 *(Soulby's Ulverston Advertiser ,,, 15th)* and 5 January 1893 by one train each way *(Cumberland Times 21st)*; W LEVEL CROSSING in July 1856 *Brad;* {Silecroft – Bootle Cumbria}.
WHITBURN [NB] first in *Brad* August 1850 (see 1848**); last December 1852; reop 19 September 1864 *(co n AC&W 17th, 24th)*; clo 1 May 1930 (Thursday) *(co n Scotsman 7 April)*.
WHITBURN COLLIERY – see MARSDEN.
WHITBY [NE]
WHITBY op 8 June 1835 (see 1835 B**); new station for locomotive hauled service 1 July 1847; still open. Was W TOWN 1886 to 1924 *(Brad)* and 30 September 1951 *(RM January 1952)* to 5 September 1966; TOWN at first usually added only in tables including W West Cliff.
Excursion Platform, only reference seen: *Yorkshire Gazette 2 July 1884* – new excursion platforms available yesterday. Integral part of improved station?
W WEST CLIFF op 3 December 1883 *(Whitby Gazette 8th)*; clo 12 June 1961 *(RM March)*.
WHITBY LOCKS – see ELLESMERE PORT.
WHITCHURCH near Andover
W HANTS [LSW] op 3 July 1854 *(Salisbury 8th)*; op as W, renamed W NORTH 26 September 1949 *(Cl)*, W H 2 October 1972 *(Cl)*; still open.
W TOWN [GW] op 4 May 1885 *(Hants Chron 2nd)*; op as W, renamed W HANTS 1 July 1924 *(GW circular 18 June)*, W TOWN 26 September 1949 *(Cl)*; clo 4 August 1942**, reop 8 March 1943 *(Cl)*; clo 7 March 1960 *(Hants Chron 5th)*.
WHITCHURCH [GW] op 1 January 1925 *(W D Press 2nd)*; HALT; clo 2 November 1959 *(Shepton 6th)*; {Brislington – Pensford}.
WHITCHURCH CARDIFF [Cardiff] op 1 March 1911 *(RCG; Railway News 4th)* as W; became W GLAMORGAN 1 July 1924 *(GW circular 18 June)*, W SOUTH G 5 May 1975 tt *(Cl)*; W 12 May 1980 tt *(C/W)* – but index later, W G 29 September 1996 tt, W C 18 May 2003 tt; still open.
WHITCHURCH DOWN near Tavistock [GW] op 1 September 1906 *(Western Morning News* 1 September 1906 said that a new HALT would open that day about a mile on the Horrabridge side of Tavistock station; *Exeter & Plymouth Gazette 5 February 1907* – GW constructing station (the PLATFORM of modern books?); clo 31 December 1962**.
WHITCHURCH SHROPSHIRE [LNW]: op 1 September 1858 *(co n Liverpool Mercury 1st)*; SALOP added ?; changed to W SHROPS in tt 2005 / 2007; still open.
WHITE BEAR [LY/LU] op 1 December 1869**; clo 4 January 1960 *(Liverpool Echo 10 December 1959)*. W B for ADLINGTON in tt *LNW Officers 6927* for line opening and usually thus or W B A in LNW co tts seen 1874-1909, *Brad* until 1914/15 and LY co tt 1899; *RCH dist 30 November 1914* said 'for A' had been dropped, date not given.
WHITE CITY
WHITE CITY [Cen] op 14 May 1908 *(co ½ T 31 July)*; original station, WOOD LANE, was 'terminus' on a loop that saved reversal; became through station 3 August 1920; replaced to north by WHITE CITY, 23 November 1947 *(RM January 1948)*; still open.
WHITE CITY [HC] op 1 May 1908 *(RCG; GWR Magazine June)* as WOOD LANE (W L EXHIBITION in *HC minute 27th* and *hb* 1910a*)*; clo 1 November 1914. Reop 12 December 1914 to 29 April 1915 (inclusive) for servicemen billeted there (Mondays to Fridays evenings only, Saturdays and Sundays most of day) *(HC minute 8 July 1915)*. *HC minute 7 October 1920* said ought to be reopened in connection with exhibitions as WOOD LANE WHITE CITY and was thus in *hb* 1921a and *ref hbl 27 January 1921*, open only when exhibitions held. Also evening use for greyhound racing and speedway (references e.g. *LMS PCCs 1928)*; 'now

closed for season' *LMS PCC 80, 5 January 1929*; used 18 February to 1 March 1929 for British Industries Fair; also 2 March 1929 and through the 1930s for such uses. Known use again 23 November 1947 as WHITE CITY *(Minute 17 December 1947* confirmed renaming), special occasions only; clo 25 October 1959 (Sunday) *(Cl)*.
Both initially opened for the FRANCO-BRITISH EXHIBITION of 1908, which was sometimes added as though part of name in early years.
For 2008 station just east of [HC] above see WOOD LANE.

WHITE COLNE [CVH] op 16 April 1860 *(T 13th- line)* as C; clo 1 May 1889 *(Cl)*; reop 1 April 1908 as W C *(Cl)*; clo 1 January 1962 *(T 17 November 1961)*.

WHITE CROSS – see WARRINGTON.

WHITE HART [GW] op 12 May 1947 *(co n dated 'May')*; HALT; clo 30 June 1952 *(Cl)*; {Machen – Caerphilly}.

WHITE HART BEACH [GE] (non-tt): picnic parties; 1900s; {Wivenhoe – Brightlingsea}; *(@JF}.*

WHITE HART LANE [GE] op 22 July 1872 *(Pall Mall Gazette 23rd)*; still open.

WHITE MILL(S) – see CASTLE ASHBY & EARLS BARTON.

WHITE MOSS LEVEL CROSSING [LY] op 7 January 1907 *(Ormskirk 10th)*; see 1905** (b); clo 18 June 1951 *(wtt supp)*.

WHITE NOTLEY [GE] first in *Brad* October 1853; aot request; still open.

WHITE ROSE – see NEW TREDEGAR.

WHITE SIKE COTTAGES and **WHITE SIKE JUNCTION** [Sand Hutton] (ng) both op 4 October 1924** *(RM December)*; HALTS *(Brad)*; last train Saturday 1 March 1930**; {map 40}.

WHITEBOROUGH [Mid] op 1 May 1886 *(Mid)* as WOOD END; became W E for HUCKNALL HUTHWAITE 1 October 1886 co tt *(Mid)*, WHITEBOROUGH for H H 20 January 1893 *(hbl 26th)*, final name 1 January 1908 *(hbl 23rd)*; clo 4 October 1926 *(hbl 61)*.

WHITEBROOK [GW] op 1 February 1927 *(co n dated 'January')*; HALT; clo 5 January 1959 *(T 5th)*; {St Briavels – Redbrook}.

WHITECHAPEL

WHITECHAPEL [East London] op 10 April 1876 *(co n T 8th)*; [Met] use from 31 March 1913; clo 25 March 1995 for engineering work *(BLN 746, corr)*; reop 25 March 1998 *(LRR 16)*; clo 23 December 2007**; reopened fully 23 May 2010**; still open.

WHITECHAPEL [Dist] op 6 October 1884 *(T 4th)*; clo 2 February 1902 for rebuilding, partly same site *(Cl)*; reop 2 June 1902 *(RCG)*; still open. W MILE END until renamed 13 November 1901 *(L)* and thus *hb* 1890 and 1895, but only W in *Brad.* EL and Dist tickets as W LONDON HOSPITAL *(JB)*.

WHITECHAPEL [Elz] added 24 May 2022 *(BBC News)*; still open.

Also see ST MARYS WHITECHAPEL ROAD.

WHITECRAIGS [Cal] op 1 May 1903 *(RCG)*; still open. Cal co tt 1913 W for MEARNS; LMS tt 1930 W for ROUKEN GLEN; *Murray* 1948 and *Brad* 1928 to 1955 W for M and R G.

WHITECROFT [SW Jt] op 23 September 1875**; clo 8 July 1929 *(Gloucestershire Citizen Monday 8th* – last train Saturday); still excursions at 10 August 1961 *(BR pamphlet)*. W ROAD in *hb* 1875a (only).

WHITEDALE [NE] op 28 March 1864 *(line op Hull Packet 1 April, station in co tt for April, ibid)*; clo 19 October 1964 *(Cl)*. According to *RM January*, became HALT 4 January 1960 but *Brad* just added note that no staff were in attendance.

WHITEFIELD [LY] op 1 September 1879 *(Manch Cour 2nd)*; clo 17 August 1991 (last train 16th) for conversion to Manchester Tramlink (Section 7).

WHITEGATE [CLC] op 1 July 1870 *(CLC)*; clo 1 January 1874 (Thursday), reop 1 May 1886 *(Cl)*, clo 1 December 1888 *(co n Northwich ... Guardian 24 November)*, reop 1 February 1892 *(co n ibid 30 January)*; clo 1 January 1931 (Thursday) *(co n Winsford & Over)*.

WHITEHALL [GW] op 27 February 1933 *(Wellington 1 March)*; HALT; clo 9 September 1963 *(Express & E 9th)*; GW ticket exists for W CROSSING HALT (photocopy from A. Porter)
{Culmstock – Hemyock}.

WHITEHAVEN

WHITEHAVEN [Fur/LNW] op 19 March 1847** as terminus; through platforms added 24 December 1874 *(D&C 14; LNW Officers 12268*, 17 November – new passenger station at Whitehaven inspected and approved subject to trifling signalling alterations); still open. Terminus LNW; through part Joint. In *Brad* as W NORTH/W BRANSTY, sometimes both in same issue, though *hb* always W B; settled as W B 1870s/1880s; BRANSTY dropped 6 May 1968.

W NEWTOWN [Whitehaven & Furness Junction] op 19 July 1849**; station in Preston Street in *co n of reduction to goods* use; replaced by >

CORKICKLE [Fur] op 3 December 1855 *(co n Cumberland Paquet 4th)*; aot request; still open. At times W CORKICKLE until settled *1957 ('has been renamed' – LMS Operating Circular 372, 19 December).*
Separate platform for WCE trains about 1859-1863, resulting from dispute about use of tunnel (H Quayle, *Whitehaven ...*, Cumbrian Railways Association, 2007.)

WHITEHOUSE [GNS] opened 21 March 1859 *(Alford Valley co notice Banffshire Journal 22nd)*; closed 2 January 1950 *(Scotsman 22 December 1949)*.

WHITEHOUSE SIDING/PLATFORM – see FONTBURN.

WHITEHURST [GW] op 1 or 2 October 1905* as LLANGOLLEN ROAD; within a few yards of the site of earlier L R; renamed 1 May 1906 *(Cl)*; clo 12 September 1960 *(Cl)*. First in *Brad* as W HALT; became W PLATFORM 1924/5 and moved from notes to table, W 1937, W PLATFORM again later 1937/1938. First shown 'P' in *hb* 1926a as W PLATFORM.
* = GW 'have this week opened' *(Llangollen Advertiser Friday 6th)* – not known whether it had a Sunday service – it took a long time to reach *Brad.*

WHITEINCH

W RIVERSIDE [Cal] op 1 October 1896 *(co n Glasgow Herald 28 September)*; RIVERSIDE added 28 February 1953 *(Cl)*; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*.

W VICTORIA PARK [NB] op 14 December 1896 *(co n Glasgow Herald 11th)*, but not in *Brad* until May 1897; just W in op notice, V P W when first in *Brad* and thus in *GM Circular 69 of 10 December 10 December 1896*; clo 1 January 1917 *(RM February)*; reop 2 June 1919 *(RCH)*; renamed 13 July 1925 *(Cl)*; clo 2 April 1951 *(RM May)*.
Hb 1925 added 'for SCOTSTOUN' to both.
W SHOW YARD – see Scotstoun Show Yard.

WHITEMILL near Carmarthen [Llanelly]: temporary station in use 20 July 1866; first in *Brad* January 1867; clo 1 November 1870 *(co n Western Mail October 27* – for all traffic); {Abergwili – Nantgaredig}.

WHITERIGG [NB] first in *Brad* November 1862 (appearance perhaps premature – see ARBUCKLE); clo 1 May 1930 (Thursday) *(co n Scotsman 7 April)*.

WHITHORN [PPW Jt] op 9 July 1877 *(Kirkcudbright 13th)*; clo 25 September 1950 *(Cl)*.

WHITLAND

WHITLAND [GW] op 2 January 1854 *(co ½ T 26 August- line)*; still open.
WHITLAND [Pembroke & Tenby] terminus op 5 September 1866 *(Cardiff T 7th)* – 4th was formal; service to main August 1869 *(Cl)*.

WHITLEY – see BIRDBROOK.

WHITLEY {map 26}.

WHITLEY (a) [BT] op 1 April 1861 *(B&T)*; replaced 27 June 1864** by >
WHITLEY (b) [BT, later NE]; on 3 July 1882 this was replaced on a new site by MONKSEATON *(co n Shields Daily Gazette 30 June)*, which see, and >
W BAY (a) [NE] op 3 July 1882 *(co n Shields Daily Gazette 30 June)*; BAY added 1 July 1899 *(Cl)*; replaced on deviation by new W B, partly op 9 October 1910, fully 10 October 1911 *(Cl)*; clo 10 September 1979 *(Cl)*; for conversion >
W BAY (b) [TWM] op 11 August 1980 *(Newcastle Evening Chronicle 11th)*; still open.

WHITLEY BRIDGE [LY] op 1 April 1848 *(co n Leeds 1st)*; still open.

WHITLINGHAM

WHITLINGHAM [GE] op 20 October 1874 *(T 21st)*; clo 19 September 1955 *(BR ER internal notice August)*. W JUNCTION until 1898 *(Brad)*; GE co tt 1914, LNE tt 1933 and *Brad* to early 1955 at least: W for THORPE ST ANDREW.
Also see THORPE & WHITLINGHAM.

WHITLOCKS END [GW] op 6 July 1936 *(T 25 June)*; originally HALT, HALT dropped 6 May 1968 *(GW H)*; still open. Pre-opening: Tile House Lane *(RAC)*.

WHITMORE [LNW] op 4 July 1837 *(T 6th)*; clo 4 February 1952 *(RM March)*. W-HEATH in one of descriptions of opening, *(T 6 July 1837)*.

WHITNEY-ON-WYE [Mid] op 11 July 1864 *(Hereford J 16th)* as WHITNEY; became W-on-the-WYE 4 March 1880, W-on-WYE 14 July 1924 *(Mid)*; clo 31 December 1962 *(T 31st)*.

WHITRIGG [Cal] op 1 October 1870 *(D&C 10. Solway Junction co ½, Carlisle Patriot 30 September*: Bowness to Brayton op 8 August, station here would soon be opened); first in *Brad* November; aot request; see 31 January 1881**. For clo see April/May 1921**.

WHITROPE SIDING [NB] (non-tt): 1 April 1914 NB wtt alterations shows 10 a.m. Church Train for railwaymen and families from here, and later return, 5 and 19 April; likely that would have been regular fortnightly service; clo 6 January 1969 *(BR clo n for line*, which included WHITROPE as one of its 'stations'). No platform; passenger shown using a step-ladder here on Saturday 19 October 1963 (photograph from D. Lindsay); {Shankend – Riccarton}.

WHITSTABLE

WHITSTABLE op [Canterbury & Whitstable] 4 May 1830** *(SE)*; clo 6 February 1846 for rebuilding by [SE] who had taken over line; reop 7 April 1846 *(T 13th/Dover Chronicle)**; replaced to south 3 June 1895 *(Hart p 59)*; became W HARBOUR 1 June 1899 *(hbl 13 July)*; clo 1 January 1931 (Thursday) *(T 4 December 1930)*.
* = reopening date is given as Monday 6 April by *Hart* and all seen in modern print but *T* reference given was 'Tuesday last' – was 6th a formal opening? – see entry on Canterbury West.
WHITSTABLE [LCD] op 1 August 1860 *(co n T 30 July)* as W, at Clifton Road; permanent station, to east, 13 July 1861 *(LCD)*; became W-on-SEA 1879 tt *(Cl)*, W TOWN 1 June 1899 *(hbl 13 July*, which gave old name just W); re-sited 32 chains east 1 January 1915 as W TOWN & TANKERTON *(SEC sig notice 49/1915; Whitstable Times 2nd* – paper said 'to-day', probably when item written); became W & T 1 February 1936 *(GWR General Instruction Circular, Cl pap)*, W 14 May 1979 *(Cl)*; still open.

WHITSTONE & BRIDGERULE [LSW] op 1 November 1898 *(W Morn News 2nd)*; clo 3 October 1966 *(Cornish & DP 8th)*.

WHITTINGHAM [NE] near Alnwick: op 5 September 1887 *(Morpeth Herald 3rd)*; clo 22 September 1930** *(T 10 July)*.

WHITTINGHAM Lancashire – see 7 6 Hospitals.

WHITTINGTON near Oswestry

W HL [Cam] op 27 July 1864 *(Cam; co ½ T 1110/52- line)*; clo 4 January 1960 *(Cl)*. Re-sited east at some point *(RAC Atlas)*.
W LL [GW] op 14 October 1848 *(Shrewsbury 13th)*; clo 12 September 1960 *(Cl)*.
HL and LL added 1 July 1924 *(GW circular 18 June)*.

WHITTINGTON near Sheffield [Mid] op 1 October 1861 *(co n Derbyshire Times 28 September)*; re-sited 10 chains north 9 June 1873 *(Mid)*; clo 4 February 1952 *(RM March)*; excursions to late 1970s (HN Twells, *150th Anniversary of the Opening of the North Midlands Railway …*, *Derbyshire Times*, 1990).
Note that any reference to a third station 1876 should be ignored – probably result of company being late with information to RCH, thus making 1873 station look like two *(Mid)*.

WHITTLESEA [GE] op 14 January 1847 *(Bell's Weekly Messenger 16th)*; still open.

WHITTLESFORD PARKWAY [GE] op 30 July 1845 *(Norfolk Chronicle Supplement 2 August)* as W BRIDGE; W when first in *Brad*; P added 10 December 2006 *(AB, Chron April 2011)*; still open.

WHITTLESTONE HEAD – see ENTWISTLE.

WHITTON near Hounslow [SR] op 6 July 1930 *(T 30 June)*; still open.

WHITTON near Scunthorpe [GC] op 1 December 1910 *(RCG)*; clo 13 July 1925 *(Cl)*.

WHITWELL IoW [IWC] op 20 July 1897 *(co n IoW County Press 24th;* in description *IoW Times 22nd)*; became HALT 1944a *hb* but not *Brad* until 1949/50; clo 15 September 1952 *(T 6 August)*. *Brad*: W for NITON and CHALE ? to closure.

WHITWELL near Worksop

WHITWELL (a) [Mid] op 1 June 1875 *(Nottingham Journal 1st)*; clo 12 October 1964 *(RM November)*.

WHITWELL (b) op 25 May 1998 *(BR reop leaflet)* – 'fun day' 24th; on same site as (a); still open.

WHITWELL & REEPHAM [MGN] op 1 July 1882 *(Thetford ... Journal 8th)*; clo 2 March 1959 *(T 2nd)*.

WHITWHAM [NE] (non-tt): unofficial stop; detail ?; {Lambley – Slaggyford} *(Nhumb Young)*.

WHITWICK [LNW] op 16 April 1883 *(co n London Evening Standard 16th)*; clo 13 April 1931 *(Leicester Evening Mail 8th)*.

WHITWORTH [LY] op 1 November 1870 *(item, co tt Rochdale Observer 5th)*; clo 16 June 1947**. Clearly intended clo date – *Manchester Evening News 7 May* said would close then because no longer any demand from people living along line.

WHITWORTH COLLIERY – see CORRWG MERTHYR.

WHITWORTH COLLIERY on Blaenavon branch, [PT] (non-tt): op 1 April 1907; clo by November 1911 when colliery abandoned; (Simmonds, *A History of the Port Talbot Rly & Docks Co ... vol 2 p 365)*.

WHITWORTH COLLIERY near Spennymoor *[moved from Byers Green entry]*: (non-tt): workmen carried via Byers Green branch: report of accident on 11 August 1853 when goods train collided with carriage containing Whitworth Colliery workmen (described as 'passengers' in BoT summary, *RAIL 1053/10)*. According to *T 13th* train was provided because of lack of cottages near the colliery and it ran from Thinford Junction; did it start there or was it where it left the main line? – if former did other trains stop there to make connection? Service began ? This was probably the end of the service since all twelve in carriage (which was being propelled) were killed or badly injured. Colliery shown on Page Bank branch from Spennymoor; disappeared from Airey/RCH maps between 1894 and 1904.

WHITWORTH HALT – see TORYBANWEN.

WHYTELEAFE

WHYTELEAFE [SEC] op 1 January 1900 *(L)*; still open.

W SOUTH [SE] op 5 August 1856 *(co ½ T 30 August- line; in description of formal opening on 4th, London Evening News 5th)* as WARLINGHAM; renamed 11 June 1956 *(JS)*; still open. According to *L* was W & CANE HILL until 1956, but not seen thus *Brad* and *hb*.

WICHNOR

WICHNOR [LNW] op 2 April 1855 (assumed as Mid; first in *Brad* November 1854 but no trains shown until April 1855); clo 1 November 1877 *(Cl; LNW Officers 17804, 16 October* – passenger receipts for August only £1 1 11d so recommended closure from and after 1st of next month). LNW co tt 1864: W Junction with Midland.

W JUNCTION [Mid] op 2 April 1855 *(Mid)*; clo 1 August 1856 (Friday) *(Mid)*. However arrangements in use for exchange until LNW [ex-South Staffs] started running its trains through to Derby, 1 March 1872. LNW passengers were only conveyed to here by its trains and then were transferred to Midland trains 'either by the hooking on of their carriages, or by the passengers changing their seats' *(Birmingham Daily Post 27 February 1872)*. {Physical junction and Mid goods *IA*}.

WICK [High] op 28 July 1874 *(co n John O'Groat Journal 30th)*; still open. See 1957**.

Ticket platform here at one time; no details known *(J Roake via GNS)*.

WICK ST LAWRENCE [WCP] op 1 December 1897 *(Bristol T 2nd- line)*; clo 20 May 1940 *(Bridgwater Merc 22nd)*.

WICKENBY [GC]: line op 18 December 1848 *(Nottingham Journal 22nd)*; clo 1 November 1965 *(RM December)*.

WICKFORD [GE] op 1 January 1889 *(Chelmsford Chronicle 4th)*; still open. Always W JUNCTION *hb*, but not seen thus *Brad*.

WICKHAM near Fareham [LSW] op 1 June 1903 *(RCG; W Gaz, Hants edition 5th- line)*; clo 7 February 1955 *(Hants Chron 12th)*.

WICKHAM BISHOPS [GE] op 2 October 1848** as W; aot request; B added 1 October 1913 *(hbl 23rd)*; clo 7 September 1964 *(RM October)*. *Topham* 1849, 1850 W MILL – not seen thus elsewhere. According to RCH Hand-books 1862-1895 it was then W B, reduced to W 1896a; no support so far found *Brad*.

WICKHAM MARKET [GE] op 1 June 1859 *(T 2nd)*; still open. W M JUNCTION in *Brad* until 1878/9. GE co tt 1889, LNE tt 1930 and *Brad* ? to 1955: W M for CAMPSEA ASH.

WICKWAR [Mid] op 8 July 1844 *(Bristol T 13th)*; clo 4 January 1965 *(Tewkesbury Register 1st)*.

WIDDRINGTON [NE] op 1 July 1847 (see 24 March 1847**); still open.

WIDFORD [GE] op 3 July 1863 *(Hertford Merc 4th)*; aot request; clo 16 November 1964 *(T 14 October)*.

WIDMERPOOL [Mid] op 2 February 1880 *(RCG; Leicester Chronicle 7th)*; clo 28 February 1949 *(Nottingham Evening Post Monday 28th* – last on Saturday).

WIDNES {map 49}

WIDNES SOUTH [LNW] op as RUNCORN GAP (see 1832 B**); replaced by new op 1 July 1852 *(Cl; T 10th- line)*; renamed WIDNES 1 September 1864 *(Cl)*; re-sited on deviation 1 December 1869 *(LNW Officers 4956)*; renamed W SOUTH 5 January 1959 *(Cl)*; clo 10 September 1962 *(RM September)*. Used for Rugby League specials until demolished 1965 *(LCGB railtour itinerary 5 August 1967)*; R GAP JUNCTION *Brad*, 1850s. LNW co tt 1868, 1875: W for R G. *Hb* December 1958a gave change to W S – advance notice?

WIDNES [CLC] op 1 August 1873 *(co n Liverpool D P 31 July)* as FARNWORTH for W; became F for APPLETON 1914/15 *(Brad)*, F W 1938/9 *(Brad)*, W NORTH 5 January 1959 *(Cl)*, W 6 May 1968 *(Cl)*; still open.

W CENTRAL [GC/Mid] op 1 August 1879 *(co n Widnes Weekly News 2nd)*; clo 5 October 1964 *(BR notice ibid 17 September)*. CENTRAL not in *co n* and only in one table *Brad* 1885 but always in *hb*.

Also see TANHOUSE LANE.

WIDNEY MANOR [GW] op 1 July 1899 *(RCG)*; still open. *RCH dist 9 May 1900* said had been renamed from W to W M – change of mind before opening? – W M in *Brad* July 1899.

WIGAN {map 48}
W CENTRAL [GC] op in Darlington Street 1 April 1884 *(Wigan Obs 2nd, item and tt)*; extended ½ mile to north-west 3 October 1892 *(*MS&L Notices for October, bound with public tts NRM York *ALS4/132/A/4; Wigan Observer 28 September)*; clo 2 November 1964 *(Liverpool Echo 22 October)*. Just W in opening press tt and *Brad* until 1891/3.
W NORTH WESTERN [LNW] op 3 September 1832 *(Gore's Liverpool; ... Advertiser 6th)*, in Chapel Lane; re-sited about 100 yards north on extension to Preston 31 October 1838 *(Preston Chronicle 3 November)*; N W added 2 June 1924 *(Rly Gaz 23 May)*; still open.
W WALLGATE [LY] op 20 November 1848**; re-sited about ¼ mile west 26 May 1860 *(Ormskirk Advertiser 31s; LY Railway Society Journal, October 2004*, reproducing contemporary item describing previous station as 'hovel'); re-sited again, short distance east, 2 February 1896 *(Wigan Examiner 5th)*; WALLGATE added 2 June 1924 *(Rly Gaz 23 May)*; still open.
Excursion Platform: *Wigan Observer10 June 1893* – new excursion platforms at Wallgate available on 1st, separate booking office. *Ibid 7 July 1906* – excursion platform at L&Y used for trip to Parbold for needy children of Wigan. *Ibid 5 July 1910* – similar on 2nd. Last use?
WIGHTON [LNE] op 1 February 1924 *(GE Journal April 1983)*; HALT; clo 5 October 1964 *(RM September)*; {Walsingham – Wells-on-Sea}.
WIGSTON {map 61}
W GLEN PARVA [LNW] op 1 April 1884 *(LNW Officers 25730; co n Leicester Journal 28 March)* as G P; WIGSTON added 1887 *(Cl)*; clo 4 March 1968 *(Coventry Evening Telegraph 5 February)*. SOUTH WIGSTON about 15 chains east later – see map.
W MAGNA [Mid] op 8 May 1857** *(Mid; co ½ T 13 August- line)*; new station 1901 *(Mid)*; MAGNA added 2 June 1924 *(Rly Gaz 23 May)*; clo 1 January 1968 *(RM February)*. Aot W EAST *(hb)* – 1872 to 1890s, W JUNCTION in tt.
W SOUTH [Mid] op 30 June 1840 *(Mid; co n T 27th- line)*; SOUTH added 1 October 1868 co tt *(Mid)*; clo 1 January 1962 *(RM February)*.
WIGTON [MC] op 10 May 1843 *(see 1840**)*; still open; {map 134}.
WIGTOWN [PPW Jt] op 7 April 1875 *(Dumfries 9th)*; clo 25 September 1950 *(Cl)*.
WILBRAHAM ROAD [GC] op 2 May 1892 *(Manch Cour 3rd)* as ALEXANDRA PARK; renamed 1 July 1923 *(T 27 August)*; clo 7 July 1958 *(LNW Record)*.
WILBURTON [GE] op 16 April 1866 *(T 16th- line)*; clo 2 February 1931** *(Cl)*; later excur *(GE Journal 2002)*.
WILBY [Mid-Suffolk Light] first in *Brad* July 1909; clo 28 July 1952 *(T 28th)*.
WILDMILL op 16 November 1992 *(BLN 696)*; closed same day for safety reasons; reop 12 December 1992; still open.
WILEY – see WYLYE.
WILLASTON [LNW]: op 1 September 1858 *(co n Liverpool Mercury 1st)*; clo 6 December 1954 *(RM January 1955)*.
WILLENHALL
W BILSTON STREET [LNW] op 4 July 1837 *(T 6th)* as W; renamed W BRIDGE 1 November 1872 *(Cl)*, W 1 August 1881 *(Cl; LNW Officers 16 August 'approved')*, W B S 2 June 1924 *(Rly Gaz 23 May)*; clo 18 January 1965 *(BR LM Region notice Walsall Observer 11 December 1964)*.
W STAFFORD STREET [Mid] op 1 November 1872 *(Staffordshire Advertiser 7th)* as W MARKET PLACE; renamed W 1 April 1904 *(hbl 28th)*, W S S 2 June 1924 *(Rly Gaz 23 May)*; clo 5 January 1931 *(Mid)*.
WILLERBY & KIRK ELLA [HB] op 27 July 1885 *(op tt NER I)*; clo 1 August 1955 *(RM September)*.
WILLERSEY [GW] op 1 August 1904 *(GW H; Chelt Chron 30 July- line)*; HALT; clo 7 March 1960 *(Coventry Evening Telegraph 26 February)*. {In *IA* as Willersley}.
WILLESDEN {maps 100, 102}
WILLESDEN [LNW] probably op between 1 January 1841 and 10 June 1841; report of accident at Harrow *(T 14 November 1840)* said warnings to stop other trains sent to stations at Harrow, Watford and Camden; not in co's December 1840 tt *(T 14 November)* but latter not conclusive since even L&B company tts not always fully detailed; on 10 June 1841 L&B Coaching & Police Committee discussed possibility of station at Harrow Road Bridge (later Sudbury/Wembley) and delayed decision since there were doubts about need, 'considering the vicinity of the stations of Harrow and of Willesden' to the proposed site (*RAIL 384/22)*; first in *Brad* July 1842. Replaced, 53 chains south, by >
W JUNCTION main line [LNW] op 1 September 1866 *(co n T 28 August)*; aot W J LL *(hb)* >
W JUNCTION HL [LNW] op 1 September 1866 *(co n T 28 August)*; Kensington line platforms opened 2 September 1867, almost as separate station >
1866 changes also confirmed by *LNW Officers Appendix A, 16 August*. >
Enlarged LL and modified HL into use 12 August 1894 *(co ½ Rly Times 9 February 1885)*; still open.
W JUNCTION NEW op [LNW] 15 June 1912 *(T 14th)* for electric service; effectively an addition to W Main; [Bak] added 10 May 1915; still open. LMS and BR tickets for W *(DM)*.
Original part, W J MAIN, clo 3 December 1962 *(RM January 1963)*.
Now whole station teated as one in tt (is just W J).
WILLESDEN GREEN
WILLESDEN GREEN op [Met] 24 November 1879 *(T 22nd)*; W G & CRICKLEWOOD 1 June 1894 *(RCG)* to 1938 *(Cl)*; transferred to [Bak] 20 November 1939; transferred again, to [Jub] 1 May 1979 *(Daily Mirror 30 April)*; still open.
Also see DUDDING HILL.
WILLIAM PIT SIDING [CKP] (non-tt): workmen's trains; to and from Workington; running by April 1917 wtt; not included July 1924 wtt.
WILLIAMSTOWN – see NORTH BERWICK.
WILLIAMWOOD [LMS] op 8 July 1929 *(LMS letter Cl* pap; first in *Brad* and wtt then); still open. HALT on LMS ticket *(JB)* and in *hb* 1938, deleted 1949a, but not in *Brad*.
WILLINGDON – see HAMPDEN PARK.

WILLINGTON near Bedford [LNW] op 1 May 1903 *(LNW Officers 40989)*; closed 1 January 1968 *(Coventry Evening Telegraph 11 November 1967)*.

WILLINGTON near Derby

For first station see REPTON.

WILLINGTON op 29 May 1995 *(RM August* photo-caption); site of earlier Repton & Willington; still open.

WILLINGTON near Durham [NE] op 1 April 1857 *(Durham County Advertiser 8th)*; clo 4 May 1964 *(Cl)*.

WILLINGTON QUAY Newcastle [NE] op 1 May 1879 *(Shields Daily Gazette 28 April)*; clo 23 July 1973 *(BR Board notice Newcastle Evening Chronicle 22nd)*.

WILLITON [GW] op 31 March 1862 *(W Som F P 5 April)*; clo 4 January 1971 *(Som Gaz 8th)*. See 20 July 2007**.

WILLOUGHBY near Skegness [GN] op 4 September 1848**- *line*; re-sited 6 chains north (from south to north of level crossing) 4 October 1886 *(official sources, Whittle)*; clo 5 October 1970 *(T 16 July)*.

WILLOUGHBY – see BRAUNSTON.

WILMCOTE [GW] op 10 October 1860 *(Northampton Mercury 13th)*; re-sited south of road overbridge 8 December 1907 *(Cl)*; still open.

WILMINGTON [NE] op 28 March 1864 *(Hull Packet 1 April)*; briefly acted as Hull terminus of line to Hornsea; line through to Paragon ? – *Hull ... Herald Thursday 9 June* – inspector to see junction Friday, hoped trains through Monday; re-sited 300 yards west 9 June 1912 *(Brad Sh 1913)* – could now also be served by Withernsea trains; clo 19 October 1964 *(Cl)*. According to *RM January* became HALT 4 January but *Brad* just added note that no staff were in attendance.

WILMSLOW [LNW] op 10 May 1842 (fare table, *co n Stockport 13th)*; additional platforms on Styal line added when latter opened 1 May 1909; still open. Note that it continued to be served by airport line when line via Sandbach was clo 2005-6.

WILNECOTE [Mid] op 16 May 1842 *(Mid)* as W & FAZELEY; renamed 1 April 1904 *(hbl 28th)*; still open. *Hb* 1890 (only): WILNECOT & F.

WILPSHIRE

WILPSHIRE [LY] op 22 June 1850 *(co n Blackburn Standard 26th)* as RIBCHESTER; renamed 1874 tt *(Cl)*; clo 10 September 1962 *(T 5 July)*. LY co tt 1899, LMS tt 1930 W for R and thus *Brad*/BR tts to closure.

Also see RAMSGROVE & WILPSHIRE.

WILSDEN [GN] op 1 July 1886 *(co n Leeds Times 3rd)*; clo 23 May 1955**.

WILSHAMPSTEAD [LMS] (non-tt): ordnance depot; op 18 August 1941, from Bedford; 6 October 1941 – service from Luton added; clo by May 1946 *(WW II)*.

WILSON [Mid] op 1 October 1869 co tt *(Mid)*; clo 1 June 1871 (Thursday) *(Mid)*.

WILSON'S BREWERY (non-tt): open days June and August 1984; {Miles Platting – Dean Lane} *(@JF)*.

WILSONTOWN [Cal] op 1 March 1867 *(Carlisle Patriot 5th)*; see April/May 1921**; clo 10 September 1951 *(RM October)*.

WILSTHORPE CROSSING [LNE] op 1 December 1933 *(RM January 1934)*; clo 18 June 1951 *(Boston Guardian 9 May)*; {Braceborough Spa – Thurlby}. HALT in *hb* and BR clo notice, paper cited, but not *Brad*.

WILSTROP SIDING [NE] first in *Brad* June 1865; Saturdays only; last used 25 April 1931 (based on *Cl* – clo 1 May); *York Herald* adverts showed extra stops for farm sales on at least three occasions – Tuesday 21 March 1876 *(paper 18th)*, Tuesday 3 April 1877 *(31 March)*, Friday 5 April 1895 *(4th)*; {goods *IA*}. First shown 'P' in *hb* 1895 and there faint, as though added at last minute.

WILTON – see EBBERSTON.

WILTON near Salisbury

W NORTH [GW] op 30 June 1856 *(W Fly P 1 July)*; clo 19 September 1955 *(BR notice Somerset Guardian 8 July)*.

W SOUTH [LSW] op 2 May 1859 *(Salisbury 7tH)*; clo 7 March 1966 *(RM May)*.

SOUTH added 26 September 1949 *(Cl)*, NORTH probably at same time, given that other examples show joint action by WR and SR.

WIMBLEDON

WIMBLEDON[LSW] op 21 May 1838 *(Salisbury 28th)*; re-sited north of road bridge 21 November 1881 *(Cl)*; W & MERTON until renamed 1 June 1909 *(Cl)*; In 1840s sometimes just W in *Brad*, perhaps lack of space, but also just W in *Topham* 1848-50 where there was plenty of space. Just W *hb* 1872 on.

(Non-tt) temporary platforms and sidings used for Volunteers attending Review here 27 July 1867 *(Aldershot Military Review 27th)*.

[Wimbledon & Croydon] had terminus of its own when it opened 22 October 1855; this was absorbed in main station during rebuilding in 1869. (See article by A. A. Jackson, RCHS *Journal* July 1995).

WIMBLEDON (North station) [Dist] op 3 June 1889 *(Pall Mall Gazette 4th)*; also used by LSW from 1 July 1889; incorporated into main station 1929 (LSW service involved ceased with effect from 5 May 1941).

W CHASE [SR] op 7 July 1929 *(LMS PCC 106)*; still open.

W PARK op 3 June 1889 for [Dist] trains *(Pall Mall Gazette 4th)*; [LSW] service as at W North; originally owned by LSW; transferred to London Underground 1 April 1994; still open.

Also see Croydon Tramlink (Section 7).

W STAFF (non-tt) [LSW]: HALT; op about 1915 as DURNSFORD ROAD *(SR)* – by October 1915 Durnsford Road repair shops nearly completed *(LSW)*; still open.

Also see SOUTH WIMBLEDON.

WIMBLINGTON [GN/GE] op 1 March 1848**; aot request; clo 6 March 1967 *(RM April)*. EC co tt 1851 and *Brad* until 1901/2: W for DODDINGTON.

WIMBORNE [LSW] op 1 June 1847 *(Dorset Chron 20 May, 3 June)*; clo 4 May 1964 *(Hants Chron 9th)*.

WINCANTON [SD Jt] op 3 February 1862**; clo 7 March 1966 *(Shepton 11th)*.

WINCHBURGH [NB] op 21 February 1842 *(co n T 21st)*; clo 22 September 1930 *(Scotsman 15th)*.

WINCHCOMBE [GW] op 1 February 1905 *(Chelt Exam 8th)*; clo 7 March 1960 *(Coventry Evening Telegraph 26 February)*.

WINCHELSEA [SE] op 13 February 1851 *(co n T 13th)*; clo 1 September 1851, probably reop 1 January 1852 – had been agreed on 4 December 1851 *(SE)*. HALT 12 September 1961 to 5 May 1969 *(Cl)*; still open.

WINCHESTER

WINCHESTER [LSW] op 10 June 1839 *(Salisbury 17th)*; became W CITY 26 September 1949, reverted 10 July 1967 *(Cl)*; still open. W STATION HILL 1885/6 to 1916 *(Brad)*.

W CHESIL [GW] op 4 May 1885 *(Hants Chron 2nd)*; clo 7 March 1960 *(Hants Chron 5th)* except that still used summer Saturdays until 9 September 1961, last train, *(Cl)*. At first W; became W CHEESEHILL STREET 1885/6, W CHEESEHILL 1916 *(Brad)*, W CHESIL 26 September 1949 *(Cl)*. GW co tt added CHEESEHILL 1902/32; *hb* just W before 1956 (when W CHESIL).

W TROOP PLATFORM [LSW] (non-tt): used about 1918 to 1919; {Micheldever – Winchester} *(U)*.

WINCHFIELD [LSW] op 24 September 1838 *(co n T 20th)* as W & HARTLEY ROW; W by 1840 *(Brad)*; still open. At opening *Freeling* called it SHAPLEY HEATH. *Hb* 1904: W for HARTLEY WINTNEY. *Brad* ? to 1955: W for ODIHAM and H W.

WINCHMORE HILL [GN] op 1 April 1871 *(North Londoner 8th)*; still open.

WINCOBANK [Mid] op 13 April 1868 *(Sheffield Independent 29 December*, survey of year's events); new station 1897/8 *(Mid)*; W & MEADOW HALL 1 July 1899 co tt to 18 June 1951 *(Mid)*; clo 2 April 1956 *(RM May)*.

WINDER [WCE]: op 1 February 1864**; clo 27 May 1874**; back May 1875; clo 13 April 1931 *(LNW Record)*; ROF Sellafield workers used, non-tt, 11 March to 8 April 1940 *(WW II)*.

WINDERMERE [LNW]

WINDERMERE op 21 April 1847 *(co ½ T 30 July)*; still open. *Brad* ? to 1955: W for BOWNESS and AMBLESIDE. BR local ticket for W TOWN *(JB)*; also thus in BR notices of excursions 4 August 1957 and 13 July 1958 reproduced in *The Kendal & Windermere Railway*, R. Western, Oakwood, 2012.

Lakes Chronicle 8 July 1908 – reference to **excursion platform** in item about minor accident on 1st. Wording implies integral part of station.

W LAKE SIDE op 2 June 1869 *(Kendal Mercury 5th)* (1st was formal); reduced to summer only with effect from 26 September 1938 *(Liverpool Echo Friday 23rd*, citing tt changes in winter tt from Monday next); service summer 1941 one train each way, alternate Sundays; last trains 31 August 1941 *(Cl)*. Reop, summer only, 3 June 1946 *(Morecambe Guardian 4 May* said that starting 4 June until 29 September on Tuesdays, Wednesdays, Thursdays and Sundays only one train calling at all stations would run each way; *ibid 1 June* would run Whit Monday 3rd); clo 6 September 1965 *(RM November)*. At times just L S; tickets for L S (W) *(DM)*; just L S in public tts by 1938. Morecambe paper could not decide whether Lake Side was one word or two in 1946.

WINDMILL END [GW] op 1 March 1878 *(Birmingham Daily Post 2nd)*; HALT from 1952 tt *(Cl)*; clo 15 June 1964 *(Birmingham Daily Post 6 May)*.

WINDMILL HILL – see GOSWICK.

WINDSOR & ETON

W & E CENTRAL [GW] op 8 October 1849 *(co n T 5th)*; & E added 1 June 1904 *(RCG)*; CENTRAL added 26 September 1949 *(Cl)*; still open. Joint GW/Dist service began 1 March 1883; GW only from 1 October 1885.

W & E RIVERSIDE [LSW] op 1 December 1849 *(Reading 1st)*; original station temporary; permanent 1 May 1851 *(LSW)* – same site?; & E added 10 December 1903 *(RCG)*; RIVERSIDE added 26 September 1949 *(Cl)*; still open.

Ticket platform, earliest reference seen: legal case, event 24 May *(Windsor & Eton Express 8 June 1850)*. Closed 1 April 1871 when ticket collection moved to Datchet *(LSW vol 2)*.

WINDSOR BRIDGE [LY]: line opened 29 May 1838**, this station later; first seen in report of accident on 16 October 1839, when 'engineer' fell off just before they reached this station *(Manch Cour 19th)*; first in *Brad* about July 1841, all days; omitted December 1842; however, this marked its reduction to a Wednesday-only service for butchers attending Salford cattle market *(evidence of accident, reported ibid 17 October 1846)*; it was shown in use for this in tt *Bolton Chronicle (24 December 1842)* and then intermittently in both *Brad* and local press tts (often in one but not the other) until last seen *Brad* in June 1856, though it continued to be indexed in latter in 1857 but not found in body of book. Continuous use cannot be guaranteed but absences probably result of tt vagaries. There was also excursion use: *co n Manch Cour (5th) advertised* an excursion train on Saturdays from July 12 1851 until further notice which stopped here and allowed return on the following Sunday or Monday.

WINDSOR COLLIERY [Rhy] (non-tt): HALT; agreement made 4 October 1943 for new colliers' platform on site of old (which had op?) *(Aber)*; wtt supp 6 September 1943 refers to 'new halt' – prior to agreement?; clo 15 June 1964 *(U)*; {Abertridwr – Senghenydd}.

WINDYHILL – see HOUSTON.

WINESTEAD [NE] op 27 June 1854 *(co ½ T 4 September- line; in description of formal op on 26th, Hull Packet 30th)*; clo 1 July 1904 (Friday) *(Cl)*.

WINGATE [NE]: line op 13 October 1846 *(Newcastle Journal 17th)*, nd, August 1847; description of formal opening, 12th, in *Yorks Gaz (17th)* said that stations had not yet been built – but would that have prevented stops?; clo 9 June 1952**.

WINGFIELD [Mid] op 11 May 1840 *(Derbyshire 11th)*; was W ALFRETON/W for A by 1 December 1848 co tt, to 1 May 1872 co tt *(Mid)*; clo 2 January 1967 *(Mid)*. SOUTH WINGFIELD in *Derbyshire 16 May 1840*.

WINGFIELD VILLAS Plymouth [GW] op 1 June 1904 *(W Morn News 1st, 2nd)*; HALT; clo June 1921 *(Cl)*; {map 114}.

WINGHAM [EK]

W CANTERBURY ROAD for op see March/April 1925**; op as C R W *(pre-opening pieces local press*; thus *hb 1929)*; became W C R before/with co tt 11 June 1934 (1931 according to *Cl*, also *dist amdt ref 5 June 1933)*; *Brad* never amended. >

W COLLIERY op 16 October 1916 *(Dover Express 20th)*; COLLIERY added 1917/18 *(Brad)*; HALT *hb* 1938, but not all sources; >

W TOWN for op see March/April 1925**; >

All three clo 1 November 1948**, which see for other details *(RM January 1949)*.

WINKHILL [NS] first in *Brad* June 1910; HALT; clo 30 September 1935 *(Staffs Sentinel 21 August)*.

WINMARLEIGH – see NATEBY.

WINNERSH

WINNERSH [SEC] op 1 January 1910 *(SEC)* as SINDLESHAM & HURST; renamed 6 July 1930 *(SR)*; HALT until renamed 5 May 1969 *(SR App)*; still open. *Brad* 1930 to 1955: W HALT for S and H.

W TRIANGLE op 12 May 1986 *(Reading Evening Post 12th)*; still open.

WINSCOMBE SOMERSET [GW] op 3 August 1869 *(Shepton 6th)*; op as WOODBOROUGH; renamed WINSCOMBE 1 December 1869 *(Cl)*, SOMERSET added 12 January 1906 *(hbl 25th)*; clo 9 September 1963 *(Weston 13th)*.

WINSFORD

WINSFORD [LNW] op 4 July 1837 *(co n Gore's Liverpool General Advertiser 29 June)*; still open.

W & OVER [CLC] op 1 July 1870, clo 1 January 1874 (Thursday), reop 1 May 1886 *(Cl)*; clo 1 December 1888 *(co n Northwich ... Guardian 24 November)*, reop 1 February 1892 *(co n ibid 30 January)*; clo 1 January 1931 (Thursday) *(co n Winsford & Over)*. Occasional Saturday football excursions until outbreak of Second War.

WINSLOW

WINSLOW [LNW] op 1 May 1850 *(Oxford Journal / Standard 4th)*; clo 1 January 1968 *(Coventry Evening Telegraph 11 November 1967)*. Used Saturdays in 1980's for 'Chiltern Shopper' specials: certainly used 24 November, 1, 8 and 15 December 1984; 16 November and 14 December 1985; 22 November, 6 and 13 December 1986; (logically also ran 1987); 22, 29 October and 5, 12, 19 November 1988; 18, 25 November, 2 December 1989; last recorded 3, 10, 17 November 1990 *(Chiltern Line News)*; special organised by Oxon & Bucks Rail Action Committee called 13 July 1991 (from their form of application for tickets). 1852/3 to 1868/9 was W JUNCTION in *Brad* (acted as junction station until opening of Verney Junction) but not thus LNW co tts of that period seen.

W ROAD [Met/GC] op 23 September 1868 *(L; Rtn- line)*; see 27 March 1874**; [Met] use added 1 July 1891 *(ug)*; 6 July 1936 *(Bucks Herald 10th)*.

WINSON GREEN

WINSON GREEN [GW] op 14 November 1854 *(GW; co n 13th- line)* as SOHO; renamed S & W G 1893 tt *(Cl)*, W G 14 June 1965 *(Cl)*; clo 6 March 1972 *(RM April)*. *Hb*: always S & W G.

WINSON GREEN [LNW] op 1 November 1876 *(LNW Officers 16572)*; clo 16 September 1957 *(LNW Record)*. 9 September 1963 wtt shows Monday to Friday stop northbound to set down trainmen ('stop not advertised').

Also see West Midlands Metro (Section 6).

WINSTON [NE] op 9 July 1856**; clo 30 November 1964 *(Newcastle Evening Chronicle 4th)*. When fares were being fixed, prior to opening, minutes referred to this as STAINDROP. *Brad* to 1938/9 and *hb* always: W for S.

WINTERBOURNE [GW] op 1 July 1903 *(RCG; Bristol T 2nd- line)*; clo 3 April 1961 *(RM May)*.

WINTERINGHAM [GC] op 15 July 1907* *(RCG; Sheffield Daily Telegraph 16th)*; through platforms added 1 December 1910; clo 13 July 1925 *(Cl)*.

* = pre-opening excursion on 13th (A. L. Barnett, *Light Railway King of the North*, RCHS, 1992).

WINTERSETT & RYHILL [GC] op 1 September 1882 *(Leeds Mercury 2nd)* as R; renamed 1 March 1927 *(hbl April)*; clo 22 September 1930 *(Cl)*.

WINTERTON & THEALBY [GC] op 3 September 1906 *(RCG; Hull Daily Mail 3rd)*; clo 13 July 1925 *(Cl)*. According to *RCG* opened as T, renamed 15 July 1907 but W & T in *Brad* October 1906 and local press used W and T indiscriminately.

WINTHORPE [Mid] line op 4 August 1846, description of line in item on formal opening *(Leicester Chronicle 8 August 1g)* treats its existence as a fact but tts in *Nottinghamshire Guardian* included it August to October (last time tts given there) but no trains calling. That paper *(11 September)* contains item copied from *Herapath* which looks as if it may have been based on the BoT inspection report; this includes table of stations in which Winthorpe is included but no mileage given; Hykeham was similarly treated. Was this statement of intention rather than fact? It appeared in *Brad* November and December 1846 with one train, from Newark, calling; remained for some time (last July 1847) but no trains shown calling *(Mid)*; also (trainless) in tt *Nottingham Review ... 15 January 1847*, only tt seen in that paper. Intended station never built?

WINTON [NB] op 1 July 1872 *(co n Scotsman 1st)*; clo 1 July 1925 (Wednesday) *(co n Haddington)*.

WINTON PIER – see ARDROSSAN.

WINWICK QUAY [GJ] op between June 1831 and 4 July 1837. Not in *Brad* until about August 1840 (final attempt to find custom for poorly used station?) but existed from line opening *(Drake, 1838)*. Drake's statement is ambiguous because W Q is on section of line opened as Warrington branch in 1831, but he was writing about Grand Junction, which incorporated this stretch, 1837. Since casual nature of station was more in keeping with habits of LM, which operated line until 1837, probably safe to assume it opened before 1837 but not safe to say in 1831. Decision to close taken 25 November 1840 *(RAIL 220/3)* and immediate closure could have occurred; main committee was rubber-stamping suggestion from sub-committee. *Cl* says clo 28 November 1840 (Saturday) – last day?; it was still shown in *Brad* early 1841 – inertia?* {map 50}. See Warrington Dallam Lane for early line dates. In use by railway staff as W September 1930 *(@JF)*.

* = 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.

WIRKSWORTH [Mid] op 1 October 1867 *(co n, item Derby Mercury 2nd)*; clo 16 June 1947** *(Derby Daily Telegraph 28 May* made it clear that permanent). Later specials for Sunday School outings and the like. 25, 26, 27 May 1985 (Spring Bank Holiday) 5 or 6 trains per day from/to Derby for Well Dressing ceremony; repeated 1986 and 1987. Additionally in 1985 special from Plymouth on 1 September and shuttles from/to Derby 14th and 15th for Wirksworth Festival (H. Sprenger, *The Wirksworth Branch*, Oakwood, 1987; *Midland Railway Society Wirksworth/Ripley Tour Notes 9 May 1998)*.

WISBECH {map 66}

All were WISBEACH until altered 4 May 1877 *(Cl)*. Local press roughly equally divided between two versions in 1866 items cited.

WISBECH [St Ives & Cambridge] op 3 May 1847 *(Wisbeach 1st)*; services diverted to next about 1852.

W EAST [GE] op 1 February 1848 *(co ½ T 17th)*; clo 9 September 1968 *(RM November)*; later excursions – e.g one to Scarborough in special notice of 1 July 1984 *(IU)*.

W NORTH [MGN] op 1 August 1866 *(Stamford Mercury 3rd)*; clo 2 March 1959 *(T 2nd)*.
EAST and NORTH added 27 September 1948 *(RM November)*.
W ST MARY [MGN]: op 1 August 1866 (wtt reproduced in *D&C 5* for line opening, shows no trains calling but *Stamford Mercury 3 August* specifically mentioned passengers taking trains between here and Wisbech [North] on opening day); clo 2 March 1959 *(T 2nd)*.

WISHAW [Cal]
WISHAW op 1 June 1880 *(Glasgow Herald 31 May)*; W CENTRAL until renamed 14 June 1965 *(Cl)*; still open.
W SOUTH: line op 8 May 1843 *(D&C 6)*, nd, May 1845 *Brad* (but cited as station in advertisement for house letting *Glasgow Herald 8 March 1844* and included in *co n ibid 4 April 1844)*; see 1835 C**; SOUTH added 1 June 1880 *(Cl)*; clo 15 September 1958 *(RM October)*.

WISHFORD [GW] op 30 June 1856 *(W Fly P 1 July)*; clo 19 September 1955 *(BR notice Somerset Guardian 8 July)*.

WISHING WELL HALT – see under UPWEY.

WISTANSTOW [SH Jt] op 7 May 1934 *(GW Chester Divn Report 1934)*; HALT; clo 11 June 1956 *(Cl)*; {Marsh Brook – Craven Arms}. GW/LMS ticket for WINSTANTSOW *(JB)*.

WISTASTON ROAD – see CREWE.

WISTOW [NE] op 16 February 1898 *([Yorkshire] Evening Press 17th)*; clo 1 January 1930 (Wednesday) *(Yorkshire Post 28 December 1929)*; excursions until about 1945/6 *(Cawood)*.

WITHAM near Chelmsford [GE] op 29 March 1843 *(T 30th)*; still open. W JUNCTION in *Brad* 1852/3 to 1879/80 (not all tables).

WITHAM SOMERSET [GW] op 1 September 1856 *(Devizes & Wilts Gaz 4th)*; just W until 1958 tt *(Cl)*; clo 3 October 1966 *(W Daily Press 3rd)*. W FRIARY *hb* 1862, altered to W 1872.

WITHCALL [GN] op 1 August 1882 *(GN: Lincs Chronicle, 1st, in item about August tt, said this 'is now open')*; clo 11 September 1939**; reop 4 December 1939; clo 5 November 1951 *(RM December)*.

WITHERENDEN – see STONEGATE.

WITHERNSEA [NE] op 27 June 1854 *(co ½ T 4 September)*; clo 19 October 1964 *(Cl)*.
Excursion Platform: *Hull Daily Mail 30 December 1903*, describing slow progress in doubling line, mentioned proposed extension to excursion platform here. *Ibid 19 November 1925*: piece about timing of Withernsea Express, used by businessmen living there and working at Hull; protests that morning version had been switched to excursion platform; took more than a minute walking time to get to it and some had missed train through cutting it too fine (but had been put back from 8.18 to 8.22); company agreed to put it back to main platform from January 1, earliest possible for timetable change because would also need to retime an incoming train which clashed with it. Start / end of use not known.

WITHINGTON near Hereford [GW] op 13 September 1861 *(Hereford T 14th)*; clo 2 January 1961 *(RM February)*.

WITHINGTON & WEST DIDSBURY [Mid] op 1 January 1880 *(RCG; co n Manchester Courier 27 December 1879)* as WITHINGTON; became W & ALBERT PARK 1 July 1884 co tt *(Mid)*, W & W D 1 December 1914 *(hbl 28 January 1915)*; clo 3 July 1961 *(RM August)*.
BARLOW MOOR on early OS map.

WITHINGTON GLOS [MSWJ] op 1 August 1891 *(Chelt Exam 29 July)*; GLOS added 1 July 1924 *(GW circular 18 June)*; clo 11 September 1961 *(T 9th)*.

WITHINS LANE [East Lancashire] first in *Brad* August 1847*; at first all days; last there June 1849; back February 1850, now Saturdays only; last December 1851; {Bury – Radcliffe Bridge}.
* = used 26, 27, 28 May 1847 by special for races at Pendleton *(co n Manch Cour 22nd)*; no indication in notice that this was unusual use so likely that station already in general use.

WITHNELL [LY/LU] op 1 December 1869**; clo 4 January 1960 *(RM February)*.

WITHYHAM [LBSC] op 1 October 1866 *(co n T 1st)*; clo 2 January 1967 *(Kent & Sussex Courier 16 December 1966)*.

WITLEY [LSW] op 1 January 1859 *(SR; co n T 1st- line)*; still open. Op as W & CHIDDINGFOLD; became W for C 1912 ? *(hbl ref 24 October 1912)* and thus LSW co tt 1914, W 6 October 1947 *(SR)*.

WITNEY [GW] op 14 November 1861 *(co n Oxford Chron 16th)*; re-sited on extension to Fairford 15 January 1873 *(Cl)*; clo 18 June 1962 *(T 18 May)*.

WITTERSHAM ROAD [KES] op 2 April 1900 *(Sussex Agricultural Express 3rd)*; clo 4 January 1954 *(T 2nd- last train Saturday 2nd)*.

WITTON Birmingham [LNW] op 1 May 1876 *(LNW Officers 15526)* – company's advert in *Birmingham Daily Post 1st* called it station at Witton Bridge for Lower Grounds [Aston Park] still open. Elsewhere: Op as W; became W for ASTON LOWER GROUNDS February 1878 *(W Mid* – used in public tts only), W & L G about 1903 *(RCH dist ref 21 September 1903)*, W for the VILLA GROUNDS 1 June 1912 *(LNW dates)*, W ? *Hb* 1949a said had become W for VILLA PARK and BR ticket exists thus *(DM)*.

WITTON GILBERT [NE] op 1 September 1862 *(Newcastle Guardian 6th)*; clo 1 May 1939 *(Cl)*; later miners' gala use.

WITTON-LE-WEAR
W PARK op 25 August 1991 *(BLN 664)*; site of earlier Etherley; summer Sundays only; last used 27 September 1992.
WITTON-LE-WEAR [NE] op 3 August 1847** and in co tt September 1847 but not in *Brad* for some time; re-sited 20 chains east 1852/5; -le-W added 1852 tt *(Cl)*; clo 29 June 1953 *(RM August)*.
WITTON JUNCTION – see WEAR VALLEY J.

WIVELISCOMBE [GW] op 8 June 1871 *(W Som F P 17th)*; clo 3 October 1966 *(Som Gaz 7th)*.

WIVELSCOMBE [GW] (non-tt): workmen building deviation line; op 1905; clo by November 1915; {Defiance – St Germans} *(U)*.

WIVELSFIELD [LBSC] op 1 August 1886 *(Mid Sussex Times 27 July)*, as KEYMER JUNCTION, replacing 150 yards north, after slight gap, earlier station of that name; renamed 1 July 1896 *(RCG)*; still open.

WIVENHOE

WIVENHOE [GE] op 8 May 1863* *(T 11th)*; still open. WYVENHOE in tt 1879 to 1911 *(Cl, JS)*, in *hb* 1877 and 1895-1904 (inclusive).

* = *T 11th* and *co ½ T 21 September* gave 8th; *T 4th* said would be opened that day and *Herapath 11th/ Suffolk Chronicle 9th* said did open 4th. *Daily News, London*, said that arrangements not finally perfected so not able to open on originally advertised date, thus delayed to 8th.

WIVENHOE [Brightlingsea]: owing to dispute with GE, company operated its own line briefly; they put up platform of own, 200 yards before main station, passengers walking between. Op 1 August 1876; clo 1 September 1877. (P. Paye, *The Brightlingsea Branch*, John Masters, 1997).

WIXFORD [Mid] op 17 September 1866 *(Mid; Rtn- line)*; original was temporary station, replaced ? *(Mid)*; clo 2 January 1950 *(LNW Record)*.

WNION [GW] op 5 June 1933 *(GW source Cl pap)*; HALT; clo 18 January 1965** *(RM March)*; {Drws-y-Nant – Bontnewydd}.

WOBURN SANDS [LNW] op 18 November 1846**; SANDS added 1 February 1860 *(co notice, loose in LNW Record)*; still open.

WOKING [LSW] op 21 May 1838 *(Salisbury 28th)*; still open. W COMMON in opening notice; in early days that and W used indiscriminately, e.g. – in December 1842 *Brad* W in table but notes have reference for passengers going west of W C. JUNCTION was used similarly; there were occasional references early in *Brad*: e.g. W J one way November 1848. The *hb* made it W J in 1904, back to W 1914a and there are RCH references to a return to W about April 1913 but it was not thus in *Brad* at that time. It was W J in wtt 1909 but not wtt 1857, public tt 1914. *Brad* 1913/14 to 1955: W for CHOBHAM.

(Non-tt) temporary platform for Duchess of Albany 1 October 1907 when she laid foundation stone of LSW's Railway Servants' Orphanage *(Daily Telegraph 2nd)*.

WOKINGHAM [SE] op 4 July 1849 *(Berkshire 7th)*; still open.

WOLDINGHAM [CO Jt] first used 11 June 1885 for sale of Marden Deer Park Yearlings *(Surrey Mirror 13th)*; fully opened 1 July 1885 *(L)* as MARDEN PARK; renamed 1 January 1894 *(hbl 25th)*; still open.

WOLFERTON [GE] op 3 October 1862 *(T 6th)*; WOLVERTON until altered 15 July 1863 *(Cl)*; clo 5 May 1969 *(RM July*, photo-caption). Royal retiring rooms opened 1898; converted into museum 1980; closed 1990.

WOLFS CASTLE [GW] op 1 October 1913 *(GW H)*; HALT, aot request, daylight only; clo 6 April 1964* *(Cl)*; {map 81}.

* = according to *hba* May 1948 and cumulative *hba* December 1949 this was 'closed' but trains shown *Brad* August 1948 and October 1949 – error?

WOLLATON COLLIERY [Mid] (non-tt): PLATFORM; op 31 March 1913; clo 6 July 1936 wtt; *(Mid)*; {Radford – Trowell}.

WOLLERTON [GW] op 2 November 1931 *(GW Chester Divn Report 1931)*; HALT; clo 9 September 1963 *(T 9th)*; {Hodnet – Tern Hill}.

WOLSINGHAM [NE] op 3 August 1847** – in co tt September 1847 but not in *Brad* for some time; clo 29 June 1953 *(RM August)*. *Hb*: shown 'P' until 1904; 1912-25 goods only; 1927a 'add P'; regarded as halt for some years?

WOLVERCOT(E)

WOLVERCOT [GW] op 1 February 1908 *(Oxford Chron 31 January)* – *RCG* gives 13 July 1912 (probably when promoted from HALT to PLATFORM, though *Brad* for some time after used mixture of 'Halt' and 'Platform'); clo 1 January 1916 (Saturday) *(Cl)* – *GM's Report, 12 January 1917* gave both 22 March 1915 (actual closure?) and 1 January 1916 (withdrawal of rail-motor service, decision taken not to reopen?), '...COTE'.

WOLVERCOTE [LNW] op 9 October 1905 *(Oxford Chron 6th)*; see October 1905**; clo 1 January 1917 *(T 22 December 1916)*; HALT in LNW list of closures then. Reop 5 May 1919 *(RCH)*. Clo 1 November 1926 *(co n Buckinghamshire Advertiser 25th* - 'on and from Monday 1 November'); *Cl* closure date of 25th probably newspaper not event date. In local press op co notice as WOOLVERCOT and thus in *Brad* until June 1906 *(JS)*.

WOLVERHAMPTON {map 98}

For **first station** of this name see WEDNESFIELD HEATH.

WOLVERHAMPTON [Shrewsbury & Birmingham] temporary at Wednesfield Road, on down running line just outside LNW station, op 13 November 1849 (see 1849**); continued to be used until opening of Stour Valley line as 'drop station' for passengers wishing to continue journeys by GJ (M. Hale, *Chron December 1996)* but effectively replaced by >

WOLVERHAMPTON [LNW] op 1 December 1851 *(Wolverhampton Chronicle 3rd)* by [S&B]; also used by Stour Valley trains from 1 July 1852 *(Staffs Advertiser 3rd)*; still open. Originally W; QUEEN STREET added September 1853 in announcements and fare tables but not always public tts – was in LNW co tt 1875; alias W GENERAL (local press); HL added erratically – in LNW co tts from 1875/82 while LMS tts at times W in main line tables, HL for connections; HL dropped 7 May 1973 *(LMR WON)*. *Hb*: 1862 W; 1863a Q STREET same as W; 1895 W MILL STREET but this should have been applied to goods only; 1904 W HL.

Ticket platform: earliest mention seen – *Chester Chronicle 15 July 1854*, item about LNW obstruction of Shrewsbury train. *Birmingham Daily Post 8 July 1863*: collision at ticket platform on 6th; light engine into back of train from Liverpool; 'The ticket platform at which the train was standing, although at the down or north end of the station, was known as the up platform' [result of stopping before station]. Last seen –*Manchester Evening News 29 July 1884*: item about stone on line.

W LL [GW] op 1 July 1854 *(Wolv Chron 5th)*; LL added April 1856 co tt *(W Mid)*, 1872 *hb*; clo 6 March 1972 *(RM April)*.

Ticket platform, only reference seen: *Wolverhampton Chronicle 28 May 1862*: man fell out of carriage between Priestfield and here – just before tunnel opposite the old ticket platform. [Had any replacement been provided?]

W STAFFORD ROAD [Shrewsbury & Birmingham] first in *Brad* October 1850; probably clo July 1852 following accident, though isolated reference in *Brad* March 1854 (error?); {probably at site of later Stafford Road Junction}.

Also at/near Stafford Road from November 1854 tt to end 1859 there was an exchange platform for attaching carriages from HL to northbound trains from LL (no service in reverse direction); no public access and no reason for passengers to alight here.

WOLVERTON [LNW]

WOLVERTON op 17 September 1838 *(T 18th)*; re-sited 17 chains south early – inspection report of May 1843 refers to 'the new Wolverton station' – dealt with alteration of access roads desirable after re-siting; again re-sited, on deviation, 1 August 1881 *(Cl)*; still open. LNW co tt 1875: W for STONEY STRATFORD. LNW co tt 1882, LMS tt 1930 and *Brad*/BR tts W for STONY S; for S S dropped 7 May 1973 *(LMR WON)*.

EARLSTOWN (non-tt): *U*, p 14, refers to running of workmen's trains to Wolverton railway works here but gives no details, probably local name for part of works *(JF)*.

WOMBOURN [GW] op 11 May 1925 *(hbl 56; Dudley Chronicle 14th)*; clo 31 October 1932 *(RM January 1933)*; perhaps later annual church excursions*, certainly ambulance trains 1944-5 *(Wombourn)*; {map 96}.

* = book refers to these for '1930s' but no explicit post-1932 mention.

WOMBWELL

WOMBWELL [Mid] op 1 July 1897 *(RCG)*; became W WEST 25 September 1950 *(Rly Obs October)*, reverted 20 February 1969 *(BR ER Comm Circ of this date – 'forthwith')*; still open.

W CENTRAL [GC] first in *Brad* and tt *Sheffield Independent (2nd)* August 1851; CENTRAL added 25 September 1950 *(Rly Obs October)*; clo 29 June 1959 *(Coventry Evening Telegraph 16th* – facilities for excursions will be retained for time being).

WOMERSLEY [LY]: op 6 June 1848**; clo 10 March 1947 *(Cl)*.

WOOBURN GREEN [GW] op 1 August 1854 *(co n T 31 July)*; WOBURN G until 1872 tt *(Cl)*; clo 4 May 1970 *(Cl)*.

WOOD END near Warwick [GW] op 1 July 1908 *(Banbury Advertiser 25 June)*; PLATFORM until renamed 7 July 1924 *(GW H)*; still open.

WOOD END [Mid] near Sutton-in-Ashfield – see WHITEBOROUGH.

WOOD GREEN London

WOOD GREEN [Picc] op 19 September 1932 *(T 16th, 20th)*; still open.

Also see ALEXANDRA PALACE; PALACE GATES.

WOOD GREEN OLD BESCOT [LNW] op 1 February 1881 *(LNW Officers 21846; Worcestershire Chronicle 5th)*; site of earlier Bescot Bridge – see *Birmingham Daily Press 6 January 1881;* clo 5 May 1941 *(LNW Record)*. *Hb* 1883: W G for WEDNESBURY; 1890 W G O B.

WOOD LANE

For first station of this name see WHITE CITY [HC].

WOOD LANE (b) opened 12 October 2008 *(BLN 1076.891)*, just east of the above; see 24 July 2010**.

WOOD SIDING [Met/GC] op January 1872 *(L;* see 1871**); request; not shown 'P' until *hb* 1879a; [Met] use began 1 December 1899; clo 1 December 1935 (Sunday) *(RCH; Bucks Herald 29 November)*. In paper as WOOTTON WOOD SIDING.

WOOD STREET – see WALTHAMSTOW.

WOODBOROUGH near Andover [GW] op 11 November 1862 *(co n Marlborough 8th)*; clo 18 April 1966 *(Reading Evening Post 14th)*.

WOODBOROUGH – see WINSCOMBE.

WOODBRIDGE [GE] op 1 June 1859 *(T 2nd)*; still open.

WOODBURN [NB] op 1 May 1865 *(co n Nhumb)*; clo 15 September 1952**; remained in use for troop trains to and from training camps until summer 1966 *(SLS Jour November 1966, p 365)*.

WOODBURY ROAD – see EXTON.

WOODCHESTER [Mid] op 1 July 1867 *(Mid; Stroud J tt 6th)*; clo 16 June 1947**; *Gloucester Citizen Tuesday 17th* said last train on branch Saturday.

WOODCROFT [SR] (non-tt): Naval Home; alias DITCHAM PARK; op 26 August 1943 *(Cl 29; SR sig inst 2 September 1943 'has been brought into use')*; HALT; clo July 1946 (G Pryor, SR layout diagrams)*; {Petersfield – Rowlands Castle}.

* = was this a delayed official closure or date of removal of redundant platform? The hostel, which involved a steep climb up the cliffs from the halt, was used to allow sailors who had a night's leave to spend it in the countryside and would appear to have gone out of use at / soon after the end of the war in Europe: advert for sale of contents 6, 7 September 1945 mentioned private bus connection from Petersfield *(Hampshire Telegraph 15 September 1944; 17 August 1945).* It is difficult to see any reason why the halt would have remained in use.

WOODEND near Whitehaven [WCE Jt] op 1 July 1857 *(Cumberland Pacquet 21st)*; clo 7 January 1935 *(RM February)*; reop 11 March 1940 for ROF workers *(WW II)*, to public 6 May 1946 *(notice Penrith Observer 16 April)*; clo 16 June 1947**; non-tt workmen's use shown 23 May 1949 wtt, to/from Sellafield; believed withdrawn from 7 November 1955 (letter *Whitehaven News 28 March 1996)*; later excur – until 1966/1967 *(JNMC)*. BR (LM) Special Traffic Notice for week starting Saturday 31 July 1954 has train stopping at 'Woodland' between Egremont and Moor Row. Became W for CLEATOR and BIGRIGG 9 August 1898 *(RCG)*; thus LNW co tt 1909, LMS tt 1930.

WOODFIELD [LY] op 1 June 1874 *(LY)*; clo 1 July 1874 (Wednesday) *(RCG)*. *Huddersfield Chronicle 20 June* confirmed both opening and closing dates and *co n* there said 'after 30 June'; originally to be called Dungeon Wood; takings had averaged one shilling per day. {First station on Meltham branch after junction with main line}.

WOODFORD London

WOODFORD op [GE] 22 August 1856 *(co n T 22nd)*; transferred to [Cen] 14 December 1947 *(T 17th)*; still open. GE co tt 1914: W for WOODFORD BRIDGE.

Also see SOUTH WOODFORD.

WOODFORD HALSE [GC] op 15 March 1899 *(Banbury Advertiser 16th)* as W & HINTON; renamed 1 November 1948 *(RM January 1949)*; clo 5 September 1966 *(RM October)*.

WOODGATE [LBSC] op 8 June 1846 *(Hants Chron 13th- line, in description of inspection Brighton Gazette 4th)*; clo 1 June 1864 *(London Daily News 3rd)*; {Arundel – Chichester}. Erratically in *Brad* as BOGNOR, W, B for W, W for B.

WOODGRANGE PARK [LTS] op 9 July 1894 *(Barking ... Gazette 14th)*; still open.

WOODHALL near Greenock [LMS] op 1 October 1945 *(Port Glasgow Express 5th)*; HALT until renamed 15 April 1966 tt; still open.

WOODHALL [GN]

W JUNCTION op 17 October 1848 *(co n T 16th)* clo 5 October 1970 *(Cl)*. In *T* notice as KIRKSTEAD & HORNCASTLE but just K in *Brad* until 1854/5; & H soon dropped (opening of Horncastle branch, 11 August 1855?); became W J 10 July 1922 *(hbl 13th)*.

W SPA op 11 August 1855 *(GN; T 9th- line)*; clo 11 September 1939**, reop 4 December 1939; clo 13 September 1954 *(RM October)*.

WOODHALL COLLIERY CO'S PLATFORM [NB] (non-tt) op 1 July 1907 (D Stirling – BoT provisional approval given June) though *Haddington* says first trains did not call until 16 July; clo 18 November 1907; occasional later use; {near Pencaitland} *(Haddington)*.

WOODHAM FERRERS – see SOUTH WOODHAM FERRERS.

WOODHAY [GW] op 4 May 1885 *(Hants Chron 2nd)*; clo 4 August 1942**, reop 8 March 1943 *(Cl)*; clo 7 March 1960 *(Hants Chron 5th)*.

WOODHEAD [GC] op 8 August 1844 *(Sheffield 10th)*; *co n Rotherham, 20 December 1845*, says complete line through Woodhead Tunnel would open on 23rd; resited on new alignment to south for new Woodhead Tunnel 1954 (Stewart Smith, *Chron October 2014)*; clo 27 July 1964 *(RM October)*.

WOODHILL ROAD [LY]

WOODHILL ROAD (a) op 3 July 1905 *(co n Bury Guardian 1 July)*; HALT; clo 1 April 1918 *(Cl)*. LY ticket for BURY W R *(JB)*.

WOODHILL ROAD (b) op 26 February 1934 *(LNW Record)*; opposite side of road from earlier (*AB* – local information confirmed by OS map). Clo 5 May 1952 *(RM June)*; {Bury – Brandlesholme Road}.

WOODHOUSE

WOODHOUSE [GC] first in *Brad* October 1850 – advert concerning Woodhouse Mill in *Sheffield Independent 20 July 1850* referred to proposed station here; re-sited about 700 yards west 11 October 1875 *(Sheffield Daily Telegraph 6th)*; still open. Aot WOODHOUSE JUNCTION in *Brad*.

W MILL [Mid] op 6 April 1841 (see 1 July 1840** for full details); clo 21 September 1953 *(RM October)*.

WOODKIRK [GN] op 1 August 1890 *(RCG)*; clo announced for 25 September 1939 *(Rly Gaz 18 August)* but actually 11th, with start of emergency tt *(letter 17 November 1940 from G. J. Aston, Cl pap)*.

WOODLAND [Fur] op 18 June 1859 *(Kendal Mercury 25th)*; clo 6 October 1958 *(LNW Record)*.

WOODLAND PARK [LNW] op 28 August 1905 *(Prestatyn Weekly 26th)* as RHUDDLAN ROAD; renamed 11 May 1923 *(LNW dates)*; clo 22 September 1930 *(Liverpool Echo 13th)*.

WOODLANDS ROAD [LY] op 3 March 1913 *(LY)*; see 1905** (b); clo 15 July 1991 *(BLN 665)* for conversion to Manchester Tramlink (Section 6).

WOODLESFORD [Mid] op 1 July 1840**; still open.

All press descriptions of line opening called this OULTON; *Leeds Intelligencer 4th*, describing formal opening on 30 June said stopped at this, the first station from Leeds for about two minutes, intended to serve a group of villages. Since Woodlesford was much nearer, name more likely to have come from the company than have been a press invention. Name changed at last minute? Soon after opening? Early change of site? Certainly W by 24 August 1840 tt.

WOODLEY near Stockport [GC/Mid] op 5 August 1862 *(Hyde & Glossop Weekly News 9th)*; still open. W JUNCTION in *hb* 1867 (only).

WOODLEY, Monklands – alias for BOTHLIN VIADUCT, see 26 December 1844**.

WOODMANSTERNE [SR] op 17 July 1932 *(West Sussex Gazette 14th)*; still open.

WOODNESBOROUGH [EK]

WOODNESBOROUGH op 16 October 1916 *(co n EK)* as W & HAMMILL (from maps seen correct local version) *(co notice, tt)*, became W & H COLLIERY by/ with January 1917 *co tt*, W C by/ with July 1916 *co tt*,; also *RCG ref July*), W 1925 *(Brad)*; clo 1 November 1948** *(RM January 1949)*. DRENOLDS DROVE in press account of opening *(Dover Express 20th)*. *Brad* – aot W & HAM MILL COLLIERY. HALT in some sources.

Also see ROMAN ROAD WOODNESBOROUGH.

WOODSFORD CROSSING [LSW] (non-tt): HALT; op 3 May 1919 for workmen at Royal Naval Air Station; clo September 1926; {Moreton – Dorchester} *(LSW)*.

WOODSIDE Aberdeen [GNS] op 1 January 1858 *(co n Aberdeen Press 30 December 1857)*; clo 5 April 1937 *(ibid 5th*, last train 3rd).

WOODSIDE Croydon:

WOODSIDE [SE]: originated as CROYDON RACECOUSE / RACE-COURSE Station; earliest evidence seen *co n London Evening Standard 22 May 1867* for races 29, 30, 31 May; *co n Daily Telegraph 15 May 1869* called it the WOODSIDE R station for races on 20th; both names seen in adverts for a while after this; also used for annual sports of South Norwood Athletic Club 12 June 1869 *(Sporting Life 12th)*. First in *Brad* July 1871 as W, and earliest advert for house near this seen *ibid 20 July 1871*.Adverts in e.g. *Sporting Life* continued to add R to name as late as 1874, presumably for benefit of its readers. Became W & SOUTH NORWOOD 1 October 1908 *(RCG)*, W SURREY 2 October 1944 *(SR)* – and thus *Brad* December 1944, W 1955 *(Brad)*; clo 1 June 1997** for conversion to Croydon Tramlink (see Section 6).

WOODSIDE – see BURRELTON; HORSFORTH.

WOODSIDE PARK op [GN] 1 April 1872 *(L; co ½ T 12 August- line)* as TORRINGTON PARK; renamed T P W 1 May 1872 (at first T P & W in *Brad*), W P 1 May 1882 *(Cl)*, W P for NORTH FINCHLEY 1 February 1894 *(hbl 26 April)* and thus GN co tt 1909 and LNE tt 1927, 'for N F' dropped ?; transferred to [Nor] 14 April 1940; still open.

WOODSMOOR op 1 October 1990 *(D&C 7)*; still open.

WOODSTOCK/WOODSTOCK ROAD Oxford – see BLETCHINGTON; KIDLINGTON.

WOODSTOCK ROAD [NSWJ] op 8 April 1909 *(L)*; clo 1 January 1917 *(T 26 December 1916)*; {on branch to Hammersmith & Chiswick}. Shown as HALT in lists of closures *(T 22 December 1916; RCH July 1921)* – see 1905**.

WOODVALE [CLC] op 1 September 1884 *(Manch Cour 6th)* as WOODVILLE & AINSDALE (paper cited gave different halves of name on 2nd and 6th); renamed 1 May 1898 *(hbl 28 April)*; clo 1 January 1917 *(T 23 December 1916)*; reop non-tt for races at Aintree in March 1919; reop fully 1 April 1919 *(RCH)*; clo 7 January 1952 *(RM February)*.

WOODVILLE [Mid] op 1 May 1883 *(Mid)*; clo 6 October 1947 but summer Saturday use to last 8 September 1962 and football excursions (Derby County), last 8 December 1962 *(LMR tt and Div Manager Nottingham letter PD3/9/4655, 30 March 1963)*.

WOODVILLE ROAD [TV] op 2 July 1906 *(Western Mail 2 July)* as CATHAYS W R; see 1904**; CATHAYS dropped 15 September 1952 *(Cl)*; clo 15 September 1958 *(BR WR notice Western Mail 22 August)*; {Cardiff – Llandaf}. BR Running and Maintenance Dept workers' specials between Cardiff Queen St and Radyr during night hours were booked to call up to and including 12 June 1961 wtt (where HALT) but ceased before/with 11 September 1961 wtt onwards). Only one platform, on line from Cardiff; anyone wishing to travel to Cardiff had to go via Maindy. TV ticket for C W R BRIDGE *(JB)*.

Also see CATHAYS for earlier non-tt platform hereabouts.

WOODY BAY [Lynton] (ng) op 16 May 1898 *(N Devon J 19th- line; in description of formal opening on 11th in Ex & Plym 12th)*; WOODA BAY until 1902 tt *(JS)*; clo 30 September 1935**.

WOOFFERTON [SH Jt] op 5 December 1853**; clo 31 July 1961 *(RM September)*. Sometimes W JUNCTION in some tables *Brad* until 1901/2 and LNW co tts 1860s; sometimes WOOFERTON early in all sources.

WOOKEY [GW] first trains seen in tt *Bridgwater Merc* 1 February 1871 *(Brad* March); clo 9 September 1963 *(Weston 13th)*.

WOOL [LSW] op 1 June 1847 *(Dorset Chron 20 May, 3 June)*; still open. LSW co tt 1914: W for LULWORTH COVE and thus *Brad* to 1955.

WOOLASTON [GW] op 1 June 1853 *(Glos Chron 4th)*; clo 1 December 1954 (Wednesday) *(Cl)*.

WOOLER [NE] op 5 September 1887 *(Morpeth Herald 3rd)*; clo 22 September 1930** *(T 10 July)*.

WOOLFOLD [LY] op 6 November 1882 *(co n Bury Times 4th)*; clo 5 May 1952 *(RM June)*.

WOOLHAMPTON – see MIDGHAM.

WOOLLEY [Ashover] (ng) op 7 April 1925 *(Derby Daily Telegraph 8th)*; clo 14 September 1936**; {map 59}.

WOOLPACK ROAD [Raven]: undated ticket to Ravenglass, return half of Edmonson, headed 'Narrow Guage' exists; no indication of anything other than for normal public use (A. Porter). Nothing further known.

WOOLSTON [LSW] op 5 March 1866 *(Salisbury 10th- line)*; still open.

WOOLWICH

WOOLWICH [Elz] op 24 May 2022 *(BBC News)*; still open.

WOOLWIC ARSENAL [SE] op 8 November 1849 *(letter Kentish Independent from disgruntled passenger complaining about lateness and inadequate accommodation on first day; included in tt ibid 13 November)*; still open. About 1851 sometimes known as EAST W – ticket thus *(JB)*; also reference *SE p 78*, assumed from SE minutes.

(Non-tt): Temporary platforms:

Summer 1865 Queen Victoria went to Continent, embarking (7 August) and returning (8 September) at T Pier, Woolwich Arsenal. Train taken from just east of Plumstead to pier on line laid during Crimean War. Chief officials of SE worried by state of track and tried to dissuade from using on return. Paper said permanent line would be laid for her use (was it?). *(T 7, 9 August; 5, 9 September)*.

One opposite Royal Gun Factories for visit of Tsar Alexander II 20 May 1874 *(Globe 21st)*. According to *John Bull (23rd)* it was so that he might not be shocked by the disreputable character of the other stations. Another 7 March 1879 'close to pier' for embarkation of troops from Aldershot to replaces losses in Zululand *(Salisbury & Winchester Journal 8th)*.

Another would be at Dial Square on 22 March 1900 for Queen Victoria to alight on visit to various parts of the Arsenal; she would leave by road to visit the Herbert Hospital at Shooters Hill where many casualties of the Second Boer War were being treated before returning to railway travel at Blackheath *(St James's Gazette 22nd*, detailing arrangements). Now happy to show herself to public.

Also see ROYAL WOOLWICH ARSENAL, Section 7, Non-rail.

W DOCKYARD [SE] op 30 July 1849 *(T 31 July* and *20 September)*; DOCK YARD added when Arsenal opened; became one word 1909 body, index earlier *(Brad)*; still open.

W ARSENAL [Dock] op 10 January 2009 *(BLN 1082)*; still open.

WOOPERTON [NE] op 5 September 1887 *(Morpeth Herald 3rd)*; clo 22 September 1930** *(T 10 July)*.

WOOTTON IoW [IWC]: op 20 December 1875 ? (see 1875**); clo 21 September 1953 *(T 21st)*.

WOOTTON – see NORTH WOOTTON.

WOOTTON BASSETT [GW]

W B ROAD temporary terminus op 17 December 1840*; HAY LANE in GW records before opening *(GW)*; replaced 2¾ miles west, after line had been extended, by >

WOOTTON BASSETT op 30 July 1841 (Friday) *(Cl)*; clo 4 January 1965 *(RM February)*. Sometimes W BASSET early.

* = GW planned to extend line from Faringdon Road (later Challow) to here on 16 December and advertised it for that date (e.g. *co n Sun (London) 11th)*. On 22 December *Bath & Cheltenham Gazette* duly announced that it had done so but *Bristol Standard 24th* explained that shortness of notice given to contractor meant it was delayed to the 17th.

WOOTTON BROADMEAD [LNW] op 4 November 1905 (see October 1905**); clo 1 January 1917 *(T 22 December 1916)* as 'HALT'; reop 5 May 1919 *(RCH)*; clo 5 May 1941 *(LNW Record)*; used by railwaymen until 1952 or later (e.g. wtt 10 September 1951 Fridays only to set down railway employee, where shown as WOTTON B). 9 September 1963 tt shows stop from Bletchley at W B CROSSING for wages.

WOOTTON PILLINGE – see STEWARTBY.

WOOTTON RIVERS [GW] op 24 September 1928 *(GW source Cl pap)*; HALT; clo 18 April 1966 *(Reading Evening Post 14th)*; {Pewsey – Savernake}.

WOOTTON WAWEN [GW] op 1 July 1908 *(RCG; Banbury Advertiser 25 June)*; PLATFORM until renamed 6 May 1974 *(LMR WON)*; still open.

WORCESTER

W FOREGATE STREET [GW] op 17 May 1860 *(Woverhampton Chronicle 23rd)*; still open.

W SHRUB HILL [GW/Mid] op 5 October 1850 *(T 7th)*; at first served from temporary station at TALLOW HILL *(Worcestershire Chronicle 25 September* said this was being 'actively proceeded with' and describes it as fairly substantial); first train here was a special of one engine and one crowded passenger coach from Abbots Wood physical Junction to celebrate the laying of the western

line of rails from there to Tallow Hill *(ibid 4c)*; given that it was fairly substantial (suggesting designed to last), that description *ibid 9 October* referred to cheering from the workhouse (which was immediately south of Shrub Hill) and that all later press references seen have 'Shrub(s) Hill' it would seem to be likely that it was partially on or very close to site of permanent station with entrance from Tallow Hill – initially all trains went south and Worcester was served by shuttle service to and from Spetchley, requiring reversal at Abbots Wood Junction *(Leamington Advertiser 10 October 1850 2f; see Ian Allan Atlas)*. From 18 February 1852 *(co n Worcestershire Chronicle of that date* – Midland trains ran over loop line of OWW between Stoke [Works] and Abbots Wood Junction); article there said carriages detached at A W J, via Shrub Hill and attached to Midland train at Stoke. Arrangement ended 1 October 1855 when Midland stopped using the direct line for passengers. Still open. *Brad* and GW co tts initially only usually added F S and S H in tables where trains called at both.

Ticket platform: narrow escape for workman erecting new ticket platform here *(Worcestershire Chronicle 30 June 1852)*. Would have been to north: Rainbow Hill tunnel mentioned in several later incidents, last seen *Worcester Journal 27 September 1856*.

Also see HENWICK, NORTON JUNCTION.

WORCESTER JUNCTION – see ABBOTS WOOD JUNCTION.

WORCESTER PARK [LSW] op 4 April 1859 *(L; co n T 5th- line)* as OLD MALDEN & W P in co tts (M & W P *Brad)*, renamed W P 1862 tt *(JS)*; still open.

WORCESTERSHIRE PARKWAY op 23 February 2020 *(internet)*; two-level station where lines to Bristol and Oxford cross, east of old Norton [GW]; still open.

WORKINGTON

WORKINGTON [LNW] op 19 January 1846 *(Whitehaven Herald 20 March 1847* – looking back on opening of next stretch); MAIN added 2 June 1924 *(RAIL 393/151)*, dropped 6 May 1968 tt; still open.

Lord Lonsdale's yacht was moored in the eastern corner of Lonsdale Dock on 23 June 1881 when a temporary platform was provided alongside so that guests who came by a special train from Whitehaven could step straight on board *(Carlisle Express 25th)*.

W BRIDGE [LNW]: line op 28 April 1847 *(co ½ T 5 August)*, this station added by 8 June 1847 *(Cumberland Pacquet* of that date said trains now stop daily as a result of local request); clo 1 January 1951 *(RM February)*.

W CENTRAL [CW Jn] op 1 October 1879 *(Carlisle Express 4th)*; CENTRAL added 16 July 1880 (Cl); clo 13 April 1931 *(LNW Record)*. Unadvertised service still in wtt 20 July 1931, not present 18 July 1932 wtt; ended? 14 September 1882 derailment of mineral train at about 8.30 a.m. caused severe damage to track on bridge over Derwent, passengers out at station and walked across to catch train to Siddick Junction *(Maryport Advertiser Friday 15th)*; paper said unlikely to be sorted by Monday but only on 14 October did Carlisle Express say that all damage repaired and track relaid.

W NORTH op 30 November 2009 to provide connection between two parts of town cut off from one another by destruction by floodwaters of road bridges across the Derwent *(BBC TV North West News, 29th* – E. Bredee; *RM February 2010)*; free travel, presumably only to Workington, originally to end of year, later extended until May; due to close 8 October 2010 *(Scotrail website)* – a Friday, presumably last day of use.

Also see MOSS BAY CART SIDING

WORKSOP [GC] op 17 July 1849 *(co n Sheffield Independent 14th, 21st)*; still open.

WORLE

WORLE (a) [GW] op 1 March 1884 *(Western Daily Press 1st)*; clo 1 January 1922 *(RCG, Bath Chronicle 24 December 1921)*.

WORLE (b) op 24 September 1990 *(Weston 28th)*; still open.

W TOWN [WCP] op 1 December 1897 *(Bristol T 2nd- line)* as W; became W MOOR LANE 1913 *(Brad)*, W TOWN 1 November 1917 *(RCG* – direct from W); clo 20 May 1940 *(Bridgwater Merc 22nd)*.

Also see PUXTON.

WORLESTON [LNW]: line op 1 October 1840**, nd, June 1842; op as NANTWICH; renamed WORLASTON 1 September 1858 *(RCG)*, spelling altered 1862 tt *(Cl)*; clo 1 September 1952 *(RM October)*. LNW co tt 1852 had N Station (to emphasise not actually at N?); *Brad* 1853 had note that passengers for Nantwich would find Crewe more convenient.

WORLINGTON GOLF LINKS [GE] op 20 November 1922 *(Bury Free Press 18th)* as MILDENHALL G L; renamed 1 January 1923 *(ibid 16 December 1922)*; HALT; clo 18 June 1962 *(RM August)*; {Isleham – Mildenhall}.

WORLINGWORTH [Mid-Suffolk Light] op 29 September 1908 *(Evening Star (Suffolk) 29th)*; clo 28 July 1952 *(T 28th)*.

WORMALD GREEN [NE] op 14 September 1848**; clo 18 June 1962 *(RM July)*.

WORMIT [NB] op 1 May 1889 *(Dundee Advertiser 30 April)*; clo 5 May 1969 *(RM June)*.

WORMWOOD SCRUB(B)S – see ST QUINTIN PARK.

WORPLESDON [LSW] op 1 March 1883 *(West Surrey Times 24 February)*; still open.

WORSBOROUGH BRIDGE (non-tt): works outings – e.g. 1 September 1968 *(RM December)*; {Wombwell – Penistone}.

WORSLEY [LNW] op 1 September 1864**; clo 5 May 1969 *(RM June)*.

WORSTEAD [GE] op 20 October 1874 *(T 21st)*; still open.

WORTHING

WORTHING [LBSC] op 24 November 1845 *(T 26th)*; re-sited 100 yards west 1869; became W CENTRAL 5 July 1936 *(hbl May)*, reverted 4 March 1968 *(Cl)*; still open.

Also see WEST WORTHING.

WORTHINGTON [Mid] op 1 October 1869 *(Leicester Chronicle 2nd)*; clo 22 September 1930 *(co n Derby Daily Telegraph 8th)*; army camp (non-tt) use 19 November 1939 to 1 January 1945 *(U)*.

WORTHY DOWN [GW] op, non-tt, for army camp 1 April 1918 *(GW H)*; W D station mentioned as close to land for sale or let in *Portsmouth Evening News* 20 January 1920; first in *Brad* October 1920 (but not in WR tt 18 June 1951 – *Cl pap)*; clo 4 August 1942**, reop 8 March 1943 *(Cl)*; PLATFORM until renamed 18 June 1951 *(LMR Op Circ 31 May)*, then HALT; clo 7 March 1960 *(Hants Chron 5th)*.

WORTING ROAD BRIDGE: see under BASINGSTOKE.

WORTLEY near Sheffield [GC] op 14 July 1845 *(co n Sheffield 12th)*; clo 2 May 1955 *(RM June)*.

WORTLEY near Leeds – see FARNLEY.
WORTWELL [GE] op 2 November 1860**; request; clo 1 January 1878 (Tuesday) *(Cl)*; {Harleston – Homersfield}.
WOTTON
WOTTON [Met/GC] op January 1872 *(L;* see 1871**); [Met] use began 1 December 1899; clo 1 December 1935 (Sunday) *(RCH)*.
WOTTON [GC] op 2 April 1906 *(RCG; London Evening Standard 3rd)*; clo 7 December 1953 *(RM January 1954)*.
WRABNESS [GE]: op 15 August 1854**; aot request; still open.
WRAFTON [LSW] op 20 July 1874 *(N Devon J 23rd)*; clo 5 October 1970 *(N Devon J 8th)*.
WRANGBROOK (JUNCTION) [HB] (non-tt) temporary platform 26 July 1899 for ceremony of cutting first sod for new line to link Hull & Barnsley to coalfields of South Yorkshire *(Yorkshire Post 27th)*; {west of Kirk Smeaton; junction on *IA, Cobb Atlases}*.
WRAGBY [GN] op 1 December 1876 *(RCG)*; clo 11 September 1939**, reop 4 December 1939; clo 5 November 1951 *(RM December)*.
WRANGATON [GW] op 5 May 1848 *(Woolmer 13th)*; KINGSBRIDGE ROAD 1849 *(Cl)* to 1 July 1895 *(hbl 11th)*; clo 2 March 1959 *(RM April)*. At first WRANGERTON in local press and *Brad* but not in South Devon co tt.
WRANGLE – see OLD LEAKE.
WRAY [North Western] op 17 November 1849 *(co n Lancaster 17th)*; full service ended with effect from 1 June 1850 (Saturday) but Saturday service for Lancaster market continued to be shown in separate market tt in *Lancaster*, last shown paper of 21 September 1850; since this was last time market table was included, possible that this use continued; {Hornby – Wennington}.
WRAYSBURY [LSW]: line op 22 August 1848 *(co n T 21st)*; not included in journalist's description of formal opening *(T 24 July)*, oversight? station added at last moment? – was in *Brad* and *Topham* September; re-sited about ¼ mile nearer Staines 1 April 1861 *(Cl)*; still open.
WRAYSHOLME [Fur] (non-tt): op 1910; for use of Territorials *(SLS/Manchester Loco Society Rail Tour Notes, 27 August 1961)*; clo about 1922 *(U)*; {Kents Bank – Cark}. Variously PLATFORM *(@JF)*, W CROSSING *(Soulby's Ulverston Advertiser 4 September 1913* – for firing practice 12th, 13th), HALT *(Barrow Herald 11 July 1914* – for use 17th).
WREA GREEN [PW]: op 16 February 1846* *(Preston Chronicle, 21st*, describing formal opening on 17th, said there was a station for Riby-with-Wray); WRAY G until 1875 tt *(Cl)*; clo 26 June 1961 *(RM August)*.
* = see note with LYTHAM, terminus from Preston.
WREAY [LNW] first seen December 1852 *tts Lancaster Gaz*, replacing Brisco (see for note); clo 16 August 1943 *(Cl)*.
WRENBURY [LNW] op 1 September 1858 *(co n Liverpool Mercury 1st)*; aot request; still open.
WRESSLE [NE]: see 2 July 1840** for opening and some early details; first certain reference alterations for 14 March 1843 *(co n Hull Advertiser 10th)* – perhaps start of service? At first market days only; full use September 1855 *(Brad)*; still open. First in *Brad* as WENPEL BRIDGE, corrected by end of 1844 to WRESSEL/WRESSLE B, BRIDGE dropped with full service, though WRESSEL still sometimes found – e.g. NE co tt 1861.
WRETHAM & HOCKHAM [GE] op 18 October 1869 *(item, co n Norfolk Chronicle 23rd)*; & H added 1 November 1893 *(hbl 26 October)*; clo 15 June 1964 *(Cl)*.
WREXHAM {map 75}
W CENTRAL [Cam/WMCQ] op 1 November 1887* *(RCG; co n Wrexham Advertiser 29 October)* – many people took a penny ride between here and Exchange on first day *(ibid 5 November);* re-sited 400 yards nearer General, for shopping development, 23 November 1998 *(RM August 1999)*; still open.
* - For Jubilee Day 21 June 1887 the company offered to run a shuttle between here and Exchange in order to take children to see celebrations at the racecourse but this was declined by the town council which had made its own arrangements; company was determined to get the first train along the line that day so, instead, it first sent a train with only officials along the stretch to test for safety and then ran a free shuttle between the stations, all and sundry allowed to use, while the children were left to march. This was a temporary opening. *(Wrexham Advertiser 18 June 5b, 5e; ibid 25 June 8a).*
W EXCHANGE [WMCQ] op 1 May 1866 *(T 7th)* >
W GENERAL [GW] op 4 November 1846** >
EXCHANGE and GENERAL amalgamated 1 June 1981; still open as W GENERAL.
WRIGHT GREEN – see LAMPLUGH.
WRINGTON [GW] op 4 December 1901 *(Wells 5th)*; clo 14 September 1931 *(Somerset Standard 28 August)*.
WROTHAM – see BOROUGH GREEN.
WROXALL [IoW] op in November 1866 (receipts first shown – *IoW M&S;* first in *Brad* December); clo 18 April 1966 *(RM March)*. *Brad* ? to 1955: W for APPLEDURCOMBE.
WROXHAM – see HOVETON.
WRYDE [MGN] op 1 August 1866 *(op wtt D&C 5)*; clo 2 December 1957 *(BR notice Peterborough Standard 8 November)*.
WYCOMBE – see HIGH WYCOMBE; WEST WYCOMBE.
WYDDFA – see SNOWDON SUMMIT.
WYE: op 1 July 1846 *(Kentish Gazette 7th)*; still open.
Aot separate race platform, separated from main by level crossing; racecourse opened March 1882, closed in 1974 *(AB)*.
WYESHAM [GW] op 12 January 1931 *(co n dated 'January')*; HALT; clo 5 January 1959 *(T 5th)*; {Monmouth – Redbrook}.
WYKE & NORWOOD GREEN [LY] op 7 August 1850 *(Bradford Observer 8th* – wooden box presently acts as station); op as PICKLE BRIDGE; renamed WYKE 1 March 1882 *(Cl)*; re-sited 13 chains east 23 September 1896 as W & N G; clo 21 September 1953 *(Cl)*.
WYKE REGIS [WP Jt] op 1 July 1909 *(Weymouth 2nd)*; HALT; clo 3 March 1952 *(RM March)*.
WYKEHAM [NE] op 1 May 1882 *(York Herald 27 April)*; clo 5 June 1950 ('after 3 June' - *Yorkshire Post 18 April)*.
WYKEHAM – see WEAVERTHORPE.

WYLAM

WYLAM [NE]: op 10 March 1835**; clo 3 September 1966 for engineering works, reop 1 May 1967 *(RM June)*; still open.
Also see NORTH WYLAM.

WYLDE GREEN [LNW] op 2 June 1862 *(co n Aris 31 May)*; still open. WYLD G before 1863a *hb*, 1864 *Brad*, 1864/8 table, 1875/82 index LNW co tt.

WYLLIE [LMS] op 19 December 1932 *(co n Merthyr Express 17th)*; HALT; clo 13 June 1960 *(RM July)*; {Ynysddu – Pontllanfraith}.

WYLYE [GW] op 30 June 1856 *(W Fly P 1 July)*; WILEY until 1874 *(Cl)*; clo 19 September 1955 *(BR Somerset Guardian 8 July)*. WILEY OR WYLYE in *hb* 1875a.

WYMONDHAM near Norwich [GE] op 30 July 1845 *(op tt Norfolk)*; still open.

WYMONDHAM – see WHISSENDINE.

WYNDHAM [GW]

WYNDHAM op 10 August 1942 *(co n RAIL 1014/33/20)*; HALT; clo 5 May 1958 *(BR WR notice Western Mail 2nd)*; {Nantymoel – Ogmore Vale}.

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

WYNN HALL [GW] op 1 May 1905 *(GW H)*; HALT; clo 29 March 1915**; {map 75}.

WYNNVILLE [GW] op 1 February 1934 *(T 22 January)*; HALT; clo 12 September 1960 *(Cl)*; {map 75}. Pre-opening Bryn Bridge *(RAC)*.

WYNYARD [NE] op 1 March 1880 *(Northern Echo 1st)*; clo 2 November 1931 *(Hartlepool Northern Daily Mail 2nd)*.

WYRE near Worcester [GW] op 11 June 1934 *(Cl 29)*; HALT; clo 3 January 1966 *(RM February)*; {Fladbury – Pershore}.

WYRE DOCK – see FLEETWOOD.

WYRE FOREST [GW] op 1 June 1869 (notice of alterations for June in GW co tt); clo 1 August 1962**.

WYRLEY & CHESLYN HAY [LNW] op 1 February 1858 *(co n Aris 1st, Birmingham Journal 6th)*; W & CHURCH BRIDGE until renamed 1 December 1912 *(RCG)*; clo 18 January 1965 *(Birmingham Daily Post 10 December 1964)*. W OR C B *hb* 1883.

WYTHALL [GW] op 1 July 1908 *(Banbury Advertiser 25 June)* as GRIMES HILL PLATFORM; renamed G H & W HALT 12 July 1914, G H & W PLATFORM 13 October 1925 *(hbl 57)*, G H & W 9 July 1934 *(GW Halts)*, W 6 May 1974 *(BR notice)*; still open.

YALDING [SE] op 25 September 1844 *(*private notice concerning opening and co tt *Maidstone Journal 24th)*; aot request; still open.

YAPHAM GATE [NE] first in *Brad* February 1855; York, Pocklington and Market Weighton market days; last train Saturday 29 April 1865 *(co n for alterations from Monday 1 May* – will not stop on market days as heretofore, *York Herald 29 April)*; {Fangfoss – Pocklington}.

YAPTON [LBSC]: op 8 June 1846 *(Hants Chron 13th –line; in Brighton Gazette, 4th, description of inspection)*; clo 1 November 1847 *(Hants Teleg 30 October – presumed for winter)*; included without trains tts *Sussex Advertiser November*; trains restored *ibid 7 March 1848*; clo 1 June 1864 (Wednesday) *(London Evening News 3rd)*; {Ford – Chichester}.

YARBRIDGE [IoW] (non-tt): temporary platform 17 July 1867 to enable spectators to view Naval Review from Bembridge Down *(co n IoW Obs 13th)*; about ½ mile south of Brading.

YARDE [SR] op 19 July 1926 *(sig inst 24/1926; hbl 61)*; HALT; clo 1 March 1965 *(Express & E 1st)*; excursion from here 9 August 1981 (R. Maund, from organiser, R. N. Joanes); {map 116}.

YARDLEY WOOD [GW] op 1 July 1908 *(RCG; Banbury Advertiser 25 June)*; PLATFORM until renamed 7 July 1924 *(GW H)*; still open.

YARM {map 39}

YARM (a) [S&D] line op 10 October 1825 (see 1825**), nd, 1840 *(Whishaw)* – but horse-drawn trains likely to have stopped from outset; would have served area after Y Depots, below, closed; at first Y BRANCH END; clo 16 June 1862 *(RAIL 667/65)*.
See ALLENS WEST for later station here.

YARM (b) [NE] op 25 May 1852**; clo 4 January 1960 *(RM February)*.

YARM (c) op 19 February 1996; about 1 1/8 mile south of (b); still open.

Y DEPOTS [S&D] terminus op 16 October 1826 (poster *S&D*, which says Union Coach will use New Inn); horse-drawn; mostly served by trains from Stockton to Darlington, with detour along this branch and back; some extra market day trains of own *(S&D pass)*; accounts for year October 1831 to October 1832 show then only one each way per week (J. S. Jeans, *History of the Stockton & Darlington Railway*, F Graham, 1974 reprint of 1875, Jubilee, original); clo 7 September 1833 (Saturday) when steam service Darlington to Stockton began – avoided detour *(Cl)*; later used for Yarm Fair 19 & 20 October 1840; also other special and Sunday use later.

YARMOUTH IoW [FYN] op 20 July 1889**; clo 21 September 1953 *(T 21st)*.

YARMOUTH East Anglia – see GREAT YARMOUTH.

YARNTON [GW] line to Witney, which made this a junction, op 14 November 1861 *(co n Oxford Chron 16th*, which included this as a station); clo 18 June 1962 *(T 18 May)*. Y JUNCTION until 1894 *(Brad)*.

YATE

YATE (a) [Mid] op 8 July 1844 *(Bristol T 13th)*; clo 4 January 1965 *(Tewkesbury Register 1st)*. *Brad* ? to end (May 1961) was Y for CHIPPING SODBURY but not thus BR LMR and WR tts in late 1950s.

YATE (b) op 15 May 1989 *(RM July)*; approximately same site as (a); still open.

YATTON [GW] op 14 June 1841 *(Taunton 16th)* as CLEVEDON ROAD; renamed 27 July 1847 *(Cl)*; still open. *Brad*: 1845 C R at Y; 1846 C R Y JUNCTION; 1847 C R; 1848 Y C J; to Y J 1869/70, Y 1879/80. GW co tt 1859: Y.

YAXHAM [GE]: op 15 February 1847 *(Norfolk Chronicle 20th)*; aot request; clo 6 October 1969 *(RM October)*; later excur *(U)*.

YAXLEY near Bury St Edmunds [GE] op 20 December 1922 *(Bury Free Press 16th)*; HALT; clo 2 February 1931 *(RM March)*; {Mellis – Eye}.

YAXLEY & FARCET [GN] op 19 May 1890 *(Stamford Mercury 23rd)*; & F added 1895/6 *(Brad)* but present *hb* 1891a; clo 6 April 1959 *(RM May)*.

YEADON [Mid] (non-tt): op for goods 26 February 1894; 'P' in *hb* 1895 only; passed for passenger use by Ministry of Transport in LMS days; one or two excursions per year (to Morecambe and Blackpool) from about 1932 to 1950s *(Mid)*; {in *IA*}.

YEALAND [Lancaster & Carlisle]: stop here for Saturday market trains to Lancaster and, more briefly, Kendal; only in notices in local press, where tts tended to be erratically shown, especially for market trains. This entry assumes that gaps in appearance were the result of this. First seen in tts *Lancaster Gaz May 1848*, at first service both ways, soon reduced to one from Lancaster only (walk home from Carnforth? Stop if required?). *Westmorland Gazette* showed latter service to November 1852; in December 1852 relevant service terminated at Carnforth. Yealand did not get its trains back when service again extended to Oxenhome April 1853, but continued to be shown without trains for some time after. Also shown for Lancaster Races 5 and 6 July 1848. Site unknown; would have been north of Carnforth (Yealand Conyers about two miles north, Yealand Redmayne about three). (See article by C. Holden, *Cumbrian Railways, vol 7 no 8)*. Probably source of error that made Carnforth into 'Carnforth-Yealand', though local press tts sometimes used this form.

YEALMPTON [GW] op 17 January 1898**; finally clo 6 October 1947.

YEARSETT [GW] op 2 May 1874 *(Berrow's 9th)*; temporary terminus; clo when line extended to Bromyard 22 October 1877 *(Berrow's 20th, 27th)*.

YEATHOUSE [WCE Jt]: for op see 27 May 1874**; replaced Eskett; clo 13 April 1931 *(LNW Record)*; workmen used 11 March 1940 to 8 April 1940 *(U)*.

YELDHAM [CVH] op 26 May 1862 *(T 28th)*; clo 1 January 1962 *(T 17 November 1961)*.

YELVERTOFT & STANFORD PARK [LNW]: op 29 April 1850 *(Northampton Mercury 8 June)* as S HALL; renamed Y 1 June 1870 *(Cl)*, Y & S HALL 22 July 1880 *(LNW circular of that date – 'in future')*, settled 1 February 1881 *(Cl – LNW Officers 15 February said change had been made)*; clo 6 June 1966 *(Birmingham Daily Post 30 May)*. Last two changes made at the request of Lord Braye – 1880 effort was compromise put forward by LNW that he regarded as unsatisfactory *(LNW Officers 1880-1)*.

YELVERTON [GW] op 1 May 1885 *(Western Morning News 1st)*; clo 31 December 1962**.

YEO MILL [GW] op 27 June 1932 *(GW Mag August)*; HALT; clo 3 October 1966 *(Som Gaz 7th)*; {East Anstey – Bishops Nympton}.

YEOFORD [LSW] op 8 June 1857?*; Y JUNCTION 1865/6 to 1922/3 *(Brad)* and thus LSW co tt 1914 *(hbl 26 April 1923 'now read')*; aot request; still open.
* = *Brad* June said would open 8th but not in tt *Trewman* until 2 July, whilst Chapelton, similarly marked in *Brad*, was in tt *Trewman* 11 June; thus perhaps some delay. Was included in notice for excursion 20 June *(N Devon Journal 11th)* but did not appear in tts that paper until July.

YEOVENEY [GW] op 1 March 1892* *(Volunteer Service Gazette 5th)*; until 1931/2 *(Brad)* was RUNEMEDE RANGE, request, daylight only; became RUNEMEDE 9 July 1934, Y 4 November 1935 *(GW source Cl pap)*; clo 14 May 1962 *(RM July)*. Before renaming was in *hb* as R, 1930/6a as Y, HALT in 1938 book, but not tt.
* = unlikely any prior non-tt use – see e.g. *TTS September 2002, p 346.*

YEOVIL {map 118}

YEOVIL (at HENDFORD) [BE] op 1 October 1853, broad gauge, *(Taunton 5th)*; also used by LSW, on separate standard gauge line from 1 June 1860; replaced by Y TOWN 1 June 1861 but later used for temporary platforms for personnel of Buffalo Bill's Wild West Show 1903; exact date not given but presumably next stop after Barnstaple (show on 27th); *(Western Chronicle 31 July)*.
Y TOWN [GW/LSW] op 1 June 1861 *(W Fly P 4th)*; clo 3 October 1966 *(W Gaz 30 September, 7 October)*.
Y PEN MILL [GW] op 1 September 1856 *(W Fly P 2nd)*; still open.
Treatment of names of last two above particularly chaotic. *Brad*: on Weymouth line P M added 1859/61, removed 1871, back 1875/6; from Durston only one entry (Y) until 1860, then still one entry (Y HERNDEAN – corruption of Hendford?), separate TOWN and P M first shown 1876; TOWN added LSW table 1905 (but just Y in LSW co tt 1914). GW co tt separated TOWN and P M 1874/81, B&E co tt 1877 showed separately. *Hb*: 1862 Y; 1867 also entry for PEN MILL (at Y); 1872 Y PENN MILL, Y JOINT; 1898a now called Y PEN M (no change for other); 1904 TOWN.
Y JUNCTION [LSW] op 19 July 1860**; still open. Was STOFORD (nearest village) in *W Fly P 24 July 1860*.
(Non-tt) temporary platform on vacant plot near up platform for visit of royal party to Lord Ilchester; used ordinary train but royal saloon detached so it could use this one; normal down platform deemed unsafe for royal party (other travellers?) 18 November 1878 *(Western Gazette 22nd)*.
For later HENDFORD HALT, see under 'H'.

YETMINSTER [GW] op 20 January 1857 *(W Fly P 27th)*; aot request; still open.

YNISCEDWYN – see YSTRADGYNLAIS.

YNYS [LNW] first in *Brad* March 1869, markets and fairs; full use January 1872; clo 7 December 1964 *(North Wales Weekly News 19 November)*. See 2 September 1867** for earlier trains through here. In *hb* 1877 only (its first entry) was Y CROSSING.

YNYS-Y-LLYN: according to G Wynn Griffith, *The Day Before Yesterday* – a history of nineteenth century Anglesey, 1988, station here {Llangwllog – Llanerch-y-Medd} when line op 1 February 1866. No other information known.

YNYSDDU [LNW] first in *Brad* August 1871*; clo 13 June 1960 *(RM July)*.
* = but likely (as with several other stations on what was originally [Sirhowy] line) to have been in use earlier; *Merlin* 5 August 1865 said that directors had given orders for 'immediate erection' of station at Duffryn Chemical Works; judging from description on line at opening in *Cardiff and Merthyr Guardian (25 June)*, this would be the one. Also see note on Nine Mile Point.

YNYSFERLAS – see HAFOD GARREGOG.

YNYSFOR [WH] (ng) op 1 June 1923 *(NGSC 2)*; request; see 31 July 1922** for details of service and closure; was Y for LLANFROTHEN; {map 76}.

YNYSHIR [TV] first in *Brad* July 1885*; clo 15 June 1964 *(RM August)*. Op as YNISHIR; altered 1920/1 tt *(C/W)* but still original form 1956 *hb* – though 1944a had said now read YNYSHIR.
* = long expected passenger station about to be commenced *(Pontypridd Chronicle ... 20 January 1885).*

YNYSLAS [Cam] op 1 July 1863 *(Cam)*; clo 14 June 1965 *(RM July)*. Ynys-las until 1880/1 *(Brad)*, *hb* before 1925. LNW co tts 1864-82 at least: Yn-ys-las for ABERDOVEY.
See under ABERDOVEY for short branch to ferry, used 1863-7.

YNYSWEN op 29 September 1986 *(RM December)*; ½ mile north of old Tylacoch (see OS 25 inch 1914 - *@JF)*; still open.

YNYSYBWL [TV]

YNYSYBWL op 1 January 1890 *(co n Western Mail 30 December 1889)*; clo 28 July 1952 *(Cl)*.
Y NEW ROAD op 6 July 1910 *(Nelson)*; see 1904**; became HALT 7 May 1945 *(Cl)*; clo 28 July 1952 *(Cl)*.
Also see OLD YNYSYBWL.

YNYSYGEINON [Swansea Vale] op 21 January 1861 *(Mid)*; last trains shown in tt February 1862 but stayed in *Brad* for some time, no trains shown.

YNYSYGEINON JUNCTION: in *Brad* December 1873 new openings list but not in body of table; January to June 1874 in tables but without trains *(Mid)*; {physical junction in *IA*, north of Pontardawe}.

YOCKLETON [Shrewsbury & Welshpool] op 27 January 1862 *(co n Shrewsbury 31st)*; HALT from 1956; clo 12 September 1960 *(Cl)*.

YOKER

YOKER [NB] op 1 December 1882**; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(Cl)*; Y HIGH 28 February 1953 to 14 June 1965 *(WR General Instructions Circular, Cl pap)*; still open.
Y FERRY [Cal] op 1 October 1896 *(co n Glasgow Herald 28 September)*; FERRY added 1953; clo 5 October 1964 *(BR notice Wishaw Press 25 September)*. Cal co tt 1913: Y for RENFREW, but not thus LMS tt 1930 nor *Murray* 1948.

YORK

YORK [NE]: original temp terminus op 30 May 1839 *(T 7 June)*; replaced by second terminus 4 January 1841 *(co n Yorks Gaz 2nd* – 'Trains will depart from the New Station, Tanner Row, and not from the Station outside the Bar Walls'); replaced again, by through station, 25 June 1877 *(co ½ T 4 August)* but *York Herald 25 June 1877, page 3*: although first passengers were to be booked from the new station today, two trains entered yesterday evening, first from Scarborough at 8.45. Still open.
Ticket platforms, exact dates not known, possible that same site appears under different names below:
Ticket platform **without the bar walls**: fine for leaving train here instead of station *(York Herald 14 May 1853)*.

Fatal accident to man going to his post at the Holgate end of the **south ticket platform** *(York Herald 10 October 1874)*; *Yorkshire Post 31 August 1875*: Scarborough to Leeds express narrow escape: on leaving York had cleared ticket platform outside the station and was proceeding towards Holgate Bridge; suggests something east of Holgate Bridge.
North ticket platform: guard killed 10 May 1859; seen walking along footpath which crosses railway near arch in bar walls towards north ticket platform to get to engine shed; hit by engine about to be attached to Scarborough train; inquest *(York Herald 14th)*.
Royal arrangements for engine changes in May 1903: outward on 11th at **South** ticket platform, some ¼ mile below station and back at **North** ticket platform on 15th *(Yorkshire Post 12th, 16th)*.
Bootham Terrace ticket platform: op 24 June 1877 with through line? Letter about providing better facilities said question had been discussed years before but not since new station built and ticket platform moved nearer Bootham *(ibid 20 August 1885)*. Adjoining Scarborough Bridge; fatal accident yesterday *(York Herald 17 October 1899)*.
Holgate Bridge ticket platform? Official GN notices said this was being used both ways for special train for York Races from London, outwards 22 August, back 23rd 1865 *(London Evening Standard 15th)*; similar seen succeeding years, to 1870 inclusive. No other references found so assumed that this was error, perhaps source of entry in *U*.
Y LAYERTHORPE [Derwent Valley] op 21 July 1913 *(Yorkshire Post 21st)*; clo 1 September 1926** (Wednesday); later charter use *(Cl)*. Usually just 'L'.
Y HOLGATE EXCURSION PLATFORM [NE] (non-tt): alias HOLGATE BRIDGE/YORK RACECOURSE: temporary platform for reception of Volunteers at Review on 28 September 1860 *(T 24th* said 'would be erected', clearly hasty affair); use confirmed by *Sheffield Daily Telegraph*, 29th; permanent authorised 14 December 1860, certainly used 28 August 1861 *(race)*; for Review 25 September 1861 three commodious platforms plus **cattle dock** used *(York Herald* and *Yorkshire Gazette 28th)*; last used, for races, 24 August 1939 (K. Hoole, *Railways of York*, Dalesman, 1976, p 26). Also see ticket platforms, above.
Non-tt: SIDINGS used 12 August 1866 to cope with extra numbers brought to city for Volunteer Review (regional rather than local assembly of 1860). Item *T 9th* said 20,000 forces, total 100,000 expected and that horse-trucks and cattle-waggons were being pressed into service. Evidence of use of Sidings A and B from letter of complaint *(T 17th)* about chaos and delays on departure. Since these Reviews were regular events, might have been other occasions, though Holgate perhaps usually sufficient.
Y BOOTHAM JUNCTION: a GN excursion 6 September 1871 for the Grand Floral and Horticultural Fete would set passengers here, close to the showground – any facilities? Return from Holgate Bridge *(Yorkshire Post ... 2nd 3e)*. Any other use? Trains from 'principal station' to temporary platform at BOOTHAM STRAY for Yorkshire Agricultural Show 2, 3, 4 August 1871 *(Yorkshire Post 3rd)*. According to Hoole's *Stations of the NER* **BOOTHAM** op 1848 for cattle shows and the like. All same or nearby site(s)?
Y ROWNTREES [LNE] (non-tt): usually just R; HALT; chocolate factory workers and special visitors; built under agreement dated 15 November 1927; first in wtt 26 September 1927; last train Friday 8 July 1988 *(RM September)*.
YORK & NEWCASTLE JUNCTION – see THIRSK.
YORK JUNCTION – see GASCOIGNE WOOD JUNCTION.
YORK ROAD Kings Cross
YORK ROAD [Picc] op 15 December 1906 *(co n T 14th)*; clo 4 May 1926** by General Strike; when other stations on line reopened after strike, this remained closed; reop 4 October 1926 *(T 4th)*; clo 19 September 1932 ('will be closed from 19th inst' – *Brad 12 September 1932)*; {Kings Cross – Caledonian Road}.
Also see under LONDON KINGS CROSS.
YORK ROAD – see BATTERSEA.
YORKHILL [NB] op 2 February 1885 *(co n Glasgow Herald 2nd)*; clo 1 January 1917 *(RM February)*; reop 1 February 1919 *(RM February)*; clo 1 April 1921 (Friday) *(NB list)*. Sometimes GLASGOW Y in some tables, all tts.
YORTON [LNW] op 1 September 1858 *(co n Liverpool Mercury 1st)*; aot request; still open. At first YARNTON tickets, YARTON *Brad* (soon altered).
YSTALYFERA [Mid] op 20 November 1861 *(Colliery 23rd)*; clo 25 September 1950 *(RM November)*.
YSTRAD CARDIGAN – see FELIN FACH.
YSTRAD MYNACH [Rhy] op 31 March 1858 *(item, tt Cardiff & Merthyr Guardian 3 April)* as Y; became Y JUNCTION 1875/6 *(Brad)*, Y M 1 December 1891 *(RCG)*; still open.
YSTRAD RHONDDA
YSTRAD RHONDDA op 29 September 1986 *(RM December)*; at 20 m 05 ch; still open.
Also see TON PENTRE (at 20 m 75 ch).
YSTRADGYNLAIS [N&B] opened 19 November 1873 *(G&S)* as YNISCEDWYN; renamed 1 May 1893 *(hbl 27 April)*; closed 12 September 1932 *(RM October)*.
YSTRADOWEN [TV]: special trains to here for sales at Ash Hall between Llantrisant and Cowbridge 29 and 31 January and 1 February 1866 *(advert Cardiff Times 26 March)*, wording suggesting not yet in full use; first in *Brad* and tt *Cardiff Times* March 1866, recently opened *(co ½ Cardiff T 9 March)*; clo 26 November 1951 *(RM January 1952)*. Erratically given as YSTRAD OWEN: e.g. *Brad* 1869, GW co tt 1881 (but only one word 1874), *hb* 1867 to 1890s and local press.

SECTION 5

Line notes in chronological order

These notes are intended to cover two sorts of items, though inevitably there is some overlap between them. One consists of early lines that had passenger services of a kind that would not be classified as 'normal' by later standards; the other of lines where it makes sense to put notes once here rather than enter them for each relevant station. The notes are arranged in chronological order so that the addition or deletion of items will not upset or complicate the whole arrangement. Some of the early items have more in common with those in Section 7 than those in Section 4 but they are included here to illustrate the way rail services evolved – a further justification for chronological order. In order to provide some sort of reference date, approximations have sometimes been given; the text gives more exact information. Where a year-only reference is given in Section 4, the item here will be found at the start of the relevant year. Some of these are arbitrary dates in that they cover a selection of matters that are most conveniently dealt with in one place: '1904' and '1905', covering erratic use of 'Halt' are examples. Stops mentioned here that never had a 'normal' service are not always included in Section 4.

Occasionally, there is more than one item for the same date. These are only brief ones so no attempt has been made to give a separate reference with a, b etc since there should be no difficulty about finding the one needed.

Here the company cited is normally the one that opened the line.

1807 March 25. Oystermouth: Swansea to Mumbles. Based on G. Gabb, *The Life and Times of the Swansea & Mumbles Railway*, D. Brown (Cowbridge), 1987. The date above, usually quoted as the opening date, was the date from which Benjamin French contracted to pay rent for a year for the use of the line for a horse-drawn service from the Brewery Bank, Swansea, on the Swansea Canal, to Castle Hill, Oystermouth. 25 March is a conventional quarter day so that the service might actually have begun on a different day – perhaps somewhat earlier, with payment on an *ad hoc* basis. The contract had been drawn up in February 1807. No evidence on stops; presumably anywhere convenient. Gabb shows service was maintained by various contractors until at least 22 July 1826 when S Llewellyn advertised reduced fares for his 'Tram-Road Car'. The fare-cut was probably the result of increased road competition as new turnpikes made road travel easier. As a result the service probably ceased within a year or two of the advertisement. A couple of Prussian mining specialists, C. von Oeynhausen and H. von Dechen visited this country in 1826-7; according to them 'in the summer months a kind of coach runs on [the line], in which about 20 passengers are drawn by one horse' (English translation of *Railways in England [sic] 1826 and 1827*, published for the Newcomen Society by W. Heffer & Sons, Cambridge, 1971). For reopening, see *1860 July 25*, below.

1809. Severn & Wye. Opened for goods 1809. Little detail known but in 1817 it prohibited people from riding on the wagons, except unloaded ones. In 1821 it fixed a toll for Samuel Holder & James Ward to run a 'Pleasure Tram drawn by one horse' and this seems to have kept running for several years *(Baxter*, work listed end Section II).

1812 August 17. Opening of first part of Monmouth Railway; probably completed early 1817 *(Companies)*. 3 ft 6 inch horse-drawn plateway linking Howler's Slade in the Forest of Dean with Coleford and Monmouth. Act of 1810 included rates for passengers; however, no evidence, e.g. from trade directories, that any service was ever available (H. Paar, *RCHS Journal July 1965)*. Part later used by Coleford, Monmouth, Usk & Pontypool Railway.

1818. Kilmarnock & Troon (see *GSW*). Opened for goods 6 July 1812. Passengers were carried by 1818 when an irregular horse-drawn service was being run by William Wright of Kilmarnock. According to *PP 1* (1838-9) company had never run passengers on own account and Act did not allow them to levy duty on individual passengers. 'A few carriages for the conveyance of passengers travel on the line and a small tonnage is taken for each time the carriage passes, estimating so many persons to constitute a ton'. Also see *Robertson*, pages 21-5. Service ran from what was later called St Marnocks Depot at Kilmarnock to Troon Harbour. Intermediate stopping arrangements unknown.
Closed 20 July 1846 for conversion from original 4 ft 6 in gauge to standard. Reopened 1 March 1847 *(Greenock Advertiser 9th)*, with deviations. See Section 4 for details of separate stations.

1822. Sirhow(e)y Tramroad. 4 ft 2 in line from Newport to Tredegar. Private carriers provided horse-drawn service from 1822. By 1826 a scale of charges had been laid down. All services ceased after company said that it would haul all traffic with its own steam engines (notice given 13 May 1850). In 1851 company probably ran a short-lived service of its own from Tredegar to Nine Mile Point. Route later used by standard gauge service, station details in Section 4. See *GW* and 23 December 1850** (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.

1825. Stockton & Darlington *(Basis – S&D; S&D Pass)*. Celebrated steam-hauled run from the foot of the Brusselton Incline, near the Masons' Arms, Shildon, via Darlington to Stockton on 27 September 1825 was really a publicity stunt, combined with the exercise of legal rights and should be treated as a formal opening. Immediately after this, line was goods only, much horse-drawn. Regular passenger service only began on 10 October 1825, between Stockton and Darlington, horse-drawn. Darlington to Shildon added April 1826. At first services were provided by contractors, different operators starting from different inns at the two ends; for example, an advertisement for *The Union* coach said it would start running on 16 October 1826 and would utilise the Black Lion Hotel and New Inn Stockton, New Inn Yarm, Black Swan near Croft Branch Darlington *(4th)*. The first 'trains' consisted of a single

coach designed for 6 passengers inside and 20 outside (on top). Early stopping places were mostly where line crossed roads: e.g. Aycliffe Lane, Fighting Cocks, Goosepool and Yarm branch end. At or near the site of the later Aycliffe Lane / Heighington station S&D built a house big enough to include booking-office and space to deposit parcels; they advertised for a tenant for this 'new-built' dwelling in *Durham Chronicle 12 May 1827*, promising to apply for a license; this was let to Mr. Turnbull but the licence was refused *(ibid 15 September 1827)* although many were said to be waiting for coaches there; licence was granted following an appeal *(ibid 24 October 1829)*. A similar request had been made (and refused) in 1827 for a house built at Skerne Bridge, Darlington, opposite the company's depot.

Extension to Middlesbrough from Stockton was formally opened 27 December 1830 (steam-hauled); public services began soon after (see MIDDLESBROUGH, Section 4), horse-drawn, provided by contractors.

There were so many accidents caused by unofficial use (riding on engines and empty coal wagons in defiance of rules and earlier warning notices) that a stern public notice was issued in *The Durham County Advertiser* on 27 April 1834 saying that men would be stationed along the line with power to haul offenders before JPs.

In 1833 contractors were bought out, preparatory to introduction of steam-hauled services. Trial steam-hauled services began 7 September 1833, Stockton to Darlington; regular steam services began 1 October; extended to Shildon and St Helens (later West Auckland) in December 1833 (*S&D* says 1 December but that was a Sunday and earliest timetables seen show no Sunday service) and to Middlesbrough 7 April 1834. Even when these were introduced, passengers continued to be picked up and set down at any convenient point; proper stations were only introduced after a year or two.

Some horse-drawn private contractors' services lingered in addition to the company's. The 1840 *Return (RAIL 1053/1)* says that most trains were loco-hauled but also mentions 'Horse coaches worked by different individuals – number uncertain, principally on Sundays'. The last of these was a Middlesbrough to Stockton and back service for church-goers; this ceased in 1856.

Details of stops were still not given for some time after services had become 'regularised'; even company's own tts *(RAIL 981/477-8)* seem to lack detail. Even the minutes are often unhelpful. Fare table for '1840' *(RAIL 667/611)* lists: Middlesbrough; Newport; Stockton; Yarm branch [end?]; Fighting Cocks; Darlington; Aycliffe; Shildon; St Helens. S&D and linked companies often opened a 'station' then added platforms, passenger shelters and other facilities piecemeal so there are references that could be interpreted to mean provision of a new station or improvement of existing one.

Shildon was not in *Brad* until about August 1840, then only in reference to a Monday market train for 'passengers and cattle', though trains to St Helens could have served it; it was included for all services from about October 1840.

Two temporary stations were used by visitors to 1925 Centenary celebrations. FAVERDALE (Darlington Works) used July 1 (for opening ceremony of Exhibition) and July 2 (for visitors to Historic Procession). GRANDSTAND (about half-way Dinsdale/Urlay Nook) used 2 July only (from programme issued by LNE).

See 1843** for note on service beyond Shildon.

1826 A. Brecon to Hay; Brecon Forest Tramroad (separate lines, included together for convenience).
Brecon to Hay opened goods 7 May 1816. By 1826 company had laid down rate of passenger tolls.

Brecon Forest Tramroad ran approximately from Sennybridge to Gurnos with branches and the connecting Palleg tramway from Cwm Twrch; built 1820s onwards; parts at least were used for trips to market. (S. Hughes, *The Brecon Forest Tramroad*, The Royal Commission on Ancient & Historical Monuments in Wales, 1990).

1826 B. Redruth & Devoran. Line opened 30 January 1826 for goods. Closed ? (Still in use *Cornishman* 24 June 1915; in past tense *Western Morning News* 30 June 1931.) Built to carry tin and copper. Miners carried to and from work, often riding on the wooden blocks which acted as buffers. Visiting mining agents and other officials allowed to travel in goods wagons, being made honorary traffic inspectors to get round rules (D. B. Barton, *Redruth and Chasewater Railway*, published by author, Truro, 1960). Accident on 'Truro railroad' (probably this line) in July 1838 when man who had been travelling on top of wagon loaded with copper jumped off before it stopped; his frock (smock?) caught in wheel, he was dragged under and cut in half *(T 25 July/Exeter Flying Post)*.

1828 A. Duffryn Llynvi & Porthcawl. Maesteg to Porthcawl and Bridgend; opened to goods 1828 – 1830 (formal opening 22 October 1830). Company certainly allowed individuals to ride on their trams on top of their goods if they wished. On holidays and special occasions boards were placed across seats and trains run. No regular passenger service was ever operated. (H. J. Rendell, *Bridgend – The Story of a Market Town*, Mid Glamorgan County Libraries). According to item in *BLN March 2017*, there was evidence of passenger use as early as 1836 and an 1850tt shows intermediate stops (mileages from Tondu) as PARK (1½); Foes (2¼); CEFN-CWSG (3½); BRYNDU (4); SOUTH WALES JUNCTION (4½); TYDRAW (5¾); CORNELLY (7). Opened as 4 ft 7 ins horse-drawn tramway, converted to railway 1861, proper passenger trains 1 February 1865 (relevant station details in Section 4). Company's *Returns*, including the two for 1850, always deny that it was a passenger-carrying line; was it service for workers along the line?

1828 B. Monklands area railways. (Basis – *MK* and *Garnkirk*). ....

8 August 1828: formal opening of Ballochney Railway by directors. They rode in the company's one-horse passenger coach along MK and then own line via Kipps Colliery to Ballochney Colliery and also along 'Clarkstone' branch. Did this passenger coach see any other use?

First train from Airdrie to Glasgow with passengers arrived 30 May 1831. Regular service began 1 June 1831: Airdrie Lea End – (The) Howes, near Coatbridge – Gargill, later Gartsherrie – Glasgow St Rollox. This was a combined MK and Garnkirk service. At first horse-drawn. After a few months locomotives used for Gargill – Glasgow part. Connecting service (perhaps added later in June) from Calder Iron Works to Gartsherrie. Latter was probably soon discontinued. Description of 'full' (formal) opening on 27 September *(Caledonian Mercury 1 October)* made no mention of intermediate 'stations' but habits of these early lines such that this does not prove none existed. Accident report *(Scotsman 10 July 1833)*: after carriages parted from engine as usual at the eastern end of the line they were drawn by horses to Gartsherrie ironworks where they stop to leave passengers going in the direction of Coatbridge. *Co n of same date (Caledonian Mercury)* gave hours of starting to Gartsherrie Inn and Lea-end near Airdrie to Glasgow. On 27 December 1837 (? 'Wednesday week' – but since information copied from another paper, perhaps previous week again) one of the drivers of the [horse-drawn] passenger wagons between Airdrie and Glasgow was killed while passing Kipps Colliery *(Inverness Courier Wednesday 3 January 1838/Glasgow Argus)*. Report of accident on 9 June 1842 said passenger trains were then being horse-drawn from Gargill for about two miles along MK line (Rtn). Competition from new lines caused Howes

(February 1843) and Lea End (18 May 1843) to be closed but Garnkirk to Glasgow portion continued in use; by now this was linked to the Wishaw & Coltness (see 1835 C).

Summer 1832: advertised weekly services from Cairnhill Bridge (near Calder Iron Works) and Clarkston to connect with the Airdrie to Glasgow trains. Discontinued by mid-October 1832.

In addition to the advertised services, more casual passenger arrangements also existed on this line. At one time (exact dates unknown) it was normal practice to attach a small passenger wagon to coal trains (laden and unladen) for the use of anyone who wished to use it; no timetable was involved. There were also workmen's services: an accident occurred on the Ballochney Railway (later part of the Monklands) to one taking workmen from the coal and iron pits east of Airdrie to Rawyards on 10 February 1840 *(Reading Mercury 22nd / Glasgow Chronicle)* – other papers, also citing Glasgow one, said from a pit about three miles north of Airdrie *(e.g. Globe 15th)* but they only referred to problems with incline, not specifying Rawyards. The carriage of passengers was first shown in *Returns* for first half of 1845 but *Robertson* shows that passenger duty was paid every year from 1836; MK passengers were lumped in with those of Garnkirk and Slammanan companies. In a law case described in *Caledonian Mercury 26 July 1849* it was stated that anyone could put wagons or other carriages on the line on payment of authorised dues.

Late 1839: horse-drawn service Lea End – Kipps – South End (probably alternative name for The Howes) – Chryston – Kirkintilloch Basin. This probably ceased 1840 or soon after.

5 August 1840**: Glasgow – Causewayend.

26 December 1844**: Airdrie Hallcraig – Kirkintilloch (exchange station with Edinburgh & Glasgow Railway).

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1829 A. Abergavenny to Hereford. These two towns were linked by the Llanvihangel, Grosmont and Hereford Railways, opened in sections for goods between 12 March 1814 and 21 September 1829. By 1829 a rate of tolls for passenger use of line had been laid down; passenger duty paid 1838 to 1842 at least *(PP 2)*. No locomotive engine; proprietors do not convey passengers; 'there are on market days some tram-waggons which convey market people who live along the line' *(PP 1*, covering 1838-9 – Hereford to Monmouth Cap described as tram-road, extension of Grosmont and Lanqua lines). Closed 20 April 1853 and later used as basis for orthodox railway (RA Cook and CR Clinker, *Early Railways between Abergavenny and Hereford*, RCHS, 1984).

1829 B. Ca(e)rnarvon to Nantlle. 3 ft 6 in tramway opened for goods 12 July 1828. Irregular passenger service from Carnarvon Quay began ? – perhaps December 1829. *Merlin 17 October 1840*, from *Carmarthen Herald* described accident on a previous Monday to a woman who had travelled from Llanwnda on top of a loaded slate waggon and was killed by following wagon when she jumped off near 'Pont Newydd'; there was no suggestion she had broken the rules. Advert in *North Wales Chronicle* 4 November 1845 for sale of estate in the parish of Llanllynfi said it was within a few hundred yards of this line along which regular conveyances to and from Carnarvon ran several times a day. Official service began 11 August 1856 from Carnarvon Castle, with intermediate stations at Bont-Newydd; Pwllheli Road; Groeslon; Pen-y-Groes *(Carnarvon & Denbigh Herald 16th* said line had been 'completed'; item *ibid 23rd*, said that under the old plan people had had to wait for convenience of others or hire special wagon; tt *ibid 23rd* said opened 8th – presumed misprint for 18th. Line closed 12 June 1865 for reconstruction. Notice *Carnarvon & Denbigh Herald 17th* said traffic transferred from that date to Mr John Morton of the Royal Sportsman Hotel who would run omnibus service from Carnarvon to Penygroes, Nantlle, Llanllynfi and Portmadoc and back. Most reopened standard gauge 2 September 1867 (see below) as part of line to Afon Wen; Llanwnda replaced Pwllheli Road; Nantlle reopened later (full station details in Section 4).

1830. Pentewan. 2 ft 6 in line from St Austell Bridge to Pentewan Pier for carrying china clay. Advert in *Royal Cornwall Gazette* 4 July 1829 said it was complete and ready for transport of stone. On return journey passengers got off at Tregorrick, short of St Austell since wagons ran on under gravity, too dangerous to stay on. Certainly used by 'passengers' by 17 June 1830 when *Trewman* has description of line in use: 20 persons sometimes seen riding on wagons at once. Annual Sunday School parties carried free in clay wagons to Pentewan (photograph p 8, A. Fairclough, *Cornwall's Railways: a Pictorial History*, D. Bradford Barton, 1974). *RM July 1939* has photograph of trip 8 July 1915 Wesleyan Sunday School trip; says line closed 1916.

1830 May 4. Canterbury & Whitstable.

Ceremonial opening 3 May, public 4th. Changing mixture of locomotive, stationary engine and horse haulage. At first 'stop anywhere' policy; fixed tt introduced by manager Joshua Richardson (date ?); passengers could join/leave trains at Tyler Hill, Clowes Wood or Bogshole (had to buy tickets before joining *(Hart)*; report of accident inquest *(T 29 October 1840)* refers to passenger joining train at Tyler Hill Engine House. *Returns (RAIL 1053/1)* early 1840s say fare 6d for whole distance or more than half, 3d for half or less; no separate train for passengers. Taken over by SE; closed 6 February 1846 for relaying with stronger rails (I. Maxted, *The Canterbury & Whitstable Railway*, Oakwood, 1970). Line reopened, fully locomotive-hauled, from SE's own station at Canterbury 7 April 1846 *(T 13th/Dover Chronicle)* – but see note on Whistable Harbour entry, section 4.

1830 September 17. Liverpool & Manchester (Basis – *LM*). Ceremonial opening 15 September 1830 (*T 17th* – but mostly concerned with accident to Huskisson). One train Liverpool to Manchester and back (full fare) on 16th, mostly used by members of the Society of Friends to and from annual conference. Regular use started 17th. However, there was some sort of partial earlier use: *Manch Cour (3 April 1830)* said that when directors gave pleasure parties permission to visit 'the moss' a horse-drawn carriage was provided.

No details exists for the initial intermediate stops; Walker's *Accurate Description* of line at time of opening says fares for intermediate stops had not been settled, implying that initially there might not have been any. Walker makes it clear that Crown Street was terminus but said many passengers would start their journey from Edge Hill, to which they would be taken by omnibus from company's office in Dale Street (to avoid incline from Crown Street, which was worked by a stationary engine). This arrangement cannot have lasted long because the omnibus services quoted in timetable below appear to converge on Crown Street.

Descriptions of the formal opening mention various stops for refuelling and setting people down but do not include mention of anything identifiable as a station (see *LM* for detailed description of day).

Earliest information is in *co n Liverpool 24 December 1830* for service from 1 January 1831. Next is company's tt for 1 March 1831; two versions of this are at Kew *(RAIL 981/226, 227)*; former issued from Liverpool office, misleadingly catalogued as February (was issued 25 February, to come into force 1 March), latter from Manchester (also *co n* in local papers). Then come a list taken from company's minutes of 26 September 1832, quoted in T. J. Donaghy, *Liverpool & Manchester Railway Operations, 1831-1845*, D&C, 1972 and *co n* for alteration of fares from 11 October 1832 (result of imposition of passenger tax) *(Gore's Liverpool*

Advertiser 11th). None of these showed times at intermediate stops but did list stops in fare tables. *Brad* 19 October 1839 did give full list but then switched to outline tables; detail again January 1846; since when continuously available. Many early changes of stopping place and name, so the early history of intermediate stops is patchy. At first, trains stopped at, e.g., level crossings, where the gatekeeper issued tickets; perhaps a room of his cottage was available as shelter. Gradually the ingredients of a 'station' as we know them were added – e.g. in 1841 platforms and name boards were added to places lacking them.

Report of accident on 28 February 1835 *(T 2 March)* refers to 'Chat-moss station'. Probably paper's name for one of known stations (e.g. Lambs Cottage) but possible that it was used by LM itself at one time for one of its stations.

1831 A. Edinburgh & Dalkeith. Includes material from: *D&C 6*; *Ed & Dalk*; *Edin*; M. J. Worling, *Early Railways of the Lothians*, Midlothian District Libraries, 1981; articles by E. S. Lomax (original in Edinburgh Room at city's library) and M. J. Worling (1988); correspondence from D. Cattanach, D. M. E. Lindsay and D. Yuill. All press references from *Scotsman* unless otherwise attributed to *CM (Caledonian Mercury)* or another named paper.

Map evidence suggests might have incorporated part of the Edmonston (or Newton) Railway. G. Dott, *Early Scottish Colliery Waggonways*, London, 1947, mentions talk of a possible purchase about the time the company got its Act but also says there is no clear evidence to show that it did buy. Map of *Edinburgh & Environs, 1838* shows Edinburgh & Dalkeith bulging to the west, just north of Millerhill, as in map showing the Edmonston in Dott's book. It also seems that some alteration to the course of the line was made between 1838 and March 1844, when the NB produced a map showing its plans for line (a map derived from this is included in *D&C 6*).

It would seem that stretches of line were put into use as soon as they were available and someone had a use for them; the line was initially treated like a toll road rather than the railway it would gradually become. Anyone could pay toll and put his own vehicles on the line, without any distinction between goods and passenger use. Not enough evidence has been seen to provide a coherent history so the following is episodic in form.

All were 4 ft 6 in gauge. Services horse-drawn and railway noted for casual ways and frequent stopping places. Letter from Mr. Erskine, company's manager in *CM, 3 September 1832*, said six operators were running passenger coaches. There were complaints of drivers racing one another and overtaking on double-line stretches; one such incident led to accident reported *ibid 4 October 1832*. Rivalry also meant that intending passengers were harassed outside the depots by drivers badgering them to buy tickets for their coaches. Services so profitable that company soon added its own and, then, took over completely 1836. A gradual evolution towards conventional railway practice will be seen in the information below. From 1835 there were fairly regular company tts in the press, at least for 'start of winter service' and the like; national tts are of no use. Earlier there had been only occasional company notices; and only Fox of the private operators issued adverts.

In 1839 evidence was given to Parliament that it did not then issue tickets because there were so many stops – and many passengers would not state their destination. *Whishaw* (about 1840): 'Besides the terminal stations, there is a half-way stopping place, which is at the divergence of the Leith branch [presumably Niddrie]. It is to be observed that the driver stops to take up or set down a passenger wherever required'. Early *Returns* said of passenger trains: 'All one class: accommodation much the same as common stage coaches but roomier'. Return for second half of 1840 mentioned Edinburgh; Musselburgh; Leith; Dalkeith as termini. Others referred to journeys as 'passages'. Confirmation of line's habits given in accident report about woman killed 20 May 1842 – she 'imprudently leapt from the coach while in motion without having warned the driver to stop' *(Rtn)*.

First section opened ? – *co n 23 April 1831* gave rates for use of line; it showed that more than 5 miles were in use and included carriages containing passengers. The basis was use to and from St Leonards Depot, with no other 'end' listed; however, special regulations were given for vehicles on the Fisherrow branch so part of that was in use; rest later 1831. Line extended to the Craighall Collieries, between Niddrie and Millerhill, 4 July 1831: *co n 6th* said line now open and made it clear that no coal other than that carried by the company would be allowed into the St Leonards Depot; not known if any other restrictions applied to use of this stretch. On to South Esk/Dalhousie in October 1831.

2 June 1832: M. J. Fox started service to Sheriffhall near Dalkeith *(his advert CM 4th)*.

Co n Edinburgh Evening Courant 16 August 1832 laid down a basic timetable for operation on and after 20th: it gave times of departure from different 'stations' – Edinburgh Depot (5 daily), Fisherrow Depot (4), North Esk Depot near Dalkeith (4). This seems to have been for a mixture of company's own and contractors' services: 'And every Carriage running at any other time of the day, or more than two hundred yards distant from the regular Train of Carriages, shall be charged with double dues, and shall give place on the Railway to all other Carriages or Waggons, though empty, and shall not be drawn up the Engine Plane.' The last condition would suggest that irregulars would be denied access to St Leonards, 'from where the line descended 116 feet by a 1 in 30 inclined plane 1100 yards in length ... partly in a tunnel 600 yards in length.' *(Ed & Dalk)*.

Co n 16 March 1833 said it was 'proposed to run Light Carriages from the termination of the Company's line along that of the Marquis of Lothian's to the Arniston Estate, the romantic beauty of which is scarcely surpassed in Scotland'; was the last part of the trip by road or was there a short private line at Arniston? An article *(17 July 1833)* about pleasure trips: line had been extended almost to Arniston and many were taking advantage of the Arniston coach. How long did this last?

Co n 13 June 1835: coaches between Edinburgh and Portobello, The North and South Esk and the vicinity of Dalkeith, Lasswade etc. Five minutes after leaving the South Esk station, coaches pass the Lasswade Road Bridge (one mile from Lasswade, half-mile from Dalkeith), seven minutes pass the North Esk, ten minutes pass Sheriff-hall. No certainty that this was start of service but previously adverts for Lasswade properties had mentioned road coaches only.

Service to Leith opened in instalments. Began? *CM, Monday 24 April 1834* – 'we understand' line to Seafield will open in 14 days, presumably only first part. 11 August 1834: Fox put on 'an extra coach' from St Leonards to Portobello at 6 a.m., to return to St. Leonards by 8 a.m., at the request of certain gentlemen who wanted to go sea bathing *(his advert + item 9th)*; this was discontinued after Saturday 13 September, as was service to Sheriffhall *(advert 10th)* – had latter always been summer only? Even if Fox stopped running on these lines, possible that others continued to do so.

18 May 1835: Fox began full service to Portobello (5 each way) and said would run oftener once line to Leith complete *(advert 9th)*.

17 July 1835: opened to Seafield station near Leith; to prevent delay, passengers asked not to straggle along the line but wait at Bonnyrigge Depot (only reference seen for this – goods depot, with South Esk as passenger station? Latter was shown as South Esk station in tt part of notice), Lasswade Bridge, Sheriff-hall, Millerhill, Redrow, Niddrie station or Portobello station; Annfield Inn and

Bowling Green reached by stairway from railway at Lasswade Bridge *(co n 15th)*. Clearly now all-year service (e.g. adverts for December 1835 service). Note that 'station' was now being added in some cases.

14 May 1838: Leith coaches start from end of Bath Street, South Leith *(co n 12th)*.

Further opened early June 1838: during present week service extended to foot of Constitution Street *(9 June)* – but article in same paper said extended from Seafield. Line almost complete *(14 July)*.

Co n, 1 August 1838 gave details of Sunday service, coaches now to The Shore South Leith. The Sunday service, which applied to the whole system, immediately fell foul of religious interests – *co n 11 August*: service will not run on 12th.

Line to North Esk/Dalkeith, opened 26 November 1838 *(co n CM 24th)* – 'will land and receive Passengers at the High Street of Dalkeith'.

Various notices concerning goods and parcels in *CM* suggest developing arrangements but do not help determine passenger facilities. Cairnie, shown on early maps as station, was probably a goods depot: only reference found was advert for sale of dung from Cairnie Depot in *Edinburgh Evening Courant* 1 December 1832; was Redrow the passenger equivalent? A coal depot was established at Sheriffhall by 23 February 1835; 8 July 1837 parcels were to be handled via Mrs Johnson's (?) at Sheriffhall; 3 September 1838 parcels at 'station' Sheriffhall – but for Musselburgh at Miss Boughill's(?) Library.

In 1847 (after the NB had taken over) line was converted to standard gauge. No exact information exists about the dates of closure of the various sections. *Edin* says that public demand led to maintenance of a roughly two-hourly service until June 1847. *Co ½ 27 February 1847*: traffic on Dalkeith branch much obstructed by alterations; trade almost stopped for a considerable period. On double-tracked line service could have been maintained by dealing with one line at a time, bringing the deviations into use as they went along. Some services could have been maintained by operating in sections, with change of train at Niddrie. If changes were made on a day-to-day basis, allowance has to be made for this in any interpretation based on monthly timetables. St Leonards had some use after regauging but most services now ran from Edinburgh Waverley. *Item CM 28 June 1847* said thar principal deviations were at Dalhousie and Millerhill.

Steam was introduced between St Leonards and Niddrie and Fisherrow on 1 February 1847 *(co n 30 January)* and *co n 27 March*, complete with picture of steam engine, gave times for service from 1 April to Fisherrow. This poses problems: would this have been all the way for the latter, given that the last section of this would shortly be abandoned and change of gauge as well as motive power needed? None of the trains to Fisherrow served Portobello, suggesting that junction with new connecting line from there had yet been made. Item in *Edinburgh Advertiser 18 June 1847*, said that up to then passengers had been locomotive hauled only as far as Stoneyhill; this can just be seen in Col. Cobb's Atlas on page 545, printed over by 'FISHERROW JUNCTION' and would fit such a contention, but the paper's item treated extension as a way of taking steam closer to Dalkeith. Was an alternative means of transport provided for the rest of the way? Was short-lived station on main line (Fisherrow b) regarded as alternative? Were Fisherrow folk treated in the same way as those of Dalkeith later in the year? Was one track still available for horse-power (goods would have been more difficult to move from one means of transport to another than passengers)?

Co n CM 21 June 1847 gave details for trains to Musselburgh; Dalkeith and Dalhousie; Leith, from Wednesday 23rd. Article *Scotsman 26th* confirmed that line to Dalhousie had opened to steam power then (but *CM 28th* said this had happened on Thursday, presumed error); also said line to Dalkeith had been given up and passengers were now taken further south and left to walk; still not connected at Portobello. Angry letter dated 28 June *(7 July)* said that on the Wednesday passengers had been left to walk to and from Gallowshall; this paper also carried *co n* for reopening to Dalkeith for goods on 7 July. Reopening to Dalkeith and opening to Gorebridge on 14 July 1847 given in *co n CM 15th*, confirmed by item *19th*; Dalkeith passengers to North Bridge, Musselburgh still connected to St Leonards.

For later history, see individual stations in Section 4.

1831 B. Dundee & Newtyle, and associated lines. Based on: *Dundee; Newtyle*.

8 December 1831: trial trip with passengers *(Newtyle)*.

16 December 1831: passenger service began running from 'The Engine House at the Law of Dundee' to 'The Engine House at Hatton Mill, near Newtyle' (poster quoted in *Dundee*). These points were probably those later described as Top of Law and Top of Hatton/Hatton. Trains were initially horse-drawn, with a stationary engine working trains up and down the intermediate Balbeuchly Incline. After stationary engines had also been installed on the Law and Hatton inclines, a full service from Dundee Ward/Ward Street to Newtyle began 3 April 1832. Locomotives were introduced in 1833. Gauge was originally 4 ft 6½ in.

No continuous list of stops exists. *Newtyle* has list of advertised stops in July 1836 and a fare list for 1846; *Topham* gave detail in May and June 1848 only; *Brad* gave detail from March 1851 but at times earlier (e.g. see March 1850) omitted or just gave passing mention as footnote to e.g. Perth and Forfar table. It is particularly difficult to determine stopping arrangements at the Dundee end. According to the description in *Newtyle*, Top of Law; Back of Law; and Crossroads were different points (all 'offsets' = halts), though all in a half mile stretch. They appear in the sources just quoted as follows:

Top of Law: at opening; 1846.

Back of Law op May 1833 ? *(Newtyle)*; then present July 1836; May, June 1848; July 1854 to July 1855, Fridays only.

Crossroads op 3 April 1832 *(Newtyle)*; then present 1846; May 1851 to April 1853.

One possibility is that there was some sort of alternation with Top of Law and Crossroads in use at some times and Back of Law at others. Another is that 'Top of Law' and 'Back of Law' were used indiscriminately for the same site; even if *Newtyle* is wrong about this, Top of Law; Back of Law; and Crossroads cannot all have been alternatives for one site. Position further complicated by fact that incline haulage would have made a stop necessary at Top of Law, even if one was not in tt.

Co n Dundee Advertiser 18 June 1847 said passengers points were Dundee, Offset at Back of Law, Baldovan Station, Baldragon Station, Foot of Balbeuchly Inclined Plane, Top of ditto ditto, Auchterhouse Station, Newtyle.

Further along line, matters more straightforward, but continuous use of particular stops not certain.

1831 June 13. Bolton & Leigh and Leigh & Kenyon Junction (see *LM*).

Bolton to Leigh opened formally 1 August 1828; some passengers carried; then goods only for a while. A party travelled at least part way along this line on 15 September to see the opening of the Liverpool & Manchester (report of accident to one of them, *Manch Cour18th*). *RAIL 981/226* – see *1830 September 17*, above, includes a table that would suggest the line was then open. However it is clear from a series of extracts provided by H Jack from *The Bolton Chronicle* that this was a premature entry. The line opened for goods from Leigh to Kenyon Junction on 3 January 1831; this was described in paper of 8th, which said that line would be open for passengers in about a fortnight. This was over-optimistic and another false alarm probably accounted for the March tt item. A party

was taken to Newton Races on 2 June. Full public opening 13 June (paper of 11th had clear announcement to that effect, paper of 18th reported it; paper of 2 July gave total of passengers carried from June 13 to the end of the month).

Paper of 25 June quoted fares for Chowbent (= Bag Lane, Atherton) and (West) Leigh. *Brad* did not give detail until May 1847. See entries in Section 4 for Chequerbent and Daubhill; but Bradshaw Leach (later Pennington) was in use by the first half of 1846 *(Huish List)*. Given the operating practices of the LM, there might have been other short-lived stops.

1832 A. Mansfield & Pinxton (article by J. A. Birks and P. Coxon, *RM* July 1949). Service operated from about 1832 to 1848, from Mansfield Portland Wharf to Pinxton Wharf. At first, William Epperstone, landlord of the Boat Inn, Pinxton Wharf, advertised a Thursday market coach to Mansfield and back. Wheatcroft later became the chief carrier on the line and probably operated a fuller passenger service. Line was bought by the Midland, improved and part used for an orthodox service, opening from Nottingham to Kirkby 2 October 1848. From then until 9 October 1849, when the Kirkby to Mansfield section reopened, a two compartment horse-drawn carriage was run from Pinxton to Kirkby to make connections with the Midland line. See individual stations in Section 4.

1832 B. St Helens & Runcorn Gap. Probably opened for goods from St Helens Junction to St Helens 2 January 1832; to Runcorn Gap (Widnes) on 29 August 1833 *(LM)*. *The Albion (Liverpool) Monday 3 December 1832* described trip on 'Wednesday last' when a train of coals was taken from Broad Oak collieries at northern extremity of line and contents emptied into vessels at Runcorn Gap. It was accompanied by a mixture of directors, shareholders, contractors and workmen. It was not considered a true opening because it was a one-off trip resulting from a wager between a coal proprietor and resident engineer of Sankey Canal about the possibility of getting the first lot of coal away before beginning of December. The locals asked for a passenger service and in September 1832 terms were agreed for a horse-drawn service from the Junction to St Helens, which probably began later that year (list in LM's minutes, quoted in *1830 September 17* above, included St Helens Junction, suggesting line was then in operation). In September 1833 Company hired two LM carriages for a locomotive-hauled service St Helens to Runcorn Gap. One carriage ran from St Helens to the bottom of Sutton Incline and the other from the top of the Incline to Runcorn Gap; passengers had to walk the Incline. If there were only two or three passengers they had to ride on the engine's tender *(LM)*. (Note: there were two Sutton Inclines hereabouts, this one and the one on the LM's own line). Little detail is known about early passenger services; it may be that it initially followed the practices of other early lines with a stop almost anywhere policy. All that can be said is that it only provided first-class travel until compelled by Parliament to offer third, suggesting that main travellers were businessmen; however *advert in Liverpool Standard 18 July 1834* said that from Monday next, 21st, an extra passenger carriage would run at 5.15 during the summer from Runcorn Gap to meet last second-class trains from Manchester and Liverpool to enable pleasure parties to spend day at Runcorn and neighbourhood. No intermediate details were given in the tt until June 1852.

1833 A. Charlestown, later Elgin: see *West of Fife.* Dunfermline was provided with a link to Forth steamers; bathers also found this useful. Began 31 October 1833 from foot of Pittencrieff incline near Dunfermline to Charlestown, just short of the harbour. From 10 March 1834 (probably) it ran from the Dunfermline station at Nethertown. *Returns* for first half of 1842 *(RAIL 1053/1)*, say ran twice daily in winter, four times in summer, no intermediate stoppages. Service was suspended during last week of October 1849 for conversion of gauge from 4 ft 1 inch to standard. All services horse-drawn until 1853, when steam was introduced for minerals. In June 1853 line was inspected with view to attaching passenger carriages to steam-drawn mineral trains; permission refused. The NB took over on 1 August 1862; their improvements to route meant that at Charlestown end a replacement station had to be provided half a mile from Charlestown, leaving passengers to walk the rest of the way along the old line (27 October 1862). This deterred custom and services ceased 30 September 1863 (last day). Line later used as basis for standard service – see Section 4.

1833 B. Stratford to Moreton. See J Norris, *The Stratford & Moreton Tramway*, RCHS, 1987. 4 ft line, horse-drawn. Opened from Stratford-upon-Avon to Moreton for goods 5 September 1826. Passengers taken by licensed carriers 1833 or earlier. According to *PP 1*, 'the road is open to the public on payment of tolls … company are not carriers … Some of the waggons have a licence from the company to carry passengers, for which they pay £1 per month and I believe they generally receive about 1d per mile per passenger'. Duty first shown for year 1833 *(PP 2)*.

Branch to Shipston opened to goods 11 February 1836; no evidence for early passenger use. Closed for improvement early 1853. Reopened 1 August 1853 with 'trains' between Stratford; 'Shipstone'; and Moreton (one each way, no intermediate stops shown in *Brad*). Still horse-drawn, contractors. Scheduled service probably ceased October 1858 but still some use by passengers in company's passenger van attached to irregular goods trains; book includes description of trip about 1877 with passengers seated on a load of bricks. No stations as such: went via Ilmington (Junction); Newbold (Wharf); Alderminster; Alscot Park. The Shipston section was later used as basis of an orthodox railway (see Section 4).

1833 May. Cromford & High Peak. Main bases: J. Marshall, *The Cromford and High Peak Railway*, M. Bairstow, 1996 and article by D. Hodgkins in the RCHS *Journal* December 2007; other books quoted have the same title as Marshall's.

A Derby paper of 29 May 1833 said private carrier, Wheatcroft had taken license to carry passengers from Cromford to Whaley. *Nottingham Review* of 21 June 1833 said passengers were now carried and a carriage to Manchester was provided by same carrier – suggests a recent provision. Certainly still in use late 1839: on 7 December there was an inquest on the death of an infant killed when its mother jumped out in panic when the horse stumbled. The jury gave a verdict of accidental death but said that the carriages were not fit for the purpose and in future a heavy deodand (species of fine) should be levied *(Derbyshire Courier 14 December)*. Perhaps this warned the carrier off. Certainly in 1842 the Board of Trade was assured they were not carrying passengers; not shown as paying passenger duty up to year ending 5 January 1846 (last figures seen).

Inevitably there was casual use. *The Evening Mail of 11 October 1833* described an accident to a 'mixed train' of loaded and unloaded wagons: two passengers had been killed in an accident on the Middleton Plane. The 'engineer' had ordered them to walk the plane but they had jumped back into a wagon when he went off to work the machinery.

The Company began to provide a regular service, following a new Act permitting them to charge for passengers, in 1855 when it ran from Cromford to Ladmanlow, with a 'bus' connection to Buxton. This seems to have been preceded by at least one trial run in 1854. Probably summer only at first; passengers supposed to walk the inclines. *Co ½ meeting T February 1856*: directors said did not intend to make much preparation for passenger traffic until Stockport, Disley & Whaley Bridge was opened. This would be 9 June 1857, but if timetables are any guide it did not make much change then.

The best way to show 'stations' (for want of a better word) seems to be to tabulate from the scattering of detailed information available. Marshall shows company timetables for 2 July 1856 (a) and 6 April 1874 (d); a revised timetable for 4 January 1869,

following the opening of the Hurdlow Deviation Line, is included in *LNW Officers 3916* (c). Some of the names listed in these tts might well have only been timing points. Sites along line were first included in *hb* 1863a (result of LNW taking over line?) and by definition would have been available to all 'trains', though at that time books only listed names, without indication of 'goods', 'passenger' etc (b).

	a	b	c	d
	1856	1863	1869	1874
High Peak Junction	-	-	-	yes
Cromford	yes	(1)	yes	yes
Sheep Pasture	-	-	(2)	yes
Steeplehouse	always			
Middleton	yes	-	t/b	yes
Hopton	yes	(3)	t/b	yes
Buckleys Siding	-	-	-	yes
Longcliffe	always			
Bloors Siding	-	-	-	yes
Minninglow	-	-	-	yes
Friden	always			
Parsley Hay	-	yes	yes	yes
Hurdlow	yes	-	yes	yes
Hindlow	always			
Harpur Hill	-	yes	yes	yes
Ladmanlow	always			
Bunsall	-	-	t/b	yes
Shallcross	-	-	t/b	yes
Whaley Bridge	-	-	yes	yes

(1) includes Frost's Wharf (near Cromford);
(2) includes top of No 2 Incline (same as Sheep Pasture?);
(3) includes Hopton Wood; (t/b) = included times for Top and Bottom of … Incline.

The 1863 list also included Stone Company's Junction and Middle Pit Junction Pits (both between Cromford and Longcliffe) and Horwich End New Wharf (Ladmanlow/Whaley Bridge). One or more of these might be in detailed list under another name.

All three timetables only show one train per day each way covering the full length of the line. The number of passengers was small and they were carried in a coach (the 'Fly') attached to goods trains. *Returns* were first provided in 1856; only in that year did the total of passengers exceed 1000 and by 1861, the last year independent returns were provided, the total was down to 121. No return was provided for 1862, and in later years any passengers carried would have been included in the LNW's total. Service never in *Brad* and not sanctioned by BoT; passengers carried at own risk.

Closure resulted from collision between two mineral trains 17 December 1875. BoT report pointed out that carriage of passengers not authorised. Decision taken soon after but service allowed to continue, Mondays and Saturdays, to end of May 1876, for carriage, free of charge, of workers of Buxton Lime Co (to give them time to make other arrangements). See letters from G. Webb and D. Hodgkins, *RCHS Journal, July 1989 p 415-6 and March 1990 p 5)*. Another book on the line, by A. Rimmer, Oakwood, 1985, quotes a letter describing a journey in August 1877, saying that the service ceased soon after that, as the result of an accident. However, this was based on oral evidence given a little while later and speaker's memory may have been at fault over date; some details are clearly wrong. Or just possible that far from Euston a little local initiative continued?

A third book, by I. C. Coleford, Irwell Press, 1996, says that there is some evidence for a service of sorts from Buxton to Friden 1892 – 1899.

The section from Parsley Hay to Hindlow was used, much improved, as basis for a proper service in 1894 – see Section 4.

18 June 1932 excursion arranged by Mather & Platt went from Manchester to Friden; special permission given for use of vestibule stock for section Parsley Hay to Friden.

1834. Ardrossan. Line opened by the Ardrossan & Johnstone Railway from Kilwinning to Ardrossan in 1831 for goods traffic *(GSW)*. Passenger service began ?; duty first paid 1834. 4 ft 6 in gauge; horse-drawn. In 1840 it was converted to standard gauge and connected to main Scottish system, steam-hauled; *Return (RAIL 1053/1)* gives 17 August 1840 as date of opening (really, reopening). This was probably the re-start of a local service from Kilwinning to Ardrossan; report of accident *(T 5 December 1840)* confirms daily service then running Ardrossan to Kilwinning in connection with trains to Glasgow; *Robinson*, about August 1841, says 'The trains of the Ardrossan Railway correspond with those of the Ayr Railway at Kilwinning'. It was also used then as part of a route from Glasgow to London: Glasgow to Ardrossan by rail, to Liverpool by steamer and on to London by rail again. Trains first ran in connection with this steamer connection on Thursday 20 August 1840 *(GSW)*. No details of early stops known. Even after 1840, treatment in *Brad* is patchy; at first usually only mentioned in connection with through services from Glasgow, two or three days per week, even services to Glasgow being omitted (time dependent on steamer's arrival?). First detail provided March 1850; even then years before Harbour and Town stations at Ardrossan were separately identified.

1834 March 24. S&D: Lands branch. Horse-drawn service began. Only irregular mentions have been found, so continuity until 1858 service cannot be confirmed. Indeed, references to ending in 1847 of service to St Helens/West Auckland, with which it was linked, would suggest that it was not continuous *(S&D Pass)*.

1834 September 22. Leeds & Selby. Details of opening from *Leeds Mercury (27th)*. Only one train each way on first day (only one track had been laid); most, if not all, passengers went to Selby and back for the novelty. No references to any stations, but gave times 'exclusive of stoppages, which were nine minutes.' Two each way on second day; on the second trip they stopped at Garforth to set down a man living there, the engine refused to restart and they were dragged back to Leeds by horses. Paper listed 'places at which trains stop to take up and set down', with fares: Cross Gates; Garforth; Roman Road and Mickleford [presumed two stops at same

fare, second being Micklefield]; Milford; Hambleton. It did not give any indication of how these 'places' were marked. Said 'real opening' would come on 15 December when second track would be available and goods would be carried. Paper of 13 December confirmed that target date met.
30 May 1839: North Midland line from York via north to east curve to later Gascoigne Wood Junction (GWJ) opened and now 'stations' included 'At Junction near South Milford', Micklefield, Garforth *(co n Leeds Intelligencer 25th)*. Item *(ibid 1 June)* on formal opening 29th said as yet no houses or buildings (on new section) and nothing but a blacksmith's shop at the junction.
Line Leeds to Old Milford Junction (GWJ) closed 9 November 1840 *(co n Leeds Intelligencer7th)*; presumably also north to east curve replaced by south to east one (see *NE Maps)*. *Leeds Intelligencer 14th*: As prelude to description of accident (see *14th, 21st* for details of this), said had as a result had established new station, Milford Junction, about ½ mile from Monk 'Frystone' where 'general stoppage' occurred; train from Leeds via Castleford and Burton Salmon stopped here and, for instance, engine which had drawn carriages from Leeds for York and Hull left York carriages to be drawn forward by engine which had brought carriages from Hull. According to Sir F Smith's report there were occasions when three trains met there, each with portions for the other two as well as own destination, Selby being the third. Hambleton not affected by this but Garforth, Micklefield and Milford lost regular service – trains would have gone on via GWJ but not known whether any passenger use there – likely as temporary replacement for [South] Milford?).
Local connecting service resumed 1 February 1841 *(co n Leeds Times 30 January)*, Garforth, Micklefield and Milford with connections for York and Hull at Milford Junction; would have needed reversals unless they meant GWJ – more likely, especially since trains going through there anyway? Probably did not last long – no tt evidence seen: *Yorks Gazette 24 May 1845 4d* had item on proposed Leeds & York Railway whose aims included avoiding long delays at Castleford and Milford Junction resulting from present route (though this did not preclude local connections) but certainly by time *Leeds Intelligencer 22 April 1848* said prominent people on relevant stretch of line were trying to get support for petition to Commons to provide daily service (was some sort of market service – see below). Not back in tt until November 1850 *(G&S)*: York & North Midland Board meeting on 17 May 1850 resolved that 3 passenger trains be run per diem, Sundays excepted, between Leeds and Old Milford Junction (GWJ) on Leeds & Selby line. This would again have been a connecting service; date of implementation not known – report of accident in e.g. *York Herald 28 December 1850* said that Leeds & Selby line had been much more used of late for local passengers as well as goods.
A market train ran earlier – see 1837 A**, below. Start of this perhaps provided by a garbled item in *The Eastern Counties Herald* of 25 March 1841 (a Hull paper), which says that in a few days it was intended 'to start a train from Sheffield, direct for Hull, to reach the latter town before market-hours, and to return after they are over.' No route then exising would have allowed such running. However, it then says 'for some time past, the trains from Leeds for York and Hull have left the station in Hunslet-lane together' and the information would make sense if 'Leeds' replaced 'Sheffield'.
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1834 October 1. Bodmin & Wadebridge. On 4 July 1834, usually quoted as opening date (but correct date given by *LSW* 1968), all that happened was that an engine and carriage were tested by being run about 4 miles from Wadebridge and back *(W Briton 11th)*. Some 'passengers' travelling against the engineer's wishes on another trial, 16 July, were injured when the carriage was derailed *(R Cornwall Gaz 19th)*.

The first authorised passenger usage found was 15 September 1834, when about 150 of the people of Wadebridge were treated to a ride to Bodmin and back – they seem to have been used as guinea-pigs to test the working of the system *(R Cornwall Gaz 20th)*; the same paper carried a notice that the railway would be opened to the public on 30 September (really a formal opening). The day's proceedings involved a journey from Bodmin to Wadebridge, with a detour to Wenford Bridge and back on the way. Strictly, Wadebridge – Wenford Bridge was main line, but regular passenger services were confined to the Bodmin – Wadebridge line; however early activities of line not as simple as this.

The first fare-paying passengers were carried on Wednesday, 1 October 1834 *(Company's Day Book, RAIL 57/10)*. On that day 26 were carried 'from the junction' (with Wenford Bridge line, presumably); no destination given – to Wadebridge? – this would have been about 6 miles. On Thursday 4 passengers were carried 6 miles, Friday 1 taken 3 miles, Saturday 13 passengers; details rapidly diminished and figures last given for Friday 10th, when 191 were carried, far more than on any previous day. Thus initially passengers were carried all days and were clearly picked up and set down anywhere. The small numbers initially might have been due to people not wanting to travel the detour to Wenford Bridge and back (there is no suggestion in the minutes of a ban on such travel) and thus having to walk to the junction to catch their train. The great increase on the 10th was probably the result of providing a direct Bodmin to Wadebridge service for that day. A note in *Return* for 1840-1841 *(RAIL 1053/1)* says: 'There is not any separate passenger train; the staple traffic is sand, and to the train is attached a single carriage. On market and fair days there is one or more carriages attached to the train for passengers'. This supports the idea that direct trains were run when it was worthwhile but otherwise would-be passengers were dependent on needs of the goods service. By definition, passengers on goods trains would have had the chance to get on or off at any goods depot at which train stopped, even on Wenford Bridge line, and perhaps on Ruthern Bridge branch as well, though potential custom on these would have been slight. In 1836 goods depots were listed in the Minutes, in connection with charges to Wadebridge, as: Bodmin; Borough Bounds (outskirts of Bodmin?); Ruthern; Nanstallon; Helland;

Tressarret; Wenford. (Helland and Tressarret were on the Wenford line). Report of accident at 'Trevarrett' station on 30 July 1842 shows that passenger carriage was attached – children had got onto steps of 'carriage' *(Rtn)*.

On 2 May 1844 Company resolved *(Board Minutes RAIL 57/3)* to run steam trains only on Saturdays, Fair Days, Bodmin Assize Days and other public occasions plus occasions when a special goods cargo warranted it; ordinary week-day work was to be done by horse-power when required. Passengers would probably have been limited to steam days since at other times provision of any sort of service would have been erratic. Probably another change fairly soon. *Rtn PP*, for first half of 1845, when 2,236 passengers carried, says 'Passenger carriages accompany the traffic trains. If engine does not work on Thursdays, they are taken with horses'.

Line appeared in *Bradshaw* from September 1869 to October 1886, one train each way on Mondays, Wednesdays and Fridays, and two each way on Saturdays, Bodmin to Wadebridge, no intermediate stops shown. *LSW* says 'stop anywhere' policy persisted until line closed 1 November 1886 *(R Cornwall Gaz)*. *Returns* show that in 1873 the line only carried 4,826 passengers, less than 25 per operational day; this was the lowest figure of any company, next lowest being the Talyllyn with 17,000; in 1885 it was still lowest, with 6,919 (including 8 first-class) – next lowest was the West Somerset Mineral, 9,553. On the Wenford line by this stage passengers were only carried on excursions and, unofficially, in 'tool wagon' between engine and goods wagons *(RM May 1947)*. By then line had been owned by the LSW for a long time; after improvements LSW reopened it, from new stations at Bodmin and Wadebridge – see Section 4.

1835 A. Clarence (*NE; S&D*).

11 July 1835: horse-drawn service began from Stockton (on the line to the North Shore staithes) to the Clarence Tavern at Crow Trees (sometimes referred to as Quarrington), just north of Coxhoe *(co n Durham County Advertiser)*. Initially provided by the company but on 1 January 1836 the Clarence Coach Company became exclusive contractors. Service ceased, last run Saturday 25 November 1837 (notice from Coach Company, *Durham County Advertiser24th)*. It resumed 20 June 1838 *(NE; PP 1)*, Stockton to Coxhoe only; at first steam to Ferryhill, then horse-drawn for the rest of the way; steam all the way from 1839. Evolved into orthodox service.

Also from 11 July 1835 there was a service from Stockton to Shildon via the Simpasture branch; probably intermittent; finally ceased 12 February 1842. Nothing known about the early intermediate stopping arrangements of either of these.

A line from Billingham to Port Clarence opened to goods 1833/4. Passenger service began ? Site of pick-up point at Port Clarence uncertain but probably east of later station. In 1838 a market day coach was running Wednesdays and Saturdays to Stockton (R. Sowler, *NE Express*, February 1990).

Co notices Durham Chronicle 14 March 1840 show that by arrangement between Clarence and Brandling Junction Companies two through trains each way daily would run direct from Middlesbrough to Port Clarence. An alterations notice *(ibid 28 March 1840)* specified the FERRY BOAT LANDING, PORT CLARENCE, opposite Middlesbro'.

In *Brad* a 'coach connection' from Billingham is mentioned intermittently May 1842 to September 1844. Though these references are in footnotes with other connections that had to be by road (Stockton to Whitby and Scarborough), it is safe to assume that they were rail coaches, perhaps horse-drawn – a road link would have been very tortuous. No further mention until November 1845, when it is listed in the main table, without comment. Note that this company's tables were often marked 'accuracy uncertain', or something similar, at this period.

1835 B. Whitby & Pickering (mostly *Potter*).

8 June 1835: Inaugural trip, Whitby to Tunnel Inn *(York Herald 13th)*; service continued during summer months, mostly for novelty and scenery, though from 18 July ran extra market coach on Saturdays; not said whether this continued in winter.

6 July 1835: Ruswarp Fair Day: coach made 16 return trips between Ruswarp and Pickering, carrying children at a penny apiece, mammas and nurses twopence; allegedly not less than 1,000 carried in total.

By 18 July 1835: people could arrange private hire of 'train', going as far from Whitby as Beck Hole *(NE)*; also service from Pickering to Raindale, again for novelty value.

26 May 1836: official opening throughout, from Whitby to Pickering. Tickets mostly issued in advance but an extra vehicle was set aside for the use of strangers who happened to be visiting Whitby that day. Service now seems to have operated continuously: references to its ability to get through in winter when roads impassable.

Detailed description of arrangements:

From Whitby: one horse to foot of incline at Beck Hole, at first operated as self-acting on principle later used by cliff railways (carriages balanced by water tank going other way), later replaced by stationary engine; one horse from Incline Top to Fen Bogs (effectively line's summit); thence downhill under own momentum to Raindale (at one point on the inaugural run it is supposed to have reached 30 m.p.h. – who measured and how?); finally one horse to Pickering.

From Pickering: single horse to Raindale; pair to Fen Bogs; one horse took train on to Incline Top, other sent back to Raindale; then incline – reputedly train was detached from the rope part way down so it could run as far as possible towards Tunnel Inn under its own momentum; horse met and took it the rest of the way to Whitby. In bad weather, or with contrary winds, extra horses sent to help.

This method of operation clearly gave many opportunities for passengers to join and alight; there would have been no stations as we known them. Company's *Return* for late 1840 lists fares from Whitby to Ruswarp; Sleights Bridge; Tunnel (later Grosmont); Beckhole; Incline Station (later Goathland); Fen Bog; Raindale; Farwath; Pickering. These should be seen as akin to fare stages of modern bus service rather than exclusive list of stops: common-sense indicates that Levisham would have had a service; *Potter* includes plate showing passengers being waved off from South Dale, near Raindale Inn. *Return* also says: 'A party may have a coach to any station on the line when 8 seats are engaged'. Normal service 2 each way per day. On 18 June 1847 fatal accident when train about a mile from Whitby stopping to let man off and he jumped too soon *(Hull Advertiser 25th)*.

Rapkin's maps (early 1850s) show station at Saltergate Inn, about half way between Goathland and Levisham; probably left over in error from the stop anywhere days.

1 July 1847: locomotive haulage introduced except on the incline *(York & N Midland co n Yorkshire Gazette 26 June)*. Original 'station' at Whitby, near 1906 engine-house, replaced by one on site of two former shipyards. First tt detail provided by *Topham*, May 1848, and *Brad*, July 1848. Both list: Levisham; Goathland; Grosmont; Sleights; Ruswarp. The same stations are shown in the fare-table in the first issue of *The Whitby Gazette*, 6 July 1854 *(Potter)*.

No station ever appeared in tt for Beck Hole(s) (indiscriminately spelled as one word or two), nor is there one on Macaulay's maps of the period though *hb 1862* includes it (1866a – closed). Goathland (at times G Mill) was last in *Brad* September 1857; back in tt April 1858, in footnotes as terminus of a Saturday market train from Whitby; shown full service again November 1863, though it remained on Macaulay's maps. Clearly tt does not tell whole story since trains would have been forced by the needs of incline haulage to stop at both; also, arrangements presumably existed to get people from Goathland to Whitby market – entry that appeared for the return journey was probably only included because the train terminated there.

Early July 1865: incline replaced by deviation line; Beck Hole closed; new station at Goathland. Previously date of 1 July was given – this was in *co n Whitby Gazette 1st* and *15th, co ½ Times 15 August* and *Brad new openings list*. However, there was a delay: *Whitby Gazette Saturday 24 June (4c)* said expected would be inspected 'this day' and opened 1 July; *York Herald (5e) same date*, said inspector had been looked for all week; *ibid 8th (5f)* – inspector had arrived Tuesday (4 July) and trains were now running. [*Whitby Gazette of 8 July missing from BNA collection.]* An earlier use had been made on 27 June when Mr. H. S. Thompson (Chairman of NE and M P for Whitby) arrived for meeting there by special train, thus overtaking mail train by which he had been expected; this was described in *Whitby Gazette Extraordinary*, which was really a supplement dated 29th, though treated by BNA as page 5 of paper of 24th.

Goods trains carried platelayers' wives in the late 1940s to Farwath/Farworth; Raindale; Bridge No 16 (at 14 m 9.62 ch); Newton Dale; Goathland Summit *(U* – but with Bridge No 16 corrected by P. Howat, whose researches also suggest that Forestry Commission workers were involved in this case and that use of these stops went back further than the 1940s).

1835 C. Wishaw & Coltness. This was essentially a continuation of the Garnkirk & Glasgow and Monkland & Kirkintilloch lines, from Whifflet on the latter to Morningside, with a branch to Newarthill (at or near later Holytown station). As with others nearby, primary purpose was carriage of minerals. It later became part of the Caledonian. *Cal* quotes these dates for opening to minerals: to Holytown (near present day Mossend) 25 January 1834; branch to Newarthill 31 May 1834; extension of main line to Jerviston (between Mossend and Motherwell) 18 August 1838; to Overtown 20 March 1841; to Stirling Road 8 January 1842; to Morningside 9 March 1844. *Cal* did not give any dates for passenger use.

Lee A/S implied that passenger services started at the same time as goods openings quoted for 1834, 1841, 1842 and 1844. Other evidence suggests that it was not as simple as this. *Garnkirk* quotes an advertisement of 6 March 1835 for a service whereby carriages from Newarthill Bridge and Holytown Bridge were horse-drawn to Gartsherrie and there attached to the Garnkirk's service to Glasgow, one each way on Mondays, Wednesdays, Fridays and Saturdays. It is not known if this was the start of the service. By 1837 the service had become daily. According to *Robertson*, the Wishaw & Coltness first paid passenger duty in 1835; year ran from 5 January but no guarantee that open by then, or indeed, that not opened before then.

There would then seem to have been a significant gap in time before any other openings occurred.

The company's *Returns* were made only spasmodically (given the complexity of some of those they did make, officialdom might well have shown more relief than regret at their failure to make regular ones). *Returns* do exist for the period July 1842 to June 1843. They show that in the second half of 1842 only horse-drawn passenger trains were run on two services, one of 2½ miles, the other of 4½; 312 were run on each route, carrying a total of 4,467 passengers. There were intermediate stops: anywhere practicable? This would suggest that Newarthill and Holytown, or nearby points, were still the termini. The return for the first half of 1843 was a complex affair: 9,593 passengers were divided between 23 sub-entries (they contrived 66 for goods). They included 216 short-distance trains (3,033 passengers travelling 3 and 6 miles – extensions of service or re-measurement?) by horse coach and 138 steam trains with passengers travelling up to 12 miles (though according to *Robertson* the line was just over 11 miles long). On the face of it, this fits *D&C 6* which says that a service started 8 May 1843 *(Cl* says 1 May), calling (after Gartsherrie); at Carnbroe Iron Works; Holytown; Motherwell; Wishaw; Overtown Road; Stirling Road; and Morningside. The date fits the *Returns* which suggest that steam took over, on a longer service, about two-thirds of the way through the period. Further support is given by the great increase in passenger duty paid by this company in 1843 – and that at a time when most were paying less because of a changed method of calculation. Early horse-drawn operations would have allowed much flexibility in services provided, and this might account for increased mileages in *Returns*.

An accident report of 11 January 1842 *(Rtn)* reveals something of habits. Three days previously a couple of waggoners had given rides from Overtown Road to two of their relatives, contrary to rules; these fell off and were run over and killed by the wagons after not more than 500 yards. The company assured BoT that they ran no passenger vehicles over this part of line and they asked for its approval of a new bye-law imposing £5 fine for any future breaches of rule.

However, tt evidence available, admittedly scanty and almost certainly well in arrears, suggests that initially Carluke rather than Morningside was the terminus (fitting the goods dates quoted for these two places). Carluke (often called Stirling Road in modern works – see its entry, under 'C', in Section 4) was the connection point for a road service to Lanark. *Brad* first included the line about July 1841 when Holytown and Newarthill were mentioned in the Garnkirk & Glasgow's table. Carluke, without any intermediate detail, was added in September 1843. The last certain reference to Newarthill was in May 1844. From June 1844 there was simply a note that certain trains took Wishaw & Coltness passengers; no destination was specified. In May 1845 detail was again given, apparently fully; Morningside was now the terminus, Newarthill no longer included. Further support to the later opening of Morningside is given by *Murray* (a Scottish timetable), September 1844, which makes Carluke the terminus. A company tt for October 1844, quoted in *True Line*, does include Morningside.

It was originally a 4 ft 6 in line. *MK* quotes notice dated 10 August 1847 warning traders and others that line would be shut on or about 26th for a few days. It was then converted so that parts could be incorporated into the Caledonian main line.

See 1848** for problems concerning the closure of part of this line.

1835 March 10. Newcastle & Carlisle (strictly Newcastle-upon-Tyne & Carlisle Railway, but full version rarely used). All information connected with the earliest openings is placed here for convenience, especially since it was only in July 1848 that *Bradshaw* provided a full listing of stops; the dates given below are those found in most modern publications, though later practice would suggest that some should be treated as formal openings. However most at or near opening were included in an issue of *Scott's Railway Companion* describing the line, dated 1837, but probably relating to late 1836.

9 March 1835: first section, Blaydon to Hexham, opened. *Co notice (Newcastle Journal 7th)* said would open to public on this day; however description of opening day *(ibid 14th)* makes no mention of other than than the trains for the formal opening, though larger numbers were carried on the ceremonial trains than was usual and it is difficult to see how a regular service could have been fitted in (trains were supposed to leave each end at 8 a.m., 11 a.m., 2 p.m. and 5 p.m.); indeed, did the company have enough engines and

carriages to do this? It seems reasonable to assume that the usually quoted 10th was the first day of public use. No arrival times and no intermediate stops were given; initially ad hoc arrangements? *Co n dated 13 June (ibid 14th)* gave list of fares to be charged from the 14th. The punctuation in the notice poses a question or two: sample lines read 'Prudhoe, Ovingham, Stocksfield, or Bywell' and 'Broomhaugh, Riding Mill or Corbridge'. However, these names should probably be treated as 'places served' since no stations then existed; later terminology would probably have been 'Prudhoe for Ovingham', 'Stocksfield for Bywell', 'Riding Mill for Broomhaugh'. 'Stella or Blaydon' was listed thus going east only. Ryton, Wylam and Corbridge were also listed.
Company's Act did not allow use of locomotives but they were used when the line opened. Captain Bacon Grey of Styford gained an injunction against their use, so on 28 March 1835 all services ceased. Virtually everyone else wanted the line working and the ensuing public outcry caused Grey to withdraw his opposition. Services started again 6 May 1835. Next month a new Act made the use of steam power lawful (*NC; Portfolio* reproduces posters announcing both closure and reopening).
28 June 1836: opened Hexham to Haydon Bridge, described in *Newcastle Journal (2 July)*; looks like formal event only; no evidence seen to show was / was not public also. Said that on the section already opened station-houses had now been built at Wylam, Stocksfield, Corbridge and Hexham. When this section opened, there were stopping places at Allerwash, just west of Fourstones, and Warden, just east (*Scott* includes only Warden); Fourstones probably replaced them about the start of January 1837 (1st was a Sunday) (H. Paar, article, *Warden Station*, RCHS Journal, July 1997).
20 July 1836: opened Carlisle to Greenhead. *Co n Carlisle Patriot 16th* said would open on Tuesday 19th, gave details for first train but then said 'after Tuesday trains would run ...'; *Cumberland Pacquet (26 July)* said 'on Wednesday last the first locomotive engine for profit left' Carlisle for Greenhead. Clearly, therefore 19th was a formal event only. The original intention had been to start the ceremonial trains from the end of the line at Carlisle Canal Basin but a workmen's strike meant that this was not complete and they had to use the London Road station yard instead. Description included mention of stations at Scotby, Wetheral, Milton for Brampton and Rose Hill / Gilsland. At How Mill they just passed through and no mention of Low Row; however possible that public trains stopped from the outset.
1 March 1837: opened Blaydon to Redheugh. *Newcastle Journal (4th)* described formal opening. Probably public next day: *co n ibid, dated 2 March*, said that 'until further notice' trains would start from Redheugh at times given. The first mention so far of Derwenthaugh, now / later on this stretch, is in *Bradshaw* April 1843.
18 June 1838: opening of central section from Haydon Bridge to Greenhead; strictly this was a formal event though some tickets were sold to the public. This is clearly stated in the description of opening *(ibid 23rd)* and a *co n (ibid 16th)* gives 19 June as start of service; this lists stations and includes Low Row and How Mill (on earlier stretch), as well as Haltwhistle and Bardon Mill on the new one. The train carrying the journalist on 18th stopped at Haydon Bridge but not at Blenkinsopp Castle, Bardon Mill or Haltwhistle.
21 October 1839: opened from Blaydon to 'Temporary Station West of the Infirmary' in Newcastle *(co n Carlisle Patriot 12th)*; did so without ceremony *(Newcastle Journal 26th)*; fares for Scotswood included in *co n* cited.
Although there was no station at Naworth, it is clear that any passenger could at least alight there: *Scott* advised sight-seers that it was a good setting-off point for visitors to the Castle and to Lanercost Priory – indeed at times he seems to imply that, e.g., picnic parties could be set down virtually anywhere (passengers perhaps having to walk to the nearest station for their return journey?). Naworth Castle was specified as one of places that would be served by excursion trains NC would be running during holiday week, May 1845 *(T 14 May/The Globe)*.
NC Maclean says: 'Mixed trains also stopped when requested at Brampton Fell 'gate' station west of Brampton Junction, where the line crosses the main road'; not mentioned in *Scott* but see entry in Section 4. Report on accident that occurred 3 August 1851 said that there were 20 intermediate stations at which all trains stopped [shown thus *Brad*], and 'some other occasional stations at which they stop when there are passengers to be set down or taken up' *(Return)*.
NC Fawcett says early flag stations at Naworth Castle (for the Earl of Carlisle), Blenkinsopp Castle (Colonel Coulson), Ridley Hall Bridge (J. Davidson) and Dilton Crossing (J. Grey).
1835 April 16. Stanhope & Tyne. Opened to goods 10 September 1834. Company did not want to run a passenger service but there were requests for one, so they allowed passengers to ride free on top of the coal wagons. They soon attached a wagon just for passengers. Next came a separate locomotive-hauled passenger coach on fortnightly pay days. Finally, a full service began on 16 April 1835. At South Shields tickets were bought in the back room of a nearby inn and passengers then boarded in sidings. Trains ran to the Durham Turnpike, near Chester-le-Street, where road connections could be made. *PP 1*, 1838-9: 'This Railroad is a private undertaking, not made under the powers of any Act of Parliament, and being formed for the conveyance of coals, passengers are allowed to be carried as a matter of convenience to the public, and not as profit to the Company' – but they had been paying passenger duty. In 1841 the company went bankrupt and the part providing the passenger service was reconstituted as the Pontop & South Shields Railway *(NE)*.
Churton's *Rail Road Book of England*, 1851, describes a route for passengers that continued from Chester-le-Street to Stanley, 'Berwick' (Leadgate?), Cold Rowley and Stanhope. Although his book is generally accurate, this 'service' was probably the result of misunderstanding; the various inclines, which do not receive a mention from him, would have made a passenger service a very poor proposition. Churton obtained his information by writing to large numbers of the gentry for information and it may well be that a goods only service was transformed into a passenger one.
1835 June 9. London & Greenwich. From 9 June to 12 November 1835, occasional trial trips were made, with passengers: Blue Anchor Lane – Cobbetts Lane – Grand Surrey Canal. See A. R. Bennett, *The First Railway in London*, Conway Maritime Press, 1971 re-issue – pages 9 and 44.

1836 A. Material concerning Hartlepool Railway & Dock (*RAIL 294/38; NE)* and Durham & Sunderland combined here since at one stage they exchanged carriages at Haswell, which see in Section 4 and map 35a.
Hartlepool. On 21 July 1836 company gave Messrs Wilkinson and Walker permission to run a passenger coach from Hartlepool to Haswell on Sundays on payment of 6/- per day. If immediately implemented, first 'train' would have run 24 July 1836. On 26 October, same parties licensed to run daily. Would have run from dock area at Hartlepool; no other details known – stop anywhere? Unique example of line having Sundays-only service at opening? Probably for church-goers – there were other examples of this in the area. Presumably horse-drawn. According to *PP 1* (covering 1838 and 1839 to end of April) licences then held by Snowden and Wilkinson of Haswell to run coaches at 3d per mile, paid to company.

Company's station at Haswell received its first regular service from Sunderland, operated by the Durham & Sunderland Railway, starting in April or May 1837. This company, in its *Return*, said that first- and second-class passengers were carried in one carriage, 'the centre compartment being close, the ends shut on one side occasionally by means of moveable shutters'.

Hartlepool Company began its own service on 1 May 1839, when others' licences revoked. However, it did not provide Sunday service and in April 1840 Mr Humble was given permission to run one of the old coaches on Sundays, toll 3d per mile.

Company fare tables *(Gray Art Gallery & Museum Hartlepool, Robert Wood Collection*, via D. Geldard): one dated 15 July 1839 gives fares to Castle Eden, Haswell, Durham and Sunderland; another dated 1 November 1839 adds Crimdon and Thornley branch; a third, 1 July 1843 further adds Castle Eden Colliery.

Returns for second half of 1840 and a company tt of January 1843 mention Castle Eden but first continuous full detail found is in *Brad*, June 1858, by when Crimdon omitted (likely, but not certain, that had ceased to be served).

Durham & Sunderland: Sunderland to Ryhope opened 19 October 1836 *(Newcastle Journal Saturday 22 October* – 'Wednesday last; *Newcastle Courant 29th* – 'Wednesday se'nnight); *Journal* also said would extend to Haswell, Hetton and Pittington as soon as sufficient carriages available; extended to Haswell April or May 1837 *(NE)*. Accident report dated 19 July 1844 *(Rtn)* says they were using rope haulage similar to that used on Blackwall. Early detail sparse: even Ryhope, presumably kept after line had been extended, did not appear in *Brad* until June 1858 but was shown earlier on maps; initially at least, *Reid* also gave no detail. 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)*.

Opening 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. A notice dated 30 October in *The Durham Chronicle* of 3 November 1837 from the Coaching Department of the Durham & Sunderland Railway gave information about the service from 1 November and during the winter months. This said that coaches would start from Sunderland to Ryhope with every merchandise train about every half-hour from 8 a.m. to 6 p.m.; to South Hetton and Haswell, from which place a railway coach would run regularly to Hartlepool, at 8 a.m. and 2 p.m.; to Hettington, Pittington and Sherburn Lane near Durham at 8 a.m., noon and 3 p.m. with omnibus to Durham; summary of return services. It does not specify that a new service would begin on 1 November and looks more like revised information about an existing one; it also gives the earliest partial details so far seen about places served. *Co advert* in e.g. *Durham Chronicle 29 June 1839* has trains from 'Sherburn House Lane, by Pittington, Belmont, and Hetton'. It has been assumed that 'Pittington, Belmont' was one station, serving both places; in the other direction it was 'Durham', not Sherburn House. Were Seaton and Murton also available to passengers? – there were stationary engines at both Seaton Bank Head and Murton Junction so presumably stops were built in. 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).

1837 A. Aberford (see G. S. Hudson, *The Aberford Railway*, D&C, 1971). Private colliery line; by 25 February 1837 (carriage holding 16 has recently been placed on the line – *Leeds of that date)* was providing a market day service Aberford – Parlington Hall – Garforth; at Garforth it provided connection with Leeds & Selby (L&S) trains. Shown paying passenger duty 1837 to 1842 as 'Gascoyne's Railway (private)' *(PP 2)*, though family name usually spelled 'Gascoigne'. According to Hudson services ceased 1840 when L&S main service was diverted; although L&S continued a market day service, its timings were too unreliable to provide connections. (Perhaps L&S service not continuous – see 22 September 1834**, above). Aberford service resumed, Tuesdays and Saturdays for Leeds market, soon after L&S resumed. However, *PP 2* evidence suggests that service lasted longer – even continued throughout L&S closure? Line not included in *PP 3*, which covered passenger duty 1841 to 1846 – either because it was out of action at time report published or because private lines now omitted (Brampton Railway, see Section 7, similarly treated).

Initially trains horse-drawn; steam introduced by 1870s, subject to 12 mph. limit. By 1881 daily service provided. In early 1920s reverted to market days only; ceased completely in March 1924.

Although line was private, NE-issued tickets exist – *JB* includes one from Aberford to Garforth.

1837 B. Lines to Coupar Angus and Glamis. These were in effect continuations of the Dundee & Newtyle railway; stations' opening dates in Section 4. After a while they were closed for improvement; parts were incorporated into the Perth to Forfar line.

Part of branch suffered at least one early closure. Major General Pasley inspected Newtyle line 12 February 1842 but not Glamis branch – 'said to be impracticable at present even for horses, in consequence of the rails having become damaged by the subsidence of the embankment' *(Rtn)*.

The last certain reference to Washington; Ardler Depot; Kirkinch; and Leason Hill in *Brad* was June 1843 tt but it is probably safe to say that they remained in use until the line was closed for rebuilding – Eassie was also omitted after June 1843, to return later, when it became the terminus for the time being. Washington and Ardler on the Coupar Angus line were included in *co n Dundee ... Advertiser 18 June 1847*; the line to Eassie was already closed.

'After Saturday 4 July 1846' line between Eassie and Glamis 'shut up' *(co n ibid 19 June)*.

1 August 1847: line to Eassie closed and replaced by omnibus *(co n ibid 27 July)*.

4 September 1847 (a Saturday, last day): Coupar Angus branch closed *(Return)*.

2 August 1848: Perth to Forfar line opened; Coupar Angus; Ardler; Eassie; and Glamis reopened with it. Probably at the same time the line from Newtyle reopened to Meigle to provide a connecting service for Perth and Forfar trains. This reopened stretch was operated separately since, unlike the Perth to Forfar line, it had not yet been converted to standard gauge. A contractor was given occupation of the line for three months from 1 October 1849 but the bulk of the work was done in one month *(Newtyle)*. *Brad* is no help since it does not show any closure at this time. However, its treatment of the Newtyle line was chaotic and lacking in detail. In September 1849 it repeated previous month's table with note: 'No information, accuracy uncertain'; from January to May (inclusive) 1850, line missing completely; June 1850 back, as a footnote to Perth and Forfar table; November or December 1850 again had own table but no detail and no indication that there was any continuation from Newtyle to Meigle. *Murray*, April 1852, does at least show that this link was in use.

In 1861 the northern continuation of the Newtyle line was diverted from an eastward-facing connection at Meigle to a westward-facing one at Ardler. All in print (e.g. *G&S*) give 1 August for this, but the change to Ardler Junction appears in the July tt; this might have been premature, but the line is better known for late entries (the Alyth branch, opened 2 September 1861, was first included in October). About this time, Meigle (later renamed Alyth Junction) was re-sited ready to act as junction for the Alyth line. The June tt has Meigle (in May Meigle Junction) but it is impossible to determine from the tt whether this was the old one renamed, or the new one, since it had lost its junction status for the time being.

1837 April 3. Paisley & Renfrew. Horse-drawn, 4 ft 6 in gauge. *Return* for second half of 1840 shows 'no intermediate stops'; that for second half of 1842 shows that stop(s) were then made *(RAIL 1053/1)*. At some times at least it was let out by auction, as toll gates were: 1845 for £700, 1846 £1,025 *(Edinburgh Evening Post 1 July 1846)*. Bought 31 July 1852 by GSW and let to contractor – different gauge meant could not be worked as part of main system *(GSW)*.

1 December 1865: line cut back for conversion to begin. Trains would discontinue going to and from Harbour Station and would use new one in Fulbar Street *(co n Paisley Advertiser ... 2nd)*.

1 February 1866: rest of line closed, buses provided instead *(co n ibid 3rd)*.

1 May 1866 reopened to Fulbar Street, now connected to main system at Paisley end *(co ½ RAIL 1110/149* for meeting 19 September 1866 says line to Fulbar Street op then and works thence to Wharf were 'far advanced'). Tts in *Paisley Advertiser* just 'Renfrew'. Still same August 1867 tt (paper of 24th). Paper of 31 August had tt still headed for August trains but now separate entries for Wharf and Fulbar Street – should it have been headed 'September'?

1838 May 29. [Manchester, Bolton and Bury]: Manchester to Bolton *(Manch G – co n 26th, description 30th). Reshaped, including previous contents, as a result of extra information which raises more doubts than answers.*

There was earlier public use (28th?): on 30th paper (then published Wednesdays and Saturdays) said that in its issue 'of Saturday' it had described directors' trip of 'Thursday last' and that several trains with public on board had travelled line both ways on 'Monday last', thanks to the 'liberal permission' of the directors; this would suggest directors 24th (confirmed by *Manchester Times 26th*, which just said 'on Thursday'), public pre-opening trips 28th, especially since the paper seems to have been prompt with news – the official public opening was described as 'yesterday'. However, 'last' as used then can cause problems since some seem to have used it in the sense of a day in the previous week. Elsewhere (e.g. *LY*) the directors' trip has been dated to 17th. *LY* gives the *Bolton Chronicle* of 26th as its source and perhaps that paper used 'last' in a way that was misunderstood.

Some short-term changes might be hidden; mileages given in tables are too inaccurate to help so it is possible that some of the renamings accepted previously (including some still used here) conceal changes of site. Many notices seen are unhelpful: they mention some stops by specified (faster?) trains but say others will stop at all the stations. The early stations were clearly mostly very primitive affairs, easily erected and moved elsewhere (assuming that there were actually structures of some sort) – Whishaw commented that they had wisely not wasted money on grand stations. Thus there was much in common with the early Liverpool & Manchester. Furthermore, early entries in notices issued by the company look like descriptions designed to help people find their stopping-places, rather than station names in the later sense; in such circumstances it is hardly surprising if journalists and others writing about the line gave different names and *Brad*'s lack of space resulted in abbreviated forms. Here, 'renaming' includes all possibilities.

Opening notice *Manch 26 May* said, 'There will be no Booking-place, except at the Company's Offices, at the respective Stations in Manchester and Bolton'; *Manch Cour (2 June 1838)* said Ringley (another name for Kearsley) and Agecroft Bridge were the only stations on the line. Agecroft Bridge did not appear in any public tt then, and was the station for Manchester Racecourse, only used on race days; the item in *Manch G* said 'preparations making at the Agecroft Bridge station for the setting down of passengers' and that it expected many from both ends of line to use for Manchester Races, in preference to using roads to Kersal Moor. *Bolton Chronicle (20 June 1838)* claimed that no less than 15,000 were carried by line over four days of the meeting (6 – 9 June). BT Barton, *History of Farnworth and Kersley* [sic], Bolton, 1887, reproduced long sections from a pamphlet on this line by A Freeling (published in Liverpool, 1838). This listed: Manchester or New Bailey Street Salford; Windsor Bridge – 'station contemplated'; Pendleton Bridge; Age Croft (races only, Kersal Moor racecourse), Dixon Fold; Stoneclough Bridge (later Ke(a)rsley); Tunnel (later Farnworth); Moses Gate; Bolton. (Preston Reference Library via L. Crowther who added that Kersal Moor used for races until they were switched to Manchester Racecourse in 1847); Heaton Park (longish walk from Agecroft Bridge) last used 1839, then races switched to Aintree.

Co n Manch Cour (9 June) said that from 11 June stations:

Trains from New Bailey-street Salford		Trains from Bridgeman-street Bolton	
stopping at	{Pendleton Bridge	stopping at	{Seddon's Field Bridge, Kearsley
	{Dixon Fold Bridge, Clifton		{Dixon Fold Bridge, Clifton
	{Seddon's Fold Bridge, Kearsley		{Pendleton Bridge

It has been assumed that there were only three intermediate stations since if there were five, the 'doubles' should have appeared in the reverse order in the return direction. Was Seddon's F B a replacement for Ringley or a more exact indication of its site?

Co n ibid (28 July) said that on and after Tuesday 31st certain trains would stop to set down and take up at Lever Bridge in the township of Great Lever (earlier version of Moses Gate or stop soon replaced by it); north end of tunnel in township of Farnworth; Stoneclough Bridge in the township of Kearsley and at the other stations on the line (those listed on 9 June?) except Seddon's Field Bridge, which 'has been given up' (closed already or to be closed 31 July?). Was Lever Bridge an early name for Moses Gate? Stoneclough Bridge probably same as Kearsley.

Co n Bolton Chronicle 24 November 1838 gave tt for 1 December: certain trains would stop at Pendleton Bridge, Dixon Fold, Stone Clough and Moses Gate; station at North End of Tunnel at Halshaw Moor will be given up.

Later individual station detail is covered as fully as is known in Section 4, but the following gaps in the detail provided by *Brad* should be borne in mind: 1 January 1840 to about November 1840; round about July 1841; August 1843 to August 1845 (inclusive). Though these are short gaps, the known history of this line makes it unwise to write them off as of no consequence.

Inspection report dated 4 May 1847 (resulting from local concerns) listed stations as: Salford; Pendleton (1¾ miles); Clifton (5¼); Stone Clough (7); Halshaw Moor (7½); Farnworth (8½); Bolton (10).

1838 October 8. Dundee & Arbroath opened for passengers. Date is based on modern practice of citing date when first revenue was declared, here taken from *PP 1*. Contemporaries saw things differently. *Caledonian Mercury 8th*, copying *Arbroath Journal* said was

opened '*de facto*' on Thursday 4th: the *Wallace* locomotive had taken 6 second-class carriages from Dundee to Arbroath with about 230 passengers and brought them back after about 20 minutes at Arbroath, no payment mentioned. Company's advert in *Perthshire Advertiser* said it would open to the public on Saturday, 6th; two trains each way, each leaving Arbroath on return journey one hour after leaving Dundee; fares cited for journey Craigie to Arbroath (return free or taken for granted?). The impression given is that journeys on 4th and 6th were non-stop. No certain initial detail available. *PP 1*, a few months after opening, has fare list and *Robinson*, 'corrected to July 1840' lists same stations: Broughty Ferry; Monifieth; Carnoustie; Easthaven. See entries for Deyhouse and West Ferry in Section 4. *Brad* first detail April 1848.

1838 November 24. Arbroath & Forfar (see SGE Lyghe, article, *The Arbroath & Forfar Railway, RM January and February 1953*). Opened, horse-drawn, Arbroath Harbour to Leysmill 24 November 1838; extended, still horse-drawn, to Forfar Play Field 4 December 1838. Locomotive service Arbroath Catherine Street to Forfar Play Field began 3 January 1839; company gave this as its opening date in *PP 1*, presumably because this was start of full service. *Caledonian Mercury 5 January 1839* described experimental trip on 2nd; included stops at Clocksbriggs, Auldbar Road, Guthrie Road, Friockheim and Leysmill. Originally 5ft 6in gauge; first standard gauge train 7 July 1847, formal opening, when many passengers were carried free – first revenue shown for 8th.

1838 November 24 (on or by). Sheffield & Rotherham. Line opened 1 November but indications are that there were no intermediate stations. None mentioned in any press descriptions of formal opening on 31 October; *Sheffield Independent (10th)* gave a progress report on use of line in first week, 1st to 7th inclusive; this only referred to termini and mentioned passengers from 'each of the stations' in a way that suggested there were no others. Furthermore, line had opened in a last-minute rush and was clearly not fully ready, First press tt seen *(ibid 17th)* only included the termini. Intermediate stations first included in tt in notice dated 24 November saying trains would run as listed until further notice, *ibid 24th*.

1839 June 10. LSW: Winchester to Southampton. *Freeling's London & Southampton Railway Companion*, 1839 (written when there was still a gap in the line between Basingstoke and Winchester) includes stations at Shawford (alias Twyford); Barton ('gives easy access to Bishop's Stoke' – later Eastleigh); Swathling. However, his description seems to have been derived from maps and plans of what was intended rather than from personal observation. It says that Southampton station is situated on the banks of Southampton Water and makes no reference to the temporary station at Northam Road or to the dispute which led to it, though elsewhere there are references to problems with landowners over the purchase of land. The temporary station seems only to have reached the local press and would thus have been unknown to someone writing from London; furthermore it is known from other sources that the first Shawford/Twyford station opened after the line and had a very short life, thus limiting severely the time available for its inclusion by personal observation. His 'stations' seem more likely to have been intentions rather than realities, though something might have been done in the other cases. None of these extra 'stations' is included in the fare- and time- tables included by Freeling.

1839 June 22. Newcastle & North Shields: Newcastle Carliol Square to (North) Shields *(NE)*. *Co notice Newcastle Journal 22 June* confirms date and says trains will call at stations of Carville (= Wallsend) and Percy Main. An opening notice (dated 12 June) reproduced in A. Guy, *Steam and Speed*, Newcastle Libraries & Information Service, 2003, p 64, says will call at Walker(gate), Carville and Howden (= Howdon). Reason for discrepancy unknown. *Whishaw* called Howdon 'station in Willington'. Heaton was added later (see entry in Section 4). *Brad* first gave detail March 1864. *Returns* for early 1840s *(RAIL 1053/1)* show that this, unlike the other short lines in this area, was essentially a passenger line, already providing a 30 minute interval service.

1840. Maryport & Carlisle. According to company's minutes *(RAIL 472/2)*. Formal opening 15 July 1840, when a party of directors travelled from Maryport to coal pits of Arkleby and Oughterside, added a few wagons of coal to their train and went back to Maryport (*Kendal Mercury 25 July*). No exact date for public passenger opening has been found though it is possible that a few were carried from the outset. The report for the half-yearly meeting held at Aspatria, 12 August 1840, stresses the incomplete nature of the line and says: 'The traffic of this Railway, consisting of coal carried for exportation [depends on the Harbour at Maryport]'. There is no reference to passengers; however, much the same was said at the next meeting, 12 February 1841, when there is clear evidence that passengers were being carried, so the interpretation must be that coal was the chief source of revenue. The figures for passenger derived from later reports and Board of Trade sources show that the numbers carried were initially small. In the half-year ending 31 December 1840 they apparently ran only 115 mixed trains and carried 1,801 passengers; even if the 115 were double journeys there can only have been one train each way a day, Mondays to Fridays, over the five and a half months involved unless the service was an erratic one. In the first half of 1841 4,143 were carried in 618 trains, suggesting a far more regular service. During this time the two-mile continuation to Aspatria was opened on 12 April, all comers being allowed to travel free *(Cumberland Pacquet 20th)*.

In the first half of 1842 they began to run separate passenger trains, though even these might have empty coal wagons attached. The second half of the year saw the first provision of two classes of passenger travel, first even being provided on the mixed trains run as well as the passenger-only ones.

3 May 1843: Carlisle to Wigton opened formally, though places not taken by shareholders were available to the public for a fare one way, back free; three trains ran, with safe distance between them. The public opening came on 10 May *(co n Cumberland Pacquet 29 April)*.

Aspatria to Low Row opened 30 November 1844 *(Carlisle Journal 7 December)*, without any indication that this was a formal event, though the company's notices in the Carlisle papers gave a timetable for Monday 2 December on; was the latter a convenient date to give? – the notice did not specifically say that this was the opening day. Did Wigton to Brookfield op 2 December 1844 as in tts with company's notices in the Carlisle papers? However no guarantee that stretch to Brookfield had not opened earlier than this – as a short stretch to a temporary terminus with no local usefulness it would not be surprising that it escaped press attention. [add note to Map 20g]

Brookfield to Low Row followed on 10 February 1845 *(Carlisle Journal 15th* – half-fares charged).

What station arrangements were available is unclear. If the minutes are interpreted literally, Maryport was the only station at first. *Return* shows that at the start of 1841 the service was Maryport to Arkleby, all trains stopping at Dearham Bridge and Bull Gill. There were other stops, if not at first, then soon after. Early tts (e.g. for December 2 1844) said that passengers dropped between stations would be charged the fare to the next listed one. Further, all early trains were mixed, thus building in stops at collieries or collecting sidings on the way.

Even Maryport presents problems. The formal opening ran to the harbour and Clinker's note about re-siting in 1860 implies that the station replaced was off the main line; the company's early returns to the Board of Trade show that no purely passenger trains were at

first run and passengers were still being carried by mixed trains in the mid-1840s or later so the possibility of travel to the harbour must be considered. However, Col Cobb's Atlas shows the first station on the main line, replaced somewhat nearer Carlisle in 1860; this is supported by inspection report dated 17 November 1845 (recommending refusal to open) which said Whitehaven Junction line terminated at a junction in the station yard at Maryport. Line south actually opened 19 January 1846. Anderson, *Carlisle's Railways*, Irwell, 1997 refers to an early temporary station at Currock Pond (would have been first stop out of Carlisle – see map on p 3 of that book).

Inspection report dated 1 February 1845, approving intended opening on 10th contains list of stations including those on stretch covered by brief report of 13 November 1844. These, with mileages from Carlisle Crown Street, are Airbank [presumably = Aikbank] at 14 m 45 ch, Low Row 15 m 60 ch, Heathfield 17 m 08 ch, Aspatria 19 m 03 ch. The 1845 report covers from 'a place called Brookfield' to 'station' at Low Row. Clearly last not intended to be a temporary. Dates given in body of book assume: 1) Heathfield opened with the line and was closed when Brayton opened to the public; 2) Aikbank opened with its stretch of line and, together with Low Row, was closed when Leegate opened (date for that from *D&C 14)*. *Carlisle Journal* said that Maryport station was 'near the harbour', line continuing to harbour and that except there, Wigton and Brayton temporary wooden structures were serving, permanent ones being built. The reasoning is that the line opened with closely spaced stations and found it desirable to thin them out somewhat. See {map 134}.

1840 May 2. Preston & Longridge. *Notices* of opening in *Preston Pilot* and *Preston Chronicle (both 25 April)* say line will open on Friday 1 May and that there will be passenger carriages every Wednesday and Saturday. Descriptions of opening in those papers make it clear that this was formal opening. Neither in advertisements nor descriptions was there anything to indicate that public use would not be available on 2nd – indeed *Chronicle* said everything was in readiness for 'the commencement of contemplated operation'. *Pilot* described first 'station' as The Plough Grimsargh so presumably like many primitive lines they were making use of wayside inns; any casual stops at convenient points during horse-drawn era?

Initially service varied: notices in Preston papers show Thursdays were added 5 September 1840, missing again 10 October 1840; Sundays added 3 March 1841; Mondays added 17 July 1841; much further chopping and changing until all days service shown in tt of *Preston Pilot* of Saturday 17 June 1848 (Wednesday, Saturday and Sunday only 10 June).

First *Return* seen, for first half of 1847, has notes that it is a mineral line worked by horse-power and that 'Passengers are frequently brought down etc, by the Stone Waggons' as well as passenger trains. This raises possibility of passenger use all days prior to introduction of all-days service. First in *Brad* July 1848. No early detail of intermediate stops. Financial problems led to brief closure 14 June 1852* (*Rtn* gives Fleetwood etc Co return to 13 June, when it ceased to work line – probably last day – there was Sunday service). Reop 13 July 1852 *(Preston Chronicle 17th)*.

* = many papers cited a notice that line would close and equipment be sold off on 1 June; however, they were given a fortnight's grace to try and resolve problems.

1840 May 12. London & Brighton: Brighton to Shoreham. Formal opening May 11. In addition to the directors' special, other trains ran in the evening and upwards of 1,000 were carried *(Hants Teleg 18th)*; the impression given is that these were non-stop runs from one end of the line to the other. Public opening date *co n T 8th*. Earliest station detail so far seen is in a tt, *Morning Post 18 September 1841* and in *Brad* at about the same time when all were mentioned. However, *Brighton Gazette 7 May 1840* said buildings were being erected at Shoreham and Hove stations and evidence at inquest on accident 17 May 1840 *(ibid 21st)* included mention of stop at Southwick and train slowing for expected stop (but not actually stopping) at Kingston.

1840 July 1. North Midland: this note now covers the history of the line until 1843. Much information from John Gough. See entries in Section 4 for full details of individual stations.

1 July 1840: full public opening, Leeds to Masboro' *(co n T 27 June)*. No certain details of stations and their names have so far been discovered. The first public use had been on 25 June, by an excursion (provided free by the railway company) of the Geological and Polytechnical Society of the West Riding of Yorkshire; *Leeds (27th)* gave some account of their trip. Most of their stops were made to inspect the strata revealed in the cuttings but three stations on the Leeds to Masboro' section are identified: Methley, Oakenshaw and Cudworth Bridge. Clearly independent (and conflicting) accounts of the formal opening on 30 June were given by *Leeds Mercury 4 July*, *Leeds Intelligencer 4 July*, and *Hull Packet 5 July*; for example, the time they gave for arrival at Oakenshaw ranged from 8.48 to 9.05. The earliest timetable seen is that in Allen's *The Midland Counties' Railway Companion*, corrected to 24 August 1840 (according to publicity in *Derby Mercury 26th*); this only shows stations at Wakefield, Woodlesford and Leeds. One for 1 January 1841 is reproduced in B. Radford's *Rail Centres: Derby*, Ian Allan, 1986. One for 6 April 1841 (see below) also exists. Matters are not helped by companies' habits then of stopping at places where only the most rudimentary facilities (or even none?) existed.

6 April 1841: opening of new stations. Date from *Derby Mercury 14th*. This said 11 new stations had been opened; it listed 10 (Methley being the missing one). Whilst there was some possible ambiguity in the way it used 'Tuesday last', support is given to the 6th rather than the 13th by a time bill headed 6 April; this does not actually say 'a new service' but it would have been most unusual for such a bill to be issued mid-week for any other reason. *Leeds Mercury, 3 April 1 c-d and 10 April 1c-d* also had copy of notice of alteration from 6th, also without intermediate detail; it also, *10 April 5d-e* contained a detailed *Companion* to the line which listed all the stations involved, including Woodhouse Mill, and an item *idem 4f* referred to the usefulness of this to those making the journey on the Monday following (Easter) and this would only make sense if stations already open. However, *The Eastern Counties Herald* (a Hull paper) of Thursday, March 25 said, 'On Tuesday last [16th? 23rd?], two additional stopping trains were started, to run daily between Leeds and Derby; and the number of places at which they stop for passengers is no less than 20, or seven more than the number of regular stations. They were described as mainly for the use of those attending markets at the main centres, not providing connections with trains going further afield. Also quoted by *Herapath, 27 March.* The version based on the Derby and Leeds papers is preferred as they were directly connected with the line. There are also discrepancies within the Hull version, suggesting that something planned for the future was misinterpreted as having already happened. It starts, 'The Directors of this Railway [North Midland] are making arrangements ...', which would better fit the future than the past. Later it says, 'the number of trains running daily on the North Midland is 59 and will in a few days be 63'. Earlier (13 June 1840) *Sheffield & Rotherham Independent* had said: 'It appears the North Midland Railway Company are about to open a temporary station at Beighton for the accommodation of the vicinity of Woodhouse Mill and surrounding neighbourhood.' Confusion since they were clearly separate stations.

1 January 1843: closure of North Midland Co's stations at BEIGHTON; KILLAMARSH; KILNHURST; TREETON: *co n e.g. Leeds Mercury 31 December 3a* – on and after Sunday January 1st will be discontinued. *Derbyshire Courier 31 December 3c* said

'after tomorrow (Sunday)' but that presumed to be misunderstanding of notice, which was also in that paper. There was previously a Sunday service for these (shown *Bradshaw Companion dated 1842, contents as December 1842 Guide)*. All reop May 1843 Tuesdays, Saturdays and Sundays (first train 2nd) *(co n Sheffield & Rotherham Independent, 29 April)*. All closed again September 1843: *Derbyshire Courier Saturday 9 September* said that by a resolution of the Directors trains had ceased stopping at them, but did not give exact date.

1840 July 2. Hull & Selby: market trains. These provided the first service for some stations and it is impossible to be certain when these began. Company's tt added a market train from Hull August 1841; nothing extra other way so presumably used ordinary trains to go to Hull. No extra stops mentioned. Same up to and including December 1841 *(MT6/1/171)*. *Brad* first mentioned market trains, without specifying stops, in May 1842. *Co n Hull Advertiser 10 March 1843* has notice that looks like start for Wressle Bridge and Bromfleet; it deals with alterations to time of market trains from Tuesday 14th and includes these in note that appears to suggest that their service was to Hull only; neither mentioned in similar notice for 1 March – but it cannot be guaranteed that this was the whole story. *Brad* first added names in July 1844: Wenpel Bridge (corrected to Wressel Bridge by the end of the year); Bromflut (corrected later); Crabley Creek. It is thus likely that Crabley Creek was 'opened' after the others.

Wressle, Crabley Creek and Br(o)omfleet omitted from *Brad* May 1853 (present April); all back (market) November 1854; Wressle to full service September 1855; the other two were last in *Brad* October 1861 but *U* says still in wtt January 1864 so market service probably continued (as it also had during first absence?). Crabley Creek was probably closed by November 1872, when Broomfleet did get back into tt, market only.

1840 July 16. Preston & Wyre: Preston to Fleetwood. Opening notice *(Preston Chronicle 11th)* only mentioned Kirkham and Poulton as intermediate stops; 6d extra charged to take passengers to or from company's station at Maudland-bank to North Union's Fishergate. Still same stations in very detailed notice *(ibid 3 October)*. Notice for November service *(ibid 31 October)* added Saturday market service calling in addition at Lea Road, Treals Road, Weeton and Ramper Road. Treals is shown 74 chains east of Kirkham on *RCH Lancashire & District Map 1905*; Weeton was between Kirkham and later Singleton; Ramper at/near later Thornton-Cleveleys. It is unlikely that any stations existed at these market stops: a report in the *Returns* of an accident in November 1841 said that the train had stopped to put down passengers 'at the Lea road' and these reports were normally very precise in their wording and one would have expected 'station' to be included if there had been one there. Thereafter local press tts seen often lacked detail and later changes can only be seen from a mixture of national and local tts.

By December 1841 *Brad* Salwick had replaced Treals. Market stops last appeared in April 1842 *Brad* though reorganisation of tables could have accounted for their omission next month (line now incorporated in North Union table). They were also absent from Company's tt for 1 July 1842; ironically they were again shown in co's tts in *Preston Chronicle* April 1842 and continued to be shown until last included March 1843; they were back in *Brad* November 1842 when this line again had a table of its own. Weeton and Ramper were last there April 1843. In May 1843 Lea and Salwick were shown in the fare table only so it is not clear whether they were now 'all days' stations or still market only. Probably it was the former since in July 1843 all trains clearly stopped at them (as is also shown by company's tt of 11 December 1843) and *co n for* service on and after 20 May 1844 *in Railway Bell 29 June* gave detailed tt showing that all trains except one each way stopped there; still same November 1844, last seen. *Brad* last shows them May 1844; they are back again February 1847, when first orthodox table for line was included; thus impossible to say whether this gap represents a brief closure or simply lack of tt detail. *Tuck* complicates the issue by including Weeton and Ramper in tt issued about June 1843; perhaps inertia. Adverts in *Preston Chronicle* cited one or both in 1845 and 1846 without any indication of their being available only on certain days so it is likely, but not certain that there was continuity of service.

1840 August 5. Slamannan: Glasgow to Causewayend, near Linlithgow. Initially 4 ft 6 in gauge. *MK* says line closed to minerals from 26 July to 14 August and to passengers [also from 26 July?] to 23 August 1847 for regauging. Service originally provided to link Glasgow and Edinburgh, passengers transferring to canal barges at Causewayend; slow and, even when road transport replaced barges, very vulnerable after full rail link opened via Falkirk 1842. Croall, a carrier started road link to his offices in Prince's Street, Edinburgh on 30 November 1840 (addition to canal link or competitor?) *(his advert Scotsman 25th)*. Advert *(Scotsman 11 October 1843)* said that arrangements had been made for conveying passengers between Port Hopetoun, Edinburgh (western terminus of canal) and St Rollox during sessions of General Assembly of Free Presbyterian Church, starting 16 October; were these additions to existing service or a temporary resumption? Line completely omitted from *Brad* in mid-1840s but service continued (*Robertson* shows passenger duty being paid); even when back in *Brad*, full detail not given until June 1851, though *Topham* provided from July 1848 to March 1850 (inclusive).

Original intermediate stations were: Airdrie (later Commonhead); Slamannan; Avonbridge *(MK)*. Originally needed to use Garnkirk line from Airdrie, limited to two trains each way per day but when Garnkirk refused to reduce toll to reflect fact that fewer passengers were using the line than had originally been hoped, use of Garnkirk line seems to have ceased: *MK* says that last entries in Garnkirk's record of tickets sold over Slamannan line were for Saturday 19 February 1842. This might have been the point at which the service was cut back at western end to Rawyards though *MK* is cautious and says this happened by March 1845 (Slamannan might still have been selling tickets?). When Rawyards opened is not known for certain. One of the papers dealing with an accident to a workmen's service in February 1840 said that train was going towards Rawyards (see 1828 B, above) but probably used this to indicate area rather a station: there was no proper passenger service yet and Rawyards might have been limit of Slamannan service. It was certainly a meeting point. *Sun (London) 13 October 1842* had piece copied from undated *Scottish Guardian* about arrangements that had been made for people to go to Linlithgow (would have used Causewayend) to see Queen Victoria pass through on 13 September and involved the largest train they had ever seen go along the Slamannan and contiguous lines. Trains from Wishaw, Coltness, 'etc' arrived at Rawyards with crowds of passengers where Slamannan's own carriages, Garnkirk carriages and all coal waggons fitted with malleable wheels were pressed into service; first train had about 90 carriages and waggons, two shorter ones followed. For the return journey, to avoid risk of collision, the representatives of the Slamannan, Ballochney and Wishaw companies agreed to combine the lot into one train for the first stage: result was a train of about 110 carriages and waggons about one-third of a mile long, containing about 1,500 people, drawn by four engines and propelled by one; all 'landed' safely at their respective stations. Since it took a month for this to reach the London paper the story might seem suspect; fortunately *Witness (Edinburgh) Wednesday 21 September* gave a confirmatory but shorter version of event 'Tuesday last'. [There is a large gap in BNA coverage of Glasgow papers hereabouts, thus need to use indirect sources.]

There was still a service from Glasgow to Hallcraig (see 26 December 1844**, below).

By August 1847 line had been converted to standard gauge and extended east to Linlithgow on the main Edinburgh to Glasgow line; western terminus now Airdrie Hallcraig *(MK)*. In 1856 the line was diverted at its eastern end to Bo'ness instead of Linlithgow. Monkland minute of 24 June 1859 ordered immediate stop to passenger traffic over Ballochney incline (involved line from Gartsherrie to Rawyards, including the Hallcraig branch) following accident; service resumed 1 May 1860 *(MK)*. Following month they ordered safety siding at Commonhead *(SRO BR/MNK/1/3)*.

Also see entries on BO'NESS and COMMONHEAD (Section 4). Unlikely that service to Linlithgow resumed during suspension of Bo'ness service – expected to be brief *(co notice Falkirk Herald)*.

1840 September 10. Closure of Grand Junction stations at Bridgeford and Coppenhall. *T Friday 18th/Derby Mercury*: 'On Thursday last the second class stations at Bridgeford and Coppenhall were closed, the trains ceasing on that day to stop at them'. By later standards this would have been interpreted as last trains Wednesday (9th), no trains Thursday. However is impossible to be sure they were using words in that way so that the Thursday might have been the last day of use. (See *1844 December 1* and *1850 July 1*, below.)

1840 October 1. Grand Junction: Crewe to Chester *(LNW- line)*. Generally no detail in early years, though *co op notice, Chester Chronicle 9th* suggests there were then no intermediate stations. Detail was given from June 1842 to January 1843 (inclusive). Full and continuous coverage began December 1845.

1840 October 8. Taff Vale: Cardiff to Navigation House (later Abercynon). Notices issued by the TV company to both *Merlin* and ancestor of *Cardiff & M G*, and published in both papers on 3 October, say that railway will be opened to the public on 8th; service shown was 8 a.m. and 4 p.m. from Cardiff, 9 a.m. and 5 p.m. from Navigation House, with road connection to and from Merthyr provided. *Silurian (Saturday 17th)* supports: into public use Thursday week. Directors' special left Cardiff at 12 o'clock in order not to interfere with regular traffic; between 600 and 700 passengers conveyed to and fro. Established sources give 9th as opening date, probably assuming (as this compiler previously did) that 8th was formal only. *Silurian* gave a detailed scenic report but did not give any station detail, as with other local papers seen. Earliest local press tt seen with detail is that in for 27 March 1843 *(Cardiff & Merthyr Guardian 18th)*; this lists all station referred to this note (plus the Merthyr extension). According to *A History of Radyr and Morganstown*, Radyr and Morganstown New Horizon History Group, 1991, Llandaf(f) and Pontypridd opened with line and decision to have station at Pentyrch taken 12 days after line opened; all are in inspection report on extension to Merthyr (April 1841, *RAIL 1053/2, p 131)*.

1840 December 28: Manchester & Leeds: Summit Tunnel. Line was now extended from Hebden Bridge to the eastern end of tunnel. Tunnel itself was not ready for use so passengers taken by road from Littleborough to Lanebottom, Walsden, where they joined train in Deanroyd cutting (A. Holt, *A Pennine Pioneer*, G. Kelsall, 1999). Inspection report, dated 23 December 1840, makes it clear that passengers would be conveyed by train to the eastern end of tunnel and gave 28th as intended opening date; after inspection, BoT wanted certain minor matters dealt with before line opened. Although date on certificate sent to BoT saying this had been done was dated 30 December 1840 it is clear that company opened on the intended date since 28th is confirmed in report, dated 23 February 1841, on opening of next section. Note that BoT role was still only advisory.

1841. Northern & Eastern: opening of four stations. They first appeared in *Brad* (in footnotes), April 1842: Stratford; Marsh Lane Tottenham; and Cadmores Lane Cheshunt on stretch of line opened 15 September 1840, and Burnt Mill Netteswell (Nettleswell in *Brad*) on stretch opened 9 August 1841. All are also present in similarly arranged table in *Robinson*, dated 1842 (GE portion published, photocopy, as *GE Information Sheet T 110, July 1983)*. Service shown for them in *Robinson* is different from that in any issue of *Brad* in 1842; comparison of timings in the main tables shows that the information for the line as a whole in *Robinson* is the same as that in *Brad*, December 1841.

Further, earlier, evidence comes from Northern & Eastern *co n T 7th* advertising an extra train for Harlow Bush Fair on 9 and 10 September 1841. This includes: 'The trains will stop at all the usual stations and also at Netteswell'.

When N&E first opened, first train of day was operated by adding N&E carriages to EC trains from Shoreditch and detaching them at Stratford for N&E engine to take on (account of accident, 16 September, line's second day, *T 21st)*. It is unlikely that this was linked to passenger usage of a station here: EC would presumably have expected passengers from London to travel in their part of train; whilst there might have been opportunities for passengers from Stratford to go towards Broxbourne, opening tt suggests that there was no joining of trains here on return trips, so no way of getting back. Practice of dividing trains here cannot have lasted long – by about March 1841 tt all of two companies' departures from Shoreditch were at different times.

There is no certainty about dates for these stations: much is based on timings and initially all N&E timings were given as 1.10, 1.15, 1.20, etc – only in January 1842 did more exact times such as 1.12 make their appearance, so that some peculiar station-to-station timings were shown. It does seem that these occasional stops were at first used instead of regular stations by a few trains. The opening notice lacks detail, as does *Brad* about March 1841 *(RAIL 902/3)*. The sheet tt for April 1841 *(RAIL 903/535)* is the earliest so far seen with intermediate detail. Trains are shown at regular intervals, suggesting no occasional extra stops by any trains. Trains probably ran non-stop to Lea Bridge – only 10 minutes allowed for this, while EC took 11 minutes to their Stratford, including stop at Mile End. Notice for extension to Harlow, 9 August 1841, is no help – only gives times from termini. By October 1841 (see P. Kay's reprint) one train each way did not stop at Edmonton (9 a.m. up, 5.30 p.m. down), timings unchanged. This looks likely to have been the start of Marsh Lane/Northumberland Park, since *Robinson* had the 8.30 up and 5.30 down stopping there. It is still impossible to tell what was happening beyond Broxbourne since Roydon and Harlow only appeared in the notes, but later evidence makes it unlikely that Burnt Mill/Harlow was open yet. The opening notice for Spelbrook on 22 November 1841 again lacked detail, but the times from termini tally with those in December 1841 *Brad*, which gave detail for main stations, so it seems safe to treat this as the tt that came into force on 22 November. Stratford was certainly now in use (timings would suggest not earlier): note for Sunday trains said that these stopped at all the stations plus Stratford. Timings here plus the '1842' (really December 1841) *Robinson* notes suggest it was used by some week-day trains also, in one case instead of Lea Bridge. Same evidence suggests that Burnt Mill was now brought into use for one train, as an alternative stop to Roydon and Harlow, neither of which was served by train in question. Similarly, Cadmore's Lane seems to have come into use with opening to Spelbrook, simply as an extra stop, though timings given in tt are so imprecise that earlier use cannot entirely be ruled out.

1841 February 10. Stockton & Hartlepool. Built without Act of Parliament, promoters making their own arrangements with local landowners. They soon decided to try for Act and result was inspection (favourable) on 6 September 1841 *(RAIL 1053/2, p 162)*.

Co no Durham County Advertiser (5 February) said it would be opened by Directors on 9th and to public on 10th; *co n ibid (12th)* said it had been and was supported by item in same paper. Earlier, what were apparently co notices in a number of papers (e.g. *Newcastle Courant 29 January, 5 February)* said line would be opened 'for Passengers and general Merchandize' on the 9th. That in the *Courant (29 January)* was accompanied by a list of fares from Stockton: Billingham 9d; Greatham 1s; Seaton 1s 6d; Stranton and Middleton (assumed to be one site) 2s; Hartlepool Railway Station 2s 3d. The press accounts of the opening varied in detail. The Durham paper referred to the Middleton Station* at the south side of Hartlepool as the terminus. *York Gazette (13th)* included a separate stop at Stranton on the way back from Hartlepool; it also said 'a considerable number of gentlemen, as well as Directors, and many strangers from a distance' and others joined and left at various stops on the way. *Leeds (20th)* mentioned stations at Greatham and Seaton and said one was intended to be built for Cowpen. The September inspection included mention of 'lodges' for gatekeepers provided at two level crossings near Cowpen; if this company followed Liverpool & Manchester habits, one of these might have acted as a 'halt'. According to Wood's, *West Hartlepool*, West Hartlepool Corporation, 1967, Cowpen was temporary 'halt' for workers at brickworks during and just after construction of line. He also adds that original Hartlepool station was poop of old Dutch galliot, whose cabins were used by booking clerk and station master.

* = a notice concerning a bankruptcy petition from the Ticket and Traffic clerk at Middleton station appeared in *Durham Chronicle 12 January 1844* and Middleton was again described as terminus in advert of *2 February 1844.*

1841 March 31. Great North of England: Darlington to York. Line date *Yorks Gaz 3 April*. Paper's description of line mentions all stations given this date and these were included in first tt seen, May or June 1841 *Brad*. However it also includes Raskelf and Sessay, known to have opened later, as stations apparently in existence (see entries in Section 4); these probably should be interpreted as intended – there were serious problems with a bridge at Sessay.

1841 March 31. Glasgow, Paisley & Greenock: Paisley to Greenock. *Morning Post (Monday 29th)* said would be directors Tuesday, public Wednesday.

1841 April 6: contents moved to 1 July 1840**, above.

1841 November. Birmingham & Gloucester. A number of places received their first (and in some cases only) service in the form of passenger carriages attached to goods trains going to Birmingham Camp Hill, which by now was closed to ordinary passenger trains. These places were 'police stations' (= signalling points). Some developed into ordinary stations, others soon lost their primitive service *(BG)*. Service involved began 15 November *(co n,* e.g. *T 13th)* but no stops were listed and statements in the committee minutes suggest details of these not settled yet *(J. Gough)*. *Midland Counties Herald 6 January 1842* included tt with general reference to goods trains; next issue (13 January) listed stops as MOSELEY, LONGBRIDGE, COFTON, TOP OF LICKEY INCLINE, DODDERHILL, DUNHAMPSTEAD, KEMPSEY, BESFORD; same to 19 May 1842 (inclusive); 26 May added SWINDON.

Aris was slow to list police stations: first seen 9 May 1842; all the police station items were included up to and including 28 October 1844. No tt included 4 November; 11 November included revised form of table, headed effective from 4 November. No longer included note about police stations; MOSELEY, LONGBRIDGE, DUNHAMPSTEAD and BESFORD now included in main table, not necessarily with improved service; CAMP HILL seen for first time; LIFFORD, COFTON, TOP OF LICKEY, DODDERHILL, KEMPSEY and SWINDON all omitted. Last full tt seen was 18 November (repeat of 11th); no later ones seen. Thus if *Aris* was accurate 4 November is date to use for various changes (it only added WADBOROUGH 6 May 1844 but this added earlier elsewhere).

1841 November 29. LSW: Gosport branch. Opening date from *Salisbury 6th*. Line opened without BoT approval and operated up to and including 2 December; closed Friday 3 December *(Hants Adv)*; reopened 7 February 1842 *(co n T 9th)*. Heavy rains had made clay in a cutting north of Fareham unstable. Problems about the stability of a tunnel had delayed line opening and there were still some worries about this but the cutting was main problem (also letter in *RM January 1937, pp 62-3*, based on information from Chief Engineer of Southern Railway).

1842 February 21. Edinburgh & Glasgow. In April and May 1842 it seems from *Brad* that the stations listed are all of those that were open. However, in May, only some of the stations are clearly specified and there are vague references in the notes to passenger trains calling at 'all stations' that could include some not now listed and to the carriage of passengers by goods trains to 'all stations'. The evidence for some early lines shows that some places were only served in this way, increasing the possibility of unlisted places being served. The opening notice, *T 19th*, has a note that refers to the 'Road Stations'. This might simply mean 'intermediate stations' though other companies at this time sometimes used that phrase to cover stops other than the listed ones.

1842 August 31: lines to Granton and North Leith owned eventually by NB and LNE.

[Edinburgh, Leith & Newhaven] op 31 August 1842: (Edinburgh) Scotland Street to Trinity: *Co n Caledonian Mercury 29th* said was anticipating opening by locomotives by using horse-drawn coaches to enable people to go to the coast and see Queen Victoria's arrival and fleet while it was in the Forth.

[Edinburgh, Leith & Granton] op 19 January 1846: Trinity to Granton *(co n Edinburgh Evening Post ... 17th)* to the 'Temporary Station House' at Granton'.

[Edinburgh & Northern] op probably summer 1848: on to permanent station on the Middle Pier at Granton Harbour (owned by the Duke of Buccleuch). *Co ½ Scotsman 18 March* – additional accommodation at Granton will be finished in course of summer; *co ½ ibid 13 September* – 'works at Granton are so far advanced as already to afford greatly increased facility for conducting the traffic in connection with the pier and ferry' [= not finished but in use? passengers and / or goods?]. *Scotsman 9 May 1849*: yesterday temporary wooden erection used by Edinburgh & Northern at Granton Pier destroyed by fire; nothing said about effect on traffic, implied not a serious matter.

[Edinburgh, Leith & Granton] op 20 May 1846 to (North) Leith *(co n Caledonian Mercury 18th)*. Notice also offered special provision of coach for those dining late at Granton, Trinity or Newhaven, providing at least six of them, and possible specials for bathers if demand sufficient.

Lines were initially horse-drawn. First locomotive use was 21 August 1846, taking passengers to Granton for steamship to Dundee *(Caledonian Mercury 24th)*; were they carried free as locomotive tried out? – no BoT authorisation yet for locomotive carriage of passengers. Locomotives took over 17 May 1847 from Scotland Street northward to Granton with opening of line through tunnel to Canal Street / Princes Street, to which trains were drawn up by stationary engine; description of opening *Caledonian Mercury 20th* mentioned use of locomotives on new line and BoT Inspection which sanctioned their use was only made on 12 May (Report dated

14th) – it had failed when inspected 10 April (Report dated 16th). Locomotives took over to Leith probably late May / early June 1847 – description of opening to Granton said horses would be continued to be used until new locomotives were procured 'or in about a fortnight' *(Caledonian Mercury 20th)*. Then original temporary station had to be replaced by permanent beside it (Inspection Reports).
Station detail presents problems since early tts normally only gave times from termini. First inspection report (written and printed versions) said there were five intermediate stations but did not name them:
Trinity and Scotland Street would then have qualified as two of them; the notice in *Caledonian Mercury 18 May 1846*, dealing with alteration of hours resulting from opening to Leith said that Granton trains would stop at Trinity and the intermediate stations and that Leith trains would set down and pick up at Bonnington Bridge, which provides a third.
A fourth was probably at Warriston Junction where lines to Leith and Granton diverged. Would have 'opened' 20 May 1846. Writer of letter *Caledonian Mercury 11 June 1846* complained that he had wanted to go from Leith to Granton and been told to get out at 'Bonnington Bridge' and wait for Granton train, but latter had been full and gone past without stopping; a note [added by the editor?] said presumed meant junction at west end of cemetery. *Ibid 12 July 1847* said had been fatal accident to joiner building platform at Warriston Station; letter of complaint *ibid 31 July 1847* said previous day had taken tickets at Edinburgh for Leith and at Warriston Station had been told to cross line but wait for a goods trains to pass, did so but Leith train had left by then. Was it just an Exchange Platform or could passengers (e.g. visitors to cemetery) use it as ordinary station?
Where was the fifth? The only other station known to have existed on lines then open was the later one at Junction Bridge. Short-lived unknown? goods only? inspector's mistake?
1842 December 11*. MS&L: Godley temporary to Broadbottom. Date from *GC*. A Sunday, but formal opening had been previous day, so perhaps no objection to regular service starting now. A fortnight later they opened the next stretch to the public on a Sunday which was also Christmas Day (see DINTING, Section 4).
* = *co n Manch Cour 12 November 1842* gives list of fares to operate on and after 20 November which includes 'Broadbottom' as terminus, and looks like a notice of opening without actually saying that. Likely explanation is that they intended to open on the 20th but had to delay. Maj-Gen. Pasley's inspection report says company had given notice of opening on 17th and he had inspected on 16th. All in order except for a slip of earth near the entrance to the eastern of the two tunnels through Hattersley Hill. Workmen were actively employed in removing it and resident engineer assured him it would be ready for opening as far as Broadbottom in about a fortnight. He recommended they should be allowed to open on their own responsibility as soon as they considered it safe. That would be consistent with an opening on 11 December.

1843. S&D: Bishop Auckland & Weardale and extension (for earlier history of S&D and some general points about its and its satellites' methods see 1825**). The Bishop Auckland & Weardale minutes *(RAIL 46/4, 46/5)* show that the line to the permanent station at Bishop Auckland was opened on 30 January 1843, ahead of the rest of the line to Crook. The formal opening to Crook was reported in *Durham Chronicle Friday 10 November 1843* as 'Wednesday last' (1st or 8th); some locals as well as Directors travelled then; any opening immediately after would have for goods only; it said three stations were contemplated – Witton, Crook, third not yet determined. The Bishop Auckland opening date is supported by S&D's *Returns*. In the second half of 1842 these mentioned trains Shildon to South Church; in the first half of 1843 they were described as Shildon to Bishop Auckland; Bishop Auckland was included in *Tuck* June 1843.

The passenger opening date to Crook has not so far been traced beyond doubt; however, the minutes do show that the line was inspected on 1 January 1844 and that permission to open for passengers was received on or before 6 January. Inspection report *(MT 6/2/23)* said that following stations were proposed (original mileages adjusted so that Bishop Auckland = 0): South Church; Bishop Auckland; Escombe (1 m 33 ch); Old Etherley Colliery (2 m 26 ch); Low Bitchburn (3 m 26 ch); Howden (4 m 18 ch); Crook (5 m 49 ch). Only 1st, 2nd and 7th finished. No objection to line opening on 3 January, as directors proposed. When service first appeared in *Brad*, July 1844, only a Thursday market service was shown; first clearly in full use January 1845 but other evidence shows that this was behind events. July 1844 also marked the first appearance of Bishop Auckland both ways. Evidence from other parts of S&D system suggests that unfinished stations did not provide any bar to starting passenger service – and inspector's mention of Crook as 'finished' seems flattering given what was in the minutes about Crook at this time. No mention of station for Escombe seen anywhere else – though market trains might have stopped there. Low Bitchburn probably eventually materialised as (Wear Valley) Junction.

Return for first half of 1844 says trains run were 6 Bishop Auckland to Stockton and 10 Stockton to Middlesbrough daily (unique thereabouts in suggesting through Bishop Auckland to Stockton service); that for second half of 1844 says 3 Crook to Bishop Auckland, 4 Bishop Auckland to Darlington, 6 Darlington to Stockton and 9 Stockton to Middlesbrough daily; no mention of market trains. Furthermore, *Durham Chronicle Friday 1 March 1844 2a* has advert for coach connection between Durham and (Stanh)ope on and after 4 March next; (S...) will be commenced on 6th, (to connect) with trains from Crook to Auckland [parts in brackets are compiler's suggestions for words missing, or for which he has no suggestion, since BNA copy has been badly cropped on its left-hand side]. Advert for letting of Quarry House *ibid 22 March 1844 1a* says stations at Crook and Howden are within two miles and have frequent trains. Certainly Crook open by then, perhaps (probably?) 3 January.

S&D and *G&S* say there was an experimental service from Crook to Crawley and Cold Rowley, dividing at Waskerley, op 1 September 1845, cut back to Waskerley 31 October 1845, reinstated fully 1 April 1846. *Brad* shows Crook as the terminus before November 1846. Since this company's tables in *Brad* often included a mention of the lack of recent information, and the information already given shows that it was often behind events, this does not invalidate these dates, especially since an experimental service might well be omitted.

Wear & Derwent Junction minutes *(RAIL 716/1)* are little help but do fit normal S&D pattern of providing stations after service had begun and uncertainty about sort of service to be provided. 8 April 1846 – agreed plan for station at Waskerley Park and ordered building to start but 30 April agreed building should be suspended and plans used for Cold Rowley instead. 19 August 1846 – some progress made at Cold Rowley and coach shed at Crawley progressing to satisfaction; 29 August 1846 – latter probably ready in three weeks. In fact, Crawley was last in *Brad* December 1846 and Waskerley was shown as terminus thereafter.

Line from Crook to Waskerley was not inspected by the authorities prior to opening. This emerged when Captain Wynne investigated death of farmer, killed by goods at untended level crossing, and found two trains daily each way were carrying passengers; Captain Laffan was sent to report (April-May 1850). He wrote that now essentially a mineral district; previously few people; no/poor communications other than railway so company had come to attach some passenger carriages to mineral trains for

benefit of miners, coke-burners and other workmen. Total revenue of stretch for last six months of 1849 was only £179. Only stations Tow Law; 'Cole' Rowley; Waskerley Park. These had only rough platforms, no signals. Normally would not sanction for passengers since also dangers from inclines and unguarded points. However, no other means of travel in district; revenue so small that company would not spend on improvements; official ban would probably lead to men travelling free on mineral wagons so best to leave. Train would have stopped to drop/collect mineral wagons, so chance for workmen to board/leave between stations.

In March 1850 fastest trains were allowed 80 minutes from Crook to Cold Rowley (less than 20 miles) with stops shown only at Tow Law and Waskerley Park. Incline haulage would have accounted for some of this time but there would have been time for extra stops. References have been found to High Souk (alias HIGH STOOP), which appears on the early Ordnance Survey map for this area (see D&C reprint), and to SALTERSGATE COTTAGE, which would have been further towards Burnhill, but passenger use cannot be confirmed (see entries in Section 4) – perhaps railway staff or other workmen only.

1843 May 23. Hayle (later West Cornwall). Opened for minerals in sections 23 December 1837 to 11 June 1838. Casual carriage of passengers in mineral trucks began 1841 or earlier. The original line reached Hayle along the north bank of the river.

23 May 1843: proper passenger service began (free travel the previous day). At first operated by a contractor, W. M. Crotch, a local inn-keeper. His advertisement *(Penzance 31st)* listed 'stations' as Redruth; Carn Brea; Camborne; Hambly's Hotel for Copperhouse; Riviere Bridge (maps show area north of the river as Roviere or Riviere); Crotch's Hotel [near] Hayle Foundry. Unlikely that any proper stations existed at opening. Description of free day trip *(R Cornwall Gaz 26th)* refers to passengers being set down at Camborne where the main line crossed the road and no reference is made to anything resembling a station anywhere along the line. On that first trip haulage was mixed: steam, stationary engine for the incline at 'Hangarrick', horses from Hayle Bridge (probably same as Crotch's Riviere Bridge) to Hayle. No later advertisements or tts seen give a full list of stations.

On 4 June 1843 (Whit-Monday) the company ran its own 'Omnibus Train' four times each way; 1,500 carried *(R Cornwall Gaz, notice 2nd, item 7th)*. The regular service was still being run by Crotch – his notice *(ibid 5 April 1844)* says that he was running an extra (third) train each way from the 8th at the request of the company. On Whit Monday, 27 May 1844, upwards of 1,600 passengers are supposed to have been carried – presumably the company again providing service. For these passengers were carried in what were normally goods wagons and either steam used all the way or passengers walked to north side of bridge.

A proper building was opened at the Hayle terminus on 27 May 1844 *(Penzance 5 June)*. Company's minutes do refer later to existence of, and expenditure on, stations but unfortunately the original books were destroyed and Kew has only a few scraps (copies made by individuals for their own use etc.).

West Briton, 30 August 1844 carried notice headed 'Hayle Railway', dealing with an alteration to time of afternoon trains; no reference to Crotch. *Return* first provided for second half of 1844; no suggestion in this that anyone other than company involved in operation of line. In any case, Crotch seems to have acted as agent for the company rather than being an independent operator like contractors on some north-eastern lines. His advertisements frequently made it clear that he was acting under the orders of the directors so that no change might have been discernable when he handed over – timetables remained the same. Furthermore, some at least of trains were mixed (evidence from accident mentioned below).

Line first appeared, termini only, in *Brad* December 1844 (suggests company had certainly taken over by now). Camborne and Carn Brea were added May 1845; latter omitted again soon after. Since Carn Brea was the headquarters of the railway (minutes show that meetings were held at station there), it is unlikely that tt gives full story. No change in timings followed omission of Carn Brea – always 15 minutes between Redruth and Camborne, both ways – see 1845 and 1850 *Brad* reprints.

There is conflict between the stops mentioned here and those listed by Clinker. Redruth; Camborne; Copperhouse (ignoring the Hotel part) agree. Crotch's Hotel would have been the same as, or near to, the terminus in Foundry Square. Carn Brea appears in all, though no contemporary reference to it as Pool (its name now according to Clinker) has been found. Riviere does not appear in any modern list; it is not clear whether stop was north or south end of bridge (more likely both?). The original practice of switching to horse-power was normal, at least until early 1845, when the reference to the exchange point is 'North Hayle', so a stop would automatically have been built in. Many travellers would have found a stop at the southern end of the swing-bridge more convenient than the terminus.

An accident described by Jenkins refers to passenger carriages being detached before branch to North Quay. Another version, in *Penzance 6 September 1843*, says accident was near the 'wood bridge' at Hayle; likeliest site for this would seem to have been over non-navigable north-western end of the Pool, a little before the iron swing-bridge over the canal. Latter had originally been built for road traffic but had ceased to be used by this for some time before railway took it over and adapted it for rail traffic. Part certainly street tramway – line ran along Penpol Terrace. Thus a 'stop anywhere' policy likely over last stretch. Reports of accidents in the local press confirm that stops were made on the horse-drawn stretch in Hayle itself.

No contemporary reference has been found to stops at Angarrack; Gwinear; and Penponds which are all in modern lists. Stops at Angarrack and Penponds would have been necessary owing to incline haulage at these points; perhaps they were assumed stops, so few living within reach that they were not worth a mention. If any Gwin(n)ear stop did exist, it would probably have been about half way between Angarrack (1852) and the later Gwinear Road; a stop at the latter place would have made no sense for the people of Gwinear when the possible limits of travel were Hayle and Redruth. One possibility is that some of these places were used in succession: Copperhouse prior to 1852, replaced by Angarrack after reopening, replaced again by Gwinear Road in 1853 (n.b. Clinker mistakenly assumed that this opened/reopened with the line reopening).

Line closed 16 February 1852 for improvement *(co n R Cornwall Gaz 13th)*; reopened 11 March 1852 *(co n R Cornwall Gaz 12th)*, with deviations, as part of planned Plymouth to Penzance line; station details in Section 4.

There were excursions over parts of short branches, normally only used for minerals. On Portreath branch Tehidy was for some years used annually for grand gala of the West Cornwall Teetotal Association at Tehidy Park, home of the Basset family. One such use was 29 August 1856, trains from Penzance and Truro; (M. Trevena, *TTS July 1985*; in explanation of ticket illustrated May 1985 issue). Another occurred on 1 August 1859 *(West Briton 5th)*; passengers set down at Lovely Cottage, Illogan, a short distance from park; four special trains used.

Also see: A. C. Todd & P. Laws, *Industrial Archaeology of Cornwall*, D&C 1972; S. C. Jenkins & R. Langley, *The West Cornwall Railway*, Oakwood, 2002.

1844. Liskeard & Caradon Railway. See *Caradon; Looe*. Formally opened for goods 28 November 1844, from Cheesewring to Tremabe, between Caradon and Liskeard *(West Briton, 6 December*; *Royal Cornwall Gazette 4th)*. Note line begun at 'wrong end';

they wanted Cheesewring granite for supporting rails – thus little commercial value in line opened now – would need part opened March 1846 (Tremabe to Moorswater and canal). Press refers to start of formal trip from 'upper terminus', end at 'the present completion of the line'.

Horse-drawn until March 1862, then locomotives *(Cornwall)*. First *Return* made 1849: 'passengers not carried'.

However, there were excursions throughout most of line's life. 25 June 1850 *(West Briton 28th)* nearly 300 members of Liskeard Temperance Society and their friends took trip to Cheesewring (terminus) in seven carriages (open trucks?); novelty attracted 'some thousands' of spectators. Ticket for Cheesewring exists *(JB)*, dated 19 September 1883; probably for Looe Temperance Society's 48th annual meeting, at Looe. Event is described in *R Cornwall Gaz* of 28 September; no reference to special rail provision but St Cleer band in evidence and many visitors; it may be that ticket's name was short-hand for anywhere along line. Many earlier meetings might have generated rail traffic, given Cornish habits of the time.

Unofficial passenger sevice began ? One ploy to evade official rules was to let passenger travel free but charge for parcel or hat. By 1879 practice had arisen of passengers buying tickets for Moorswater to Looe, though they would not travel on that section, and being given a free pass to South Caradon, to which point they travelled at their own risk. M. J. Messenger *(RCHS Journal, vol XIX, December 1973)* says that in August 1884 Col. Rich inspected the line and failed to pass it for passenger use but suggested that it was adequate for excursions where passengers travelled free and at own risk; notices were then posted along the Looe and Caradon lines. Service probably ceased in the mid-1890s as track deteriorated owing to company's poverty. *GW Mag February 1909* says practice had been discontinued '13 years ago' because it had become 'too perilous'. Stops at St Cleer; Railway Terrace; South Caradon; Tokenbury Corner (on later deviation); Rillaton Bridge listed in notice in *Cornish Times* 16 September 1882 *(Looe)*. Cheesewring was further on.

1844 April. Springwell Waggonway. At some time between 5 September 1839 when the Brandling Junction line from Gateshead Oakwellgate to South Shields opened, and 22 April 1844 when Brandling Junction *co n* for tt starting that date said certain trains did not stop *(Newcasle Journal 20th)* a service to Jarrow along the Springwell Waggonway was provided from an interchange station on this line. The waggonway itself was first included in tt for 19 June and first appeared in *Brad* in August. Over the years, this probably used more than one site in Jarrow *(S. Bragg, map evidence)*. This service closed 1 March 1872, when line opened along the south bank of the Tyne gave Jarrow a direct service.

1844 October. Dockers Lane (later Berkswell); Stechford; Marston Green [LNW]. Minutes of Coaching & Police Committee quoted in *LNW Dates*: 9 October 1844 ordered that the short train between Birmingham and Rugby call in future at these, 'Gate' probably needing to be added to all. 27 November 1844 ordered booking huts and platforms to be erected at these 'Crossings'. One possible interpretation would be that trains at first stopped experimentally and that results justified proper provision, though no evidence of pre-December use seen. Certainly in use by 12 December 1844 (H. Jack); in tt of local services *Leamington Spa Courier 28 December 1844*; first in *Brad* January 1845.

1844 December 1. Closure: West London. Notice of closure issued by the Company *(T 30 November)* says: 'Passenger trains … will cease running for the winter on and after to-morrow (Saturday), Nov 30 inst'; notice dated 29th. Later usage would have required this to be interpreted as last trains Friday, none Saturday, but evidence of *Return* shows trains did run on the Saturday. 'Winter' lasted nearly 18 years. *Return* for second half of 1844 was from 1 July to 30 November, inclusive, when railway was closed for passenger traffic (no return for first half of year). Return shows 1,452 trains ran, carrying 2,208 passengers (209 first-, 1,999 second-class) and 1 dog (counted as third-class), total revenue £60 8 9d – they managed £79 16 9½d for goods. Inspection report had said all stations were good, not only affording as much accommodation for passengers as was likely to be needed, but also providing dwellings for clerks – begs a few questions but suggests anticipated more custom than actually received.

1844 December 26. MK: Airdrie Hallcraig to Kirkintilloch *(MK;* also see *1828 B above)*. This Kirkintilloch was an exchange station with the Edinburgh & Glasgow, near later Lenzie (which see in Section 4); the exchange was made necessary because the Monklands line was 4 ft 6 in gauge. At the same time a horse-drawn service began from Bothlin Viaduct (alias Woodley), immediately under the exchange station, to Kirkintilloch Basin (MK station). The latter was short-lived, ceasing before 23 March 1846.

On 26 and 27 July 1847, surviving main service was suspended while gauge was altered to standard; service then resumed, trains running through to Glasgow Queen Street.

1 December 1847: service diverted to Glasgow St Rollox (later to Buchanan Street) via Garnkirk.

10 December 1849: service returned to Queen Street route, with a connecting service to Cairnhill Bridge.

1 December 1850: service cut back to Whifflat (company's spelling).

10 December 1851: whole service ceased.

A service from Glasgow Buchanan Street to Airdrie Hallcraig reappeared in tt August 1852.

Full and continuous intermediate detail for these services has not been found.

1845 February 10. Gravesend & Rochester Railway & Canal Company: Gravesend to Strood *(co n T 5th)*. According to *SE* public opening was preceded by free trips in connection with ferry service from Strood to Chatham (in last week of January, at least) and by 'experimental' service on 8 February.

1845 June 2: Wilsontown, Morningside & Coltness: Morningside to Longridge. Line date from *Lewin*; all stations given this date are in inspection report *MT6/2/51*; inspector said 'line terminates in a large field about a mile from the village called Whitburn'.

1845 July 8. York & North Midland: York to Scarborough and Rillington to Pickering (thus linking Whitby line, see *1835 B*, above, into the system). According to K. Hoole, *Rail Centres – York*, Ian Allan, 1983, 7 July was the formal opening and 8th the public one; this is supported by a letter to *The Times* of 3 September 1845, which was one of a series concerned with the poor safety record of the company, and quoted Tuesday 8 July as public opening (since when there had been at least 7 accidents) and by the inspection report which said they proposed to open on the 8th. The first station detail found is that in *Topham* May 1848 (*Brad* did not provide detail until July 1848).

Printed inspection report dated 5 July 1845 listed stations on main line, with mileages from junction with Great North of England. A number of papers *(e.g. York Herald 12th)* provided descriptions of line in recording the formal opening; these included lists of stations in tabular form with distances from York that *look* as if they were derived from some official source. The lists, with mileages shown (inspection; press) were CLIFTON (-;1), HAXBY (4½; 5), STRENSALL (6¾;7), FLAXTON (9½; 10), BARTON (11¾; 12), HOWSHAM (-; 14), KIRKHAM (15¼; 15), thereafter as stations given this opening date in station list. According to *Yorkshire Gazette (12th)* Howsham was at Rider Lane, about half-mile from village (Col Cobb's Atlas shows *Railway House* thereabouts (old

station or just house beside the railway?); paper also says that Clifton station was to be built where line cossed Great North Road (about site of later Bootham Junction?). Nothing else has so far been seen about Clifton and Howsham; was former ever built?

Portion to Pickering initially used horse-power, in connection with Whitby & Pickering (see 1835 B**, above) – it was poorly ballasted and inspector only recommended permission to open because horses were to be used *(MT 6/2/59)*. *Potter* says original stations (stops in horse-drawn days only?) were: Low Marishes; High Marishes, alias Marishes, alias Marishes Road (in York & North Midland Rule Book of 1852); Black Bull (alias Kirby, alias Kirby Misperton). According to printed inspection report dated 5 July 1845 there were then no intermediate stations between Rillington and Pickering. *Yorks Gazette (12th)* included the Bull Lane station where the line crossed the Malton to Pickering turnpike (clearly Kirby) but said nothing about the Marishes, other than passing through them. Marishes Road opened in 1847 (see above). Bull Lane probably soon closed (with locomotive haulage?), appeared, reopened, in tt November 1853, as Kirby. Black Bull was shown on Macaulay's map of 1851, removed by 1854; Kirby not added until 1856/9. High Marishes was present on his map of 1851; removed 1856/9.

1845 November. Clarence (leased to Stockton & Hartlepool): Byers Green area market services. Market service from Todhills and Coxhoe to West Hartlepool and Stockton and back was first in *Brad* November 1845; no intermediate detail; timings suggest Todhills passengers were taken to Coxhoe and back (or left at junction while engine did this trip). August 1848 tt: service was cut back to Byers Green, presumably a previously unlisted stop. June 1864 tt: fortnightly service from Leasingthorne added (no return journey shown); by now timings suggest that carriages from the short branches were collected at junctions to form one train, but that Byers Green passengers still went via Coxhoe on way home. From August 1865 tt the Byers Green service again started from Todhills, no return journey shown. April 1867 tt was last time service was shown.

See Section 4 for later history of Byers Green.

1845 November 24. Manchester & Birmingham: Cheadle Hulme to Macclesfield. *Stockport, 21st*, gave date of line opening without listing stations; *Macclesfield, 22nd*, listed stations but did not explicitly provide opening date, although company's notice was headed November 24. All stations also listed in printed inspection report, dated 21 November 1845.

1846 April 13: LY: Ashton branch. Date, Easter Monday, from *Manch (15t)*, *Manchester Times (17th)* and *LY* (from different paper). *T 5 September 1848* (item on financial affairs of LY) and *Brad Sh 1850* give 15th – clearly latter result of early copying error. *RCHS Journal October 1971* refers to handbill issued by Manchester & Leeds, dated opening day and giving list of stations and fares. The intermediate stations, with first-class fares from Ashton were: Lamb Bridge (6d); Culcheth (6d); Newton (1/-); Manchester was also 1/-. None of these have been seen elsewhere. It was possible (RCHS suggestion) that they later became Droylesden; Clayton Bridge; Park. Perhaps re-siting involved. If the last did become Park it was presumably included in advance of opening. The earliest full detail seen otherwise is in *Topham* May 1848. A letter from W. J. Skillern in the January 1972 *Journal* said that the 6 inch OS sheet 104 surveyed 1845, published 1848 puts Culcheth at site of Clayton Bridge and Park at its later site. Sheet 105 which should have include the continuation of the line does not but it shows several features including 'Lum' in name (modern Lumb) in the area where Droylsden station was built. 'Newton' might be Miles Platting: this would better reflect the fare quoted, and would fit the fact that Park was opened later. Clayton Bridge, Miles Platting and Park were all within Newton township. *Manchester Courier 12September 1846* included case against man who had left wagons of dirt on the line between Culcheth and Droylesden stations on 27 July (delay had resulted from man 'disappearing' for a while).

1846 June 1. Blackburn & Preston: *Preston Chronicle*, *Preston Guardian*, *Preston Pilot (all 6th)* and co minutes *(RAIL 50/2, 30 May)* confirmed opening date. Newspapers refer to a hastily-arranged trip (mostly directors and friends, but some general public) on the afternoon of the day line had passed its inspection (30 May 1846); stop made at Mill Hill for a local notable (clearly one-off event), otherwise trip seems to have been non-stop along new portion of line. Two papers listed stations 'it is intended to have', *Guardian* 'will be five' intermediate stations (including Farington, already open on line joined to reach Preston); furthermore, none mentioned in description of line or in co's notice in *Pilot (6th)*, which quaintly said: 'The Directors hope to be able very shortly to complete arrangements which will enable them to put on additional Trains, to send carriages through to other Lines, and to convey any number of Passengers; but they will in the meantime do all in their power to accommodate the Public'. The list was Cherry Tree; Pleasington Chapel; Hoghton Turnpike Road; Bamber Bridge Turnpike Road; thus safe to assume these opened later.

1846 June 5. Middlesbrough & Redcar. Both own company's minutes *(RAIL 484/2)* and minutes of S&D Traffic & Coaching Committee *(RAIL 667/34, 667/35)* give 4 June. That day they ran a VIP special and a fare-paying public excursion (*York Herald 6th)*. *Rtn PP* was 'From 5 June 1846'.

Other problems concern early stations on line. Only Cleveland Port and Lazenby appeared in early tts (company's and *Brad*) but there are references in the minutes to these plus Cargo Fleet and Lackenby. However, minutes seem to have used Cargo Fleet and Cleveland Port indiscriminately for same site. There is no certainty that all opened with the line. Services provided for some are likely to have been meagre. The company's timetable for September 1847 shows five trains each way per day between Middlesbrough and Redcar. Cleveland Port and Lazenby were only served by two each way. It may be that the unlisted stations were only served, perhaps on a request-only basis, by these two; perhaps request stops were made by some or all of those which, according to the timetable, ran non-stop between Middlesbrough and Redcar. The uncertainties over siting are so great that no map is attempted for this section, but a table has been included as 'map 43' to provide a basic idea. Note that revisions have been made to the text since the maps were redrawn and maps 25 and 43 need to be read in conjunction with entries in Section 4. See 1825** and 1846**, above, for the general practices of the S&D at this time.

1846 June 15. Eastern Union: Colchester to Ipswich. 15 June is date usually quoted, and is the correct one *(co n Ipswich Journal 6th)*. However, *T 19th* said it opened on the 17th. This was probably result of misunderstanding. Item described how a party of directors set out to demonstrate service that line could provide for links to the Continent and the journalist seems to have interpreted it as first use of any sort. (The formal opening had been on the 11th – *T 13th*).

1846 June 22. NB: Edinburgh to Berwick *(co n T 23rd- line)*.

Tt starting 3 August 1846 *(Edinburgh Advertiser 4th)* shows that Innerwick was served by a Friday market train (starting date of this service unknown) from Cockburnspath to Haddington and back.

In October 1846 service disrupted by severe flooding *(Newcastle Journal Saturday 3rd* – storm Saturday, Monday, Tuesday last); bridge at Beltonford fell on Tuesday; road transport from Linton to Beltonford, train from there; makeshift bridge alongside old to be constructed and traffic diverted onto this *(Dundee, Perth ... Advertiser 13th)*; on Saturday bridge completed and into use *(Kelso Chronicle Friday 27 November)*. [Other damage but this was main problem.]

17 February 1847: start of Wednesday service for Edinburgh cattle market by goods trains; passengers from all stations, with note that trains also stopped at Innerwick and East Fortune *(co n Scotsman 13th)*; same notice also included East Fortune in Friday service. *Co tt* July 1847 *(NB Society)* also includes Burnmouth as additional stop on Edinburgh service. None of the three extra stops is in passenger table proper. Presumably this was service that called at Beltonford when in September 1848 NB acceded to local petition and agreed to stop *(First)*; *)*; if this was so, would have been market only stop – see entry in Section 4.

See article by Donald Cattanach in North British Study Group Journal July 2020, *General Pasley ....,* which consists of a very detailed survey of structural matters in the early days, plus some later points.

1846 August 24 Furness. Reliable information on the early history of this line is difficult to find. Early minutes are lacking in detail, which is hardly surprising given that board meetings were held in London, far from the scene of a line that initially operated in isolation. Opening was authorised on 12 August (that would have been date on certificate sent from London). According to *D&C 14*, a rudimentary service from Barrow to Dalton began, Sundays only (first on 16th?), using a converted sheep truck; full service began 24 August *(Rtn PP)*, withdrawn at the end of summer owing to operational difficulties. Report, *Manch 31st abridged from Kendal Mercury*, says line was opened for traffic on 20 July and for passengers on 24 August; it refers to Furness Abbey, Kirkby Ireleth, Barrow, 'Peel', Dalton. Thus room for some unconventional use? *Brad* version differs in detail – e.g. Barrow is not initially mentioned. Inspection report *(MT 6/3/53)* supports *D&C*. Since tt would have only been concerned with a service of wider potential use (from Fleetwood by steamer to Piel, then rail to Dalton, finally by coach to Ulverston and the Lakes), this might not be a contradiction. Line was operating detached from the national system and local services might have run, additional to those in tt. Inspector approved opening of main line Rampside to Dalton (6 m 14 ch); branch to Barrow (1 m 20 ch); branch terminating at Sandside in the parish of Kirkby-Ireleth (6 m 64 ch) and extension to Piel Pier (53 ch). Some of stations listed 'not quite finished' but were 'in a state for the reception of passengers'. They were Piel; Rampside; Barrow; Furness Abbey; Dalton; one for Kirkby-Ireleth (= Kirkby-in-Furness); and another a little beyond at slate-works which was then terminus. No evidence has been seen elsewhere for a passenger service to slate-works (north east of Kirkby); if there was an early service, it is likely that it would have ceased once line was extended to Broughton, leaving slate line as a dead-end branch. At one time there were clearly stations both for 'town' and pier at Piel but when 'town' station came into being is not known – it would have served no useful purpose in the early days when the line operated detached from the main network, mainly for excursionists. What facilities existed on the pier at first is not known; it was clearly re-sited several times. *Brad* never gave separate mentions but did intermittently note that some trains ran to the pier. Also shown as P P BARROW *(hb)* and Barrow (Piel Pier) in adverts in Belfast press. So much chopping and changing that only way of dealing with it is by giving a summary of information from local press and tts there and *Brad*: *Soulby = Soulby's Ulverston Advertiser* gave tts most issues in the early years but its first issue was only in August 1848; clearly lengthy inertia crept in later but at first seems to have been kept more rigorously up-to-date; usually only cited where supplements *Brad*.

1846: Advert in *Westmorland Gazette 22 August* gave details of service to and from Piel Pier; item *ibid* said line would open in the course of the next week, to connect with steamers to Fleetwod, whence rail services would take passengers to other destinations – e.g. Liverpool.
September and October *Brad*: Piel – Furness Abbey – Dalton.
October: last adverts seen in local press.
November: 'some doubts about continuance'.
December: omitted.

1847: May: Piel – Rampside – Furness Abbey – Dalton – Kirkby; to come into force on 24th instant; confirmed by *co ½ Kendal Mercury 4 September*.
June and July: same stations.
August and September: now from Barrow, different times each day – tides.
October: omitted.

1848: February: index shows Furness Railway 'closed for the present'.
March: on and after 1st March: Piel to Dalton. *Carlisle Patriot* said line to Broughton inspected 23 February, satisfactory, and would soon come into use. Earliest reference to Dalton for this time is in notices in many papers that trains would run from there in connection with steamers from 1 March.
April to December: service from both Piel and Barrow, stops as 1847, plus extension to Broughton. *Soulby 14 December* – after 12 December Piel reduced to use for steamer services, different days depending on tides.

1849: January to June: Barrow only to Broughton. *Soulby* still steamer use for Piel but only full use from 30 July *(2 August paper)*.
July to October: from Piel also.
November: from Barrow only.
Same up to and including

1850: April, but e.g. February 1850: 'No information – supposed to be correct'. *(Soulby 8th* has tt from 1 February, no Piel).

1850: May to October: Piel also.
November: extension to Whitehaven added.

1853: storm of 5 and 6 January badly damaged Piel pier and line *(Westmorland Gazette 8th, 15th)*. Pier reop to public 13 June 1853 *(Preston Chronicle 11th)* and adverts suggest rail service now resumed.
Next gap for Piel seen was omission from *Brad* December 1857; *Soulby* suggests earlier closure for winter – still present tt 22 October, clo 29 October. Similar pattern *Soulby* 1858 to 1866 inclusive, with May or June resumption. In both tts Piel only shown in connection with steamer services, not as station in own right.

1867 'new trains' (i.e. additional) for steamer passengers and local use in tt alterations for 1 June; one dependent on tide times.
Soulby 23 May said steamers would start 1 June, June tts show one Piel train without steamer connection; *5 September paper's tt* said trains for steamboat traffic only; still thus December but no indication anywhere that two stops were involved at Piel..

1868 – *co ½ Cumberland Pacquet 18 August* said passenger trains had begun to run on new pier in February.
Soulby added four trains to Piel only, with paper of 28 May (not included 22nd), probably for Whitsun holidays. Still headed for steamboat passengers only (presume lengthy inertia, *Brad* similar – still there until 1881).
No later gaps seen.
Only with June 1875 tts *(Soulby)* was PIEL replaced with PIEL PIER, no change in timings.
1 October 1881: steamer service diverted to Barrow Ramsden Dock so no further use for Piel Pier. However, only with

8 June 1882 tt did *Soulby* omit 'steamboat passengers only'; then also replaced PIEL PIER with PIEL and reduced time from Rampside on most services from 5 minutes; probability is that (delayed?) change in tt made 1 June with other alterations then.

Other stations' later history in Section 4.

1846 October 7. York & North Midland: Seamer to Filey and Hull to Bridlington. Date from *Brad*, October 1846 – said line would open 7th inst. Confirmed for Bridlington line by *co n Hull Packet (2nd)*. Earliest detail seen in national tts is in *Topham* May 1848, *Brad* July 1848. However, description of formal opening of: Filey line on 5th *(Yorks Gaz 10th)* includes Cayton and Gristhorpe. That for Bridlington formal on 6th *(ibid)* listed Cottingham, Beverley, Lockington, Hutton Cranswick, Driffield, Nafferton, Burton Agnes. Earliest reference for Carnaby so far seen is advert for George Robinson's show of rams there on 11 August 1847 *(York Herald 7th)* which said that all trains would stop at 'Carnaby station'. For Lowthorpe earliest is in *Hull Packet (31 March 1848)*, reporting death of stationmaster's wife on 25th.

1846 November 4. Shrewsbury & Chester. Line opening date from *co n T 9th*; all stations given opening date appear in tt beginning 28 November reproduced in *GW*, volume I, opposite page 180. *Brad* did not provide detail until February 1847. Two trains each way ran on formal opening day, 2 November. First carried Chester Blue Coat boys as well usual directors, etc; second apparently free for all, directors being 'exceedingly liberal' with tickets. Probably non-stop runs *(Manch 7th, co notice and report)*.

1846 November 18. LNW: Bletchley to Bedford. Opening 17 November was clearly formal event only *(co n T 14th; item 18th)*; *Bedfordshire Mercury 21st* said line was opened by an 'excursion' train. Formal description says there were five other (unnamed) stations; these were named in *Leamington Spa Courier 21st*.

1846 December 17. Lancaster & Carlisle: opening Oxenholme to Carlisle. Line date *co n Kendal Mercury 12th*; all stations includrd in description of formal opening (15th and 16th) *Carlisle Patriot (18th)*.

1847. Newcastle & Berwick

Problems concern details of intermediate stations. First *Brad* reference is May 1847, when Newcastle & Berwick table has Newcastle to Morpeth; and Berwick Tweedmouth Station to Chat-hill, coach service covering gap. Newcastle papers seen are no more helpful at this time. July 1847 *Brad* shows line opened right through, but no station detail until August. Later press reports are contradictory; one possibility is that first given below (19 June one) detailed what was originally expected, not the reality; another is that there were changes of mind and briefly-existing temporary stations.

1 March 1847: Newcastle to Morpeth. Inspection report *(MT 6/4/5)* does not list intermediate stations but does say that temporary wooden buildings to shelter passengers have been erected pending completion of permanent stations. *Kelso Chronicle 5th* confirms opening date and says intermediate stations are Killingworth; Cramlington; Morpeth.

29 March 1847: Tweedmouth to Chathill op 29 March 1847 *(Newcastle Journal 3 April- line)*. Some time before opening *Newcastle Courant 4 September 1846 / Berwick Advertiser*: according to present arrangements station for Belford is to be at Crag(g) Mill; many feel this is unsatisfactory because of poor approach from Belford and will result in traffic from west and south Belford being thrown into Mousen and Lucker stations; more sensible if station eastward of tile works, allowing Mousen to be dispensed with; petition being sent to company.

Inspection report *(MT6/4/13)* lists intermediate stations, with mileages from junction with Newcastle & North Shields as Newham (45); Lucker (47); Mousen (49); Belford (50½); Beal (56½). It says that permanent stations were in course of construction; even those for temporary purposes not all erected, but 'ample time' for completing this would be available between inspection 12 March and proposed opening 22 March. The distance given for Belford is about 1 mile too much (and would fit site of Cragg Mill) – S. Bragg.

A description of the line in *Newcastle Guardian 19 June 1847* says stations with distances from Newcastle are: 'Pegsworth' (= Pegswood?) 18 miles 26 chains; Longhirst 20 6; Ulgham 22 6; Widdrington 23 6; Acklington 28 6; Lesbury 34 50; Longhoughton 37 26; Little Mill 29 26; 'Fallowden' 42 66; Chathill 45 66; Newham 46 66; Lucker 49 0; Mousen 50 66; Belford 5226; Beal 58 35; Tweedmouth 65 5.

Article in same paper *3 July* includes (differences); no reference to station at Pegswood; station at Old Moor for Longhirst and Ulgham; temporary for Alnwick (=Lesbury); Long Houghton; will be station at Little Mill for Earl Grey; no Falloden.

Possible explanations: (1) line opened with Belford station at Cragg Mill and another at Mousen, soon (before / with August 1847 tt) renamed Belford 'Cragg Mill', opened new Belford and closed Mousen; (2) last minute change of mind. (1) is better fit to evidence seen but not certain.

Any existence of early Pegswood and Ulgham stations is unlikely.

1 July 1847: Morpeth to Chathill, thus completing line (item and notice *Newcastle Guardian 3rd)*.

Early progress report (clearly not comprehensive) in *Newcastle Guardian 24 October 1846* said would be stations at Widdrington; Acklington (for Felton); Warkworth; Long-houghton; Christon Bank; Chat Hill; Newham; Lucker; Belford; Beal.

1847 March 1. Glasgow & South Western: Kilmarnock – Barassie – Troon via Gatehead. Line date from *GSW*. Gatehead was only intermediate station shown in *Brad* March 1847. An alternative route was available and this one suffered periods of complete closure and summer-only use. The following has been derived from *Brad* but the whole story has not been established:

Line last there May 1848; June 1848 note that line closed for improvement (clo 22 May – *co n Glasgow Herald 15th* – passengers diverted to Irvine and 'Busbie' route).

Back May 1850; last present October 1853 (but *Glasgow Free Press 12 March 1853* – in consequence of closing of Kilmarnock & Ayr a stage-coach service is about to be started).

Back by July 1854; last September 1854.

Note January 1856 says was closed for winter.

September 1856 – present.

1857 July to December – absent.

Back June 1859; before/with January 1861 shown without trains (not in *Cornwall's Scottish tt* November 1860).

Trains again May1862.

No later omissions seen.

Evidence for Barassie, which logically would have been junction station at western end of line is patchy and inconclusive. First seen in *co n* for summer service from 6 May 1844 *(Ayrshire Advertiser 2nd)*; not mentioned in *co n* for winter services from 7 October *(Glasgow Herald 7th)* but not conclusive since did not give full station detail. In *Brad* first included July to October 1847, omitted

November, back June 1848 (when the line was shown as closed), last shown August 1848; included in *Topham* May 1848 and March 1850 (first and last issues seen) but no trains calling. Later it was omitted on occasions when line was shown with trains (e.g. at least January 1852 to June 1852); this is most unlikely to be the full/accurate picture.

1847 March 19. Whitehaven Junction. Company notice of opening gave full tt for on and after 19th, including Parton *(Carlisle Journal 27th)*. However previous week's paper, describing opening, made it look like formal occasion – referred to Directors' Special and half-fare excursion – regarded this as shabby behaviour in that richest got free trip.

1847 May 3: Blyth & Tyne: Seghill to Blyth. Date from *Newcastle Journal May 8*; also given by *Lambert's Handbook to Tynemouth and Blyth & Tyne Railway*, mid/late 1860s. March 3, in modern print, presumably copying error.

1847 June 1. Southampton & Dorchester. This was the planned opening date but problems with the tunnel between Southampton and Blechynden meant that the full service could not be run, though enough rolling stock was taken through the tunnel, without passengers, to provide two trains from Blechynden and one from Dorchester; passengers were taken by road between the two stations *(Salisbury 5th)*. The full service (Blechynden to Dorchester) was in operation on Sunday 6 June, at the latest (tt, *W Fly P 12th)*.

1847 August 3. Wear Valley (S&D). Perhaps formal only opening. Minutes say it was opened by the directors and their friends on the 3rd, 'since when the coach trains have run regularly' *(RAIL 718/2)*. *Durham Chronicle 6th* only mentioned first train, which left Darlington at noon and was clearly a directors' train. Likelihood strengthened by findings on line opened 5 June 1846** (see above). In this case *Return* no help since Wear Valley lumped with S&D, already open.

1847 September 2. Eastern Union & Hadleigh Junction. *Herapath, 28 August*, said formally op 20 August; neither of [intermediate?] stations yet complete but temporary accommodation is being provided for passengers by the opening of the line 'for travelling', expected in course of a few days. All in *Brad* October but later tables often nd so cannot be sure of continuity of use. *Hadleigh* confirms existence at opening – in inspection report. *Co n Bury & Norwich Post 8th* confirmed opening but gave no intermediate detail.

1847 September 6. Midland line to Codnor Park. Opening date from *Derbyshire Advertiser 3rd*, which said goods and passengers had been conveyed on this line for some time by contractor's engine, to the great benefit of the public; stopping arrangements? free? Station detail from *Mid.*

1847 September 7. Keighley to Skipton. Opening date from *Leeds Mercury, Saturday 11* and *Bradford Observer, Thursday 9 September*, which both say opened to the public on Tuesday. The date previously given, 8 September seems to have been derived ultimately from Clinker's corrections to Lewin. Skipton was only station mentioned in account of 'contractors' opening on 1st *(Bradford Observer 2nd)*, public opening and item on excursion where other intermediate stations were mentioned *(Leeds Times 28 September)*. However, fares table for time of opening *(minute 257 of Leeds Committee* – John Gough) includes Cononley, Kildwick and Steeton and the first two are mentioned as stations in an advert *Bradford Observer,16 September 1847*. This suggests, though does not prove that these were available from opening. The dates given in Section 4 represent the earliest clear evidence for their existence.

1847 September 20. Edinburgh & Northern: Burntisland to Lindores temporary terminus and to Cupar. *Edinburgh Advertiser 21st* confirmed line date. Lengthy account of formal opening, 19th, shows most, probably all, of 'missing' stations were there. Not always clear whether mentioning stations or listing villages passed but explicit references to stations at Kinghorn; Lochmuir, close to New Inn (= Falkland Road – see Caledonian Books reprint of early OS, sheet 40); Kettle; Springfield. First tt for line, *Brad* October 1847, omits: Kinghorn; Sinclairtown; Falkland Road; Kingskettle; Collessie; Springfield. Collessie mentioned as stop in *co tt for 30 September (Dundee ... Advertiser 1 October)* rest added June 1848, no change in overall train timings. All in *Topham* May 1848.

1847 October 18. York & North Midland: Filey to Bridlington. *Hull Advertiser Friday, 22nd*: line inspected Saturday (16th), opened to public Monday last, since when trains have been running regularly. *Yorks Gaz* and *York Herald (23rd)* told same story, though wording so similar that almost certainly common source; none gave any station detail. *Brad Share 1850, in a calendar of openings* also gave 18th. *Co½ T 22 February 1848, Hull Advertiser 25 February 1848* said op 20 October 1847; date used by e.g. *NE Maps*. Earlier date preferred as nearer to event; copying mistake by railway official who compiled half-yearly? No detail in *Brad* until July.

1847 December: Leicester & Swannington (J. Gough, from *Leicester Chronicle)*. On and after Friday 24 December 1847, service reduced to Saturdays only service Leicester – Glenfield – Ratby – Desford, for reconstruction of line, with deviations (paper of 25th). Line to be fully reopened to Long Lane 27 March 1848 (paper of 25th), those stations shown as re-sited in 1848 would now have been (re-)opened on new sites; station detail at first not always complete in local press or in *Brad*.

Prior to 1847 it had been mainly a mineral line, on which a couple of passenger carriages had been attached to its trains for the convenience of people in a rural district (*Return*, reporting accident of 28 May 1844).

1848: Morningside area lines. In this note, the main consideration is the dates of closure, subsequent reopening and final closure; a mere recital of tt dates would seem to be misleading. Original openings covered in Section 4 and *1835 C*, above, which see also for comments about reliability of information for this area.

The original services seem to have been closed as a result of opening of Caledonian main line through from Glasgow to Carlisle; stations on this line would have taken much of traffic previously carried by lines to Morningside. Caledonian main line was first included in March 1848 tt. In that month two services from Glasgow to Morningside are shown, in separate tables:

Wishaw & Coltness to Morningside (a), showing all the stops including Carluke (alias Stirling Road);

Wilsontown, Morningside & Coltness Railway (b): Glasgow – Morningside – Longridge; detail only given for second section.

It is clear from timings that both services were provided by the same trains. In April (a) was omitted; (b) was still shown in April but May 'service suspended'. This looks suspiciously like tt inertia. Once the main line had opened on 15 February some places involved would have been better served by it. There would have been no need for this Carluke because there was now a station of this name on main line. Also seems odd that second leg of the service should apparently have outlived first. However, whole service might have survived for a little while after main line opened, in the hope that local demand would be enough to justify it. The figures for numbers of passengers given for the Wilsontown line in the *Returns* would suggest that passengers ceased to be carried about the end of February or middle of March 1848. No comparable evidence exists for the Wishaw & Coltness since its return was by then included as part of the Caledonian's.

Year	first half	second half
1846	9,274	19,622
1847	17,938	19,207

1848 6,950 none

(608 trains in total ran in the first half of 1846, 972 in the second).

Morningside was again served in 1850, when once more the tt version does not make sense as it stands. What at first sight was the extension of the Edinburgh – Bathgate service to Morningside was first shown in the tt August 1850. Closer inspection shows that the one table included two distinct services: Edinburgh to Bathgate and Bathgate to Morningside, without any semblance of a worthwhile connection between them. Apparently then, according to the tt at that stage, a Bathgate to Morningside service was operating in isolation. The line from Glasgow did not come back into tt until December 1851, again in two tables: one showing Morningside as terminus, the other continuation on to Bathgate as terminus. Common sense would suggest that this was a late arrival in tt and would have opened at same time as, or earlier than, Morningside to Bathgate one.

Brad Share, 1851, gives 1 May 1850 for opening (part reopening) by Edinburgh & Glasgow of Wilsontown line, which would cover Glasgow to Morningside service; this fits date given by *G&S*. Edinburgh to Bathgate (presumed to be error for Bathgate to Morningside/Longridge) is shown as opened in 1850 but no exact date given. However, it is clear that tt was well behind events.

Official permission to open 'Bathgate branch of Morningside & Coltness, from Longside* [Longridge] to junction with Edinburgh & Glasgow at Bathgate' was dated 30 March 1850. Presumably Morningside to Longridge, needed to reach this, was not inspected because had been recently used for passengers. This would suggest 1 May (or earlier?) as likely opening date for whole stretch from junction with main line to Bathgate. Report of Edinburgh & Bathgate special meeting, 13 March 1850 (day after first inspection) said connection with Wilsontown, Morningside & Coltness would open for passengers 'in a short time' *(Herapath 4 May, p. 449)*.

Trains were last shown on the Bathgate to Morningside section in December 1852 tt; those from Glasgow were last shown in February 1853 tt. This time there might have been some logic to the latter lasting longer since there would have still been a main line connection; however, simultaneous closure would also have made sense.

* = this was printed version; original *(MT6/29/9)* had correct name.

1848 February 1. East Anglian: Watlington to Wisbech. (line opening – *Boston 8th*).

1848 March 1. Eastern Counties: March to St Ives. Co n *Cambridge Chronicle 26 February* said line would open for general traffic on 1 March and *co ½ T 28 February*, *Cambridge Independent Press 4 March* and *Boston, Stamford & Lincolnshire Herald 7th* told same story though details differed. The line was opened by excursion from Huntingdon (later Godmanchester) to Wisbech, 32 carriages, upwards of 900 passengers or 2,000, including children from various schools along line, most of whom were carried in open carriages – boys only taken, girls left behind and initially disappointed but perhaps cheered up when boys saturated by incessant rain. Somersham and Wimblington stations did get a mention.

1848 May 23. Stirling to Perth (Scottish Central). *Perthshire Advertiser 18th* described formal opening on 15th; mentioned all stations though train did not stop at all. *Perthshire Courier 18 May* carried company notice of opening on 22nd, with outline tt. However following week's paper's description is clearly of another non-public opening on that date. *Courier* only mentioned one train each way. Supposed to leave Perth at 10 but late. Halted at most stations and some of level-crossings to collect passengers. Initially directors and friends only but for return journey second-class carriages attached to carry all and sundry (free?). No suggestion that tt trains ran – would have been difficult to fit in. *Co ½ T 4 September* says opened 23rd and 'is now open' notice was dated 23rd *(Caledonian Mercury 25th)*.

1848 June 6. Knottingley to Stockbridge. This was opening date for paying public. On previous day (formal opening) there was a special free of charge for the public; only Askern and Womersley mentioned apart from termini *(Nottingham Journal 9th)*.

1848 June 15. Addition of stations on South Devon. *Plymouth*, Saturday 17 June, has two items. One says that Ivybridge opened on Thursday; the other that trains now stop at Colebrook (= Plympton), Ivybridge and Brent. It has been assumed that all three opened on the same date.

1848 July 24. Liverpool, Crosby & Southport. Line date from *Southport Vis 22nd* and *29th*. There seem to have been several early changes of station sites and short-term closures. Both Birkdale and Crosby included there but neither in *Brad* before the end of 1850 (e.g. see March 1850); they were in *Topham* from soon after line opening but no trains shown calling. Hightown not included in either tt. *Brad* January 1851 shows Birkdale and Hightown with trains but Crosby Village served by omnibus from Waterloo; February 1851 shows trains calling at Crosby Station. Clearly there are still details needing to be established.

1848 August 1. York & North Midland: Selby to Market Weighton *(Herapath 12th/Yorks Gaz 5th)*. In August 1848 *Brad* this line appeared only as a footnote in the York to Market Weighton table. First detail of any sort given October 1849 when Dubwith (= Bubwith) and Holme were shown as the only intermediate stops (*Herapath* said they were the only 'road stations'); from 1850, footnotes refer to Tuesday market and Monday fortnightly fair trains to York, stopping at 'all stations' without naming them. These might have been provided from start since relevant trains were given extra time, without any reason given. Inspection report *(MT 6/5/66)* only lists Bubwith and Holme, but it is unlikely that any facilities would have been provided at stops only used by market trains. In November 1851 a full list appeared, no limitation on days. (In December 1851 there was a note that the Gatehouse stops were market days only but this had probably been put back in error – it was omitted next month.)

1848 August 1. NB opening to Bowland Bridge. This date is given by *Brad Sh.* A company notice dated 27 July in *The Scotsman*, concerning arrangements for the Edinburgh Agricultural Show says 'The Hawick Branch is expected to be Opened to Bowshank, on Tuesday the 1st August'. *Co n Caledonian Mercury (3rd)*, dated 1st, said line is now open to Bowshank. All stations given this date were included in notice. (A column on Shares ... in *Caledonian Mercury, 3rd*, said it would open 'tomorrow' – source of date given by *D&C 6*?)

1848 August 17: East Lancashire, Stubbins to Accrington. A notice *Manch 16th* says line plus 'intermediate stations' will open on this date. Account of opening, *ibid 23rd*, confirms opening then. Haslingden was clearly ready and was the only intermediate station shown in co's tt, *ibid 26th*. Baxenden and Helmshore are both described as 'under construction' but this might well mean that platforms at least were available for trains – in Helmshore's case it states that when completed it will be a comfortable 'building'. All were included in *Brad* September. The *possibility* thus exists that Baxenden and Helmshore opened a little after the line.

Co op notice in *Preston Guardian 19th* says 'Trains will leave ... for Blackburn, Accrington, Haslingden, Bury and Manchester', implying that Baxenden and Helmshore were not yet open. Conclusive answer still needed.

1848 August 23. GSW opening from Gretna to Dumfries. All papers seen gave either a description of the formal opening on 22nd, including list of stations, or a brief reference to public opening on 23rd; see e.g. *Greenock Advertiser 25th* (former), *Scotsman 26th* (latter).

1848 September 4: Great Northern, opening Louth to Firsby. *Co ½* gave opening on 3rd, as did *Boston*. However *Lincolnshire Chronicle Friday September 1* said stretch would open to public on Monday and this is supported by advert in *Stamford Mercury 1st* about changes to coach service and item there under heading ALFORD, the only intermediate station to get a mention. This left a gap between Firsby and Boston because latter's station was not ready to receive the extra traffic. Possible explanation for error is that some sort of public excursion ran on the 3rd, which was a Sunday and unlikely to have been used for a public opening. See 1 March 1848**, above for a local example of what was then a not uncommon practice but one would have expected local press account.

1848 September 14. Leeds & Thirsk: opening Ripon to Weeton. *Co n Leeds Intelligencer 16th* referred to opening between Ripon, Harrogate, Knaresborough and Weeton; Pannal mentioned in note about connecting coaches and *item ibid* described line but not with full station detail – did include Pannal and say Starbeck was for use of Harrogate and Knaresborough people. Wormald Green and Ripley (later Nidd Bridge) both in *Brad* October with line.

1848 September 27. Glasgow, Barrhead & Neilston Direct opening Glasgow to Barrhead and Spiersbridge. *Co n Glasgow Herald (25th)* said in heading would open from Glasgow, Temporary Station at Gushet Fauld, near Old Gorbals Toll; main table gave Glasgow, Pollokshaws, Kinnishead Junction, Nitshill, Barrhead. Separate one gave times for Thornliebank branch (heading) with times from Glasgow to Spiers Bridge and return, with no reference to intermediate stops (but perhaps these provided on horse drawn branch); on balance it would seem that S and T were used indiscriminately for same place. Description of line (formal opening, 26th, *ibid 29th)* included stations 'Kennishead', and 'Thornliebank' (no Spiers Bridge). *Greenock Observer (29th)* managed 'Kennieshead Junction' and 'Speirs Bridge'.

1848 October 2. Eastern Counties opening of branches from Witham to Braintree and Maldon *(co n Essex Standard 6th – see Chron April 2014, p 24)*. Intermediate stations included in footnotes as request stops.

Shortly after J. V. Gooch had been engaged there was serious dispute between him and engine drivers, resulting in most of latter being replaced by promoted firemen or new recruits (see R. S. Joby, *Eastern Counties Railway*, Marwood, 1996). Company had to run reduced service, including complete closure of these two branches from 18 August 1850 *(co n T 19th)*. Service restored 26 August *(co n 26th*, saying staff of engine drivers had been completely reorganised). Paper actually referred to fortnight of cuts but that probably included week of confused reductions before 19th.

1848 October 30. *Return* says 31 October but description in *Leeds 4 November* says that three trains ran each way on the Monday (30th), as per timetable cited..

1848 November 20: opening of Liverpool and Bury line [LY]. *Bolton Chronicle, 18th*, has notice for opening on 20th. This does not list intermediate stations but an article refers to inspection (13th) and directors' and shareholders' trip (17th). This says there are 16 stations and then lists 17, separated only by commas, one of which (Bolton) was stated to be already open. These, in part, would seem to be journalist's names: Liverpool; Bootle-lane; Prescot-road [misprint for Preston Road]; Simon's-wood; Kirby [Kirkby]; Rainford; Pimbo-lane; Farmoor [Upholland?]; Upholland [Orrell?]; Wigan; Hindley; West Houghton [one word elsewhere in report]; Bolton; Darcy Lever; Bradley-fold; Blacklane; Bury [used already-open East Lancs station].

Manchester Times 21 November also listed stations: Liverpool, Bootle Lane, Preston Road, Simmond's Wood, Kirby, Rainford, Pimbo Lane, Upholland, Orrell, Arches? (print indistinct = Pemberton?), Hindley, Westhoughton, Bolton, Darcy Lever, Broadley Lane (= Bradley Fold), Brook Lane (= Black Lane?), Bury. Its account said that, as usual with new lines, much was unfinished, including temporary sheds for stations. Pemberton included in *Preston Chronicle 25th* list, along with mixture of names in other lists.

However 'intended' should be added to some on the list. Stations except Pemberton directed to this note were included in tt headed November *Liverpool Mail 9 December* but no trains shown calling. Tt *6 January*, but still headed 'Railway information for November' had trains now calling at all previously present except Westhoughton. Trains were first shown calling there in tt *10 March*. Pemberton was still not included in any tt in that paper, whose erratic provision of tts ended with one in August. The evidence is unsatisfactory but it would seem most likely that some stations were added piecemeal in the early months of the line's existence. See entry on Hindley in Section 4.

1849: Oakengates. Openings of the lines either side of here were messy and resulted in much conflicting evidence in the press as papers copied information from one another.

Shropshire Union from Shrewsbury to Stafford opened 1 June *(co n T 19 May)*. Shrewsbury & Birmingham ran excursion trains that day, double journey at single fair, Shrewsbury – Wellington – Oakengates; regular trains 2nd *(London D N 4th)*. *Shrewsbury 8th* treated 1st as regular opening for both but confirmed existence of all Shropshire Union stations given this date. *Return* adds to confusion – says opened 18 June. This was actually the date of opening for goods (derived from *co n Shrewsbury 25 May*, which said Oakengates would open for goods on Monday, 17 June – 17th was actually a Sunday).

The next section, on to Wolverhampton, was opened with excursion trains on the 12th November and to the public on the 13th *(co n T 10th)*. Again, *Shrewsbury (16th)* treated 12th as normal opening. It mentioned all stations given 13th as opening date – company's own notice would seem to deserve precedence in a case like this.

1849 March 31. Blackwall: extension to Bow & Bromley. *Co n T 29 March* said line would be opened throughout with locomotive power on Monday, 2 April. However, an item in the paper of 2 April said that it had opened on the Saturday (31 March). It would thus seem that the Blackwall made something of a habit of early opening – see London, Fenchurch Street (Section 4). This leaves a problem concerning the short length from Bow & Bromley to the interchange station at Victoria Park, Bow. *The Times* says nothing about this so that it might well not have come into use until 2 April, date given by *L*; the Eastern Counties were also, unenthusiastically, involved here and might have waited until the advertised date – in this case, there would have been no point in the Blackwall running on from Bow & Bromley to the exchange station.

At first trains ran through from Fenchurch Street. At one stage experimented by making passengers for the extension change at Stepney. Experiment in operation by 19 August (letter, *T 21st*); had been abandoned by 1 December (report *T* of that date).

Interchange station was made necessary by the Eastern Counties company's refusal to put in a junction and allow through running. Blackwall service was diverted to the North London line 26 August 1850 and its station at Victoria Park closed; the Eastern Counties part survived a little longer, passengers presumably walking between it and new North London station at Bow. Portion of line closed in 1850 reopened 13 April 1854 for through service Fenchurch Street to Tilbury (junction now in place).

Blackwall line originally about 5 ft gauge, cable hauled. In first three months of 1849 converted to standard gauge, locomotive hauled. Two lines altered in turn so service continued but frequency reduced from 15 to 30 minutes. One line opened, converted,

15 February *(London Local)*; full service resumed 2 April *(co n T 29 March)*, initially at 20 minute intervals; by 29 August *(co ½ T)* restored to 15 minutes. Now possible to travel directly between any pair of stations – previously some journeys only possible by going to one of termini and back (see *London Local* for details).

1849 May 15. LBSC: Hailsham and Eastbourne branches. LBSC *co ½ T 23 July* gives 14th as do many papers but but trains on 14th carried officials and a party of children from the local workhouse and others on half-fare trains *(Brighton Gazette 15th, 17th* and *Back Track vol 13 no 12, pp 662-3)*.

1849 July 19. Whitehaven & Furness Junction. *Lewin* and *D&C 14* say 21st but *Return* says opened 19 July and is supported by *Whitehaven Herald 21st*, which mentioned all stations (formal 18th). What increases the suspicion that a misprint has been copied in secondary works down the years is the coincidence (?) that the company was incorporated on 21 July 1845, so that the '21' quoted for opening might have been copied from the wrong place.

1849 July 20: *note deleted – now redundant.*

1849 August 1. LNW: Stalybridge to Huddersfield. *Co ½ T 18 August* gave line opening date*;* all stations listed *in co tt for 1 August, Stockport 3rd* and in description of line in *Manchester Examiner & Times 18 July*, which covered official opening on 13 July and said public would be 1 August.

1849 August 15. NB: Reston to Duns(e) *(D&C 6)*. Evidence contradictory. Inspection report *(MT 6/7/100)* says '3 intermediate stations', which would most likely have been Chirnside; Edrom; Crimstone (alias Crumstane). However, earliest tts seen, *Edinburgh District* December 1849 and February 1850 only include Chirnside and Crimstone; same in co tt shown in *D&C 6* for 1850 (January?); Edrom was added to Macaulay's maps between 1851 and 1854. First detail in *Brad* May 1852, Chirnside and Edrom listed. Given the inspection report, early tt versions perhaps reflect relative importance of stations in company's eyes. Clearly Crimstone dropped out very early, probably before May 1852, though still shown by Macaulay. One possibility is that Edrom was initially used for goods only, changing roles with Crimstone 1851/2. Free excursions 7 August *(Newcastle Gazette 11th)*.

1849 October 29. North British extension to Hawick. Date given by *Lewin*. Confirmed by *Scottish Railway Gazette* of Saturday 3 November, which says line opened on Monday, and *Scotsman 31st*. There was no public demonstration owing to the ravages of cholera but many did come to see the comings and goings of the trains during the day. Belses mentioned in *Edinburgh Evening Post (3 November)*.

1849 November 1. Aberdeen Railway: Dubton to Limpet Mill. This date was given in *co ½ T 27 November* but some sort of service seems to have operated for a couple of days previously. Opening had originally been advertised for 23 October *(e.g. Aberdeen Journal 17th)* but problems connected with inspection and payment to contractors meant delay. *Co n dated 30 October, Aberdeen Journal 31st*: Commissioner of Railways had authorised opening and trains were 'now running'; this also gave outline tt from 1 November. Little station detail in press or *Brad* (first March 1850) at line opening but all stations given this date in *Topham December 1849*, when it first included line. According to *Stonehaven Journal 6 November*, which treated 1 November as opening date, bridge across the Water of Bervie had not been formally passed by BoT inspector (seems to contradict other versions). Directors played safe: engine across on own, carriages pushed over by men stationed for purpose, any passengers who 'felt any alarm for the stability of the arches' walked across. How long this arrangement continued is not known.

1850 May 1. Llanelly: opening for regular passenger service. Line had opened for goods in stages 1833 onwards; reached Pontard(d)ulais 1 June 1839, Garnant April 1840, Duffryn 6 May 1841 *(GW)*. Passenger service began ? – no mention of passenger revenue in accounts for half-year to 28 April 1838 *(Herapath July)*. Passenger duty first paid for year 1840 *(PP 2)*. *Return* for July to December 1840 compared with later ones suggests that service was provided throughout the period covered (1,840 then, 1,204 in first half of 1841, 1,281 in second half of 1841); it appears from return that only third-class passengers were carried, by same trains that carried the goods. At first there were no recognised stops or timetable and this might have resulted in a loss of passengers as the novelty value wore off since in the 1842 and 1843 returns the space for 'number of passengers' is left blank, with the note: 'no account is kept of these since the amount is so small'. Numbers of passengers given again in return for 1844-5. The picture given in *GW* differs from that given in the primary sources seen; a possible explanation is that services provided by contractors ran in addition to those mentioned here – perhaps e.g. to Duffryn.

Nigel Wassell mentions authors who have asserted that a timetabled service existed in 1841 but they have not given their sources and he has been unable to verify their claims. Paul Reynolds has found that Pigot's *Directory* (1844) shows they were then running to a timetable: 'The Llanelly Railway & Dock Company's Trains leave the New Dock for Cwm Ammon and Cross Inn, every morning at half past six and nine, and every afternoon at half past twelve and three.'It is clear from information gathered about Llandilo Bridge and Ffairfach that its officials were not always as prompt as they should have been in sending details of timetable changes to publishers.

Initially the line operated detached from the main system. When the approaching opening of the South Wales Railway as far as Swansea meant that its isolation would be reduced, the company decided to run a specific passenger service to a regular timetable (*The Welshman*, reviewing the company's history, *23 January 1857)*. The regular service began 1 May 1850 *(Company minutes RAIL 377/3)*. Initially *Brad* said coach connections were provided 'at Llanelly for Swansea' and 'at Garnant for Llandilo'. In July this was altered (corrected?) to 'Bynea for Swansea' and 'Cross Inn for Llandilo'.

Some unofficial use clearly occurred: Thomas Jenkins (a local tradesman) wrote in his diary for 23 December 1856 that he 'went by the engine to Llandybie, walked to Ty-ucha then Cross Inn and by rail to Swansea'; he was a shareholder in the company and perhaps used his influence to hitch a lift on a stretch of line not yet opened.

The last word on this line for the time being surely belongs to Nigel Wassell: 'The simplest thing that can be said about the early passenger services on the Llanelly Railway is that they are shrouded in mystery.'

1850 June 19. South Wales: Chepstow to Swansea. Formal opening 18 June was described in *Merlin 22nd*; some fare-paying passengers were carried. Full public opening was 19th: *co n Cardiff & Merthyr Guardian 26th* listed all stations. South Wales *co ½ T 29 August* gave 18th as opening date. Also see article by M Hale in *Welsh Railway Archive May 2000.*

1850 July 1. Closure: Newmarket. *Co n T 1st*: 'The Newmarket Railway will from and after 30th inst cease to carry and convey passengers' – notice dated June. Literally this could be taken to mean that last train would have been on the 29th (Thursday) but common sense suggests that last train would have run on 30th and closure would have occurred with the new timetable on 1 July.

1850 July 8. Furness: extension to Bootle. This date is given in Whitehaven & Furness *co ½ T 21 August*. *Furness Rise* reproduces timetable and opening notice giving 1 July (notice issued 27 June). Co ½ report says: 'At the latter end of June part of the viaduct

over the Esk was burned down; it was replaced in a week'. Item *T 1 July* covered fire and delay to opening. *Lancaster Guardian* of 6 July covered fire, that of 13th confirmed opening on 8th.

1850 July 15. Caledonian & Dumbartonshire Junction: Bowling to Balloch. Opened detached from the system, with steamer connections from Glasgow to Bowling and from Balloch to other points on Loch Lomond. Line date from *co n Glasgow Gazette 13th* which mentioned Bowling Bay, Dumbarton, Renton, Alexandria Bonhill, Balloch; *Caledonian Mercury 18th* confirmed opening. Linked to main system 31 May 1858 *(Glasgow Herald 2 June)*.

1850 September 2. Coventry – Nuneaton [LNW].

Coventry Standard 6 September 1850: LNW tts from 1 September (a Sunday, no Sunday service on this line) include line and stations given this date.

1850 October 1. Liverool, Crosby and Southport: opening. All from *Liverpool Mercury* unless otherwise sourced.

Line opening described *4th* but only detail was that a few flags were flying at Bootle and Seaforth. Although trains first shown in *Brad* December 1850 and tt for 2 December 1850 *(Liverpool Journal 7th)* it seems safe to assume stations given this date were opened with the line: paper of *2 August* had said line expected to be opened shortly and 'will be stations at Bootle, Merton Road, Seaforth, Marsh Lane and Waterloo' [odd order and unwanted comma]; for relevant stations engineer's report 8 October 1850 *(RAIL 372/10)* says 'As the traffic is now very great the platforms should be properly lighted in the evening'. August paper said line at Waterloo would need to be lowered by about three feet.

1850 October 1. Buckinghamshire, leased to LNW: Winslow to Islip. *Co n T 21 September* gives date and says that particulars of trains for Claydon; Bicester; and Islip would be published in a few days. Oddington and Launton were both were included first time line was in *Brad*, November. Neither is mentioned in the description of line's opening in *Oxford Chron 5th*, however, they might have been present but insignificant enough to be overlooked. This possibility is made more likely since Launton was mentioned in an article complaining about the fare structure in *Banbury Guardian* of 3 October.

1850 December 23. Monmouthshire. Opening date from *co n Merlin, 28th*. *Co ½ T 27 May 1851* said opened 21st, date used by *GW*. However, local press notice clear on Monday 23rd. Was there some sort of preliminary use on Saturday? Nothing seen by compiler, nor in *Byles*, who made thorough use of local press. However, line does seem rather to have sneaked into use after disappointments caused by cash shortages and inspection problems. *Herapath 4 January 1851* said op 'Monday last' – could support date given [week Monday last]; could not support 21st. Opening date also confirmed by company minute of 24 December *(Mon min)*.

Originally 4 ft 4 in tramway. 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**. 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 [these]. 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, with use of edge rails, conversion to standard gauge came later.

Minutes suggest early arrangements primitive – in many cases orders for providing various station facilities were given some time after 'stations' had been brought into passenger use. Result of being essentially a mineral line?

During 1855 converted to standard gauge railway. This resulted in the temporary reduction of train services to 3 days per week *(Byles)*. This seems to have been a lengthy business (conversion *started* 1855?). *Merlin*, 10 March 1857, had notice: during conversion of line Aberbeeg to Blaina trains after Saturday next, 11th March, will run as under on Tuesdays, Thursdays and Saturdays; will run daily to Ebbw Vale as heretofore. Inspection reports show that there was much detailed realignment during this conversion (see Bassaleg Junction, Cwm, Ebbw Vale, all in Section 4).

1851 May 12. Exeter & Crediton. The LSW had gained a controlling interest in this company and showed complete disregard for the public welfare. The line was ready for use a long time before it did open *(D&C 1)*; originally built broad gauge, it was converted to standard and back to broad during the delay.

Company minutes *(RAIL 201/2)* show that while the line was being built, the subject of having a station at (Newton) St Cyres was twice deferred (second time 14 January 1846). On 24 July 1847 the Secretary was ordered to prepare a plan for a station in the Cowley Meadows (presumably just on the Crediton side of Cowley Bridge Junction). On 3 December 1847 the directors resolved that in order to open the line with as little delay as possible a temporary station should be erected there. This would have been used as the terminus at the Exeter end since at that time this line was standard gauge and the BE broad. Passengers would have been left with a lengthy walk to Exeter, or an omnibus connection, making line of very little use, unless BE had opened an exchange station there; given the chicanery practised by the LSW, this was most unlikely. The Cowley Meadows station was built *(co ½ Western Courier 16 February 1848* said had been erected) but never used since authority refused to allow opening in this form and the LSW would not for some time allow the gauge to be altered. Just after the line finally opened (now broad gauge, worked by BE) the Crediton Board passed a resolution (16 May 1851) to move the station in Cowley Meadows to Longbridge Corner for the purpose of developing traffic at Newton St Cyres. Arrangements there confirmed at BE Board meeting of 24 September (M. Hutson, *Chron*). Stop first mentioned in *tt Trewman's* 2 October 1851 (tts printed there every week but not themselves dated): 'several of week and Sunday trains' stop here; same paper on 9th said station was in course of erection here; *Western Times 25th* said the completion

[compiler's emphasis] of station here would be celebrated by dinner on 29th. Possible explanation is that once platforms had been moved from Cowley Bridge trains began to stop here, the rest of the station following – many early stations were described as 'temporary' in press accounts of openings.

1851 September 24. Vale of Neath. Public opening from *co ½ T 27 February 1852*. Description of formal opening on 23 September *(T 27th)* confirms existence of stations given line date.

1851 October 9. Newmarket: diversion from junction with main line at Chesterford to new junction near Cambridge. Contemporary sources are contradictory. *The Times* of Friday 3 October said that new line would open on Monday (6th); paper of 8th said it had opened on Monday. This seems to be conclusive but it would seem to have been a case where a last minute delay fooled the press and that a journalist, seeking to fill a little space on 8th, looked back at previous Friday's paper, assumed it had happened as planned and 'reported' it as having happened –no corroborative detail being provided. *Co n Bury & Norwich Post, 1st*, said it would open on 6th. *Brad Sh*, 1852, is contradictory within itself: list of new openings for previous year says 6th, but entries in body of book for both Newmarket (owners) and Eastern Counties (operators) give 9th. 9th is confirmed by notice in *Cambridge 11th*, which says old line will be closed 'for the present'. Accompanying tt showed intermediate stations without trains. It is possible that there was some delay in opening these. The inspection report, *MT6/9/159*, dated 29 September, said that at one of them 'no platform has as yet been laid'. However, that would not explain the long delay in including them in *Bradshaw*.

1851 November 29. Edinburgh & Bathgate; temporary closure. According to *Railway Times (6 December)* no warning given – station clerks just told not to issue tickets. *Stirling Advertiser (11 December)* said a party that went for day's curling near Broxburn (29th was a Saturday) were left to find own way home. Result of dispute between its and Edinburgh & Glasgow's directors over maintenance – latter were running trains but claimed former should keep track in repair, had failed to do so and line had become unsafe. *Railway Times (13 December)* said legal action had resulted in Bathgate being told to do repairs and E&G promising to repay their costs. On December 11 an independent engineer (Grainger) certified line fit for use but said would take a few days to arrange reopening; he suggested Tuesday 16th – opening then confirmed *(co n Scotsman 17th)*.

1851 December 10. Closure of Monklands service to Airdrie. Closed on Wednesday (last day Tuesday) because that was the date of the expiry of a two-calendar-year agreement *(MK)*.

1852 February 18. Oxford, Worcester & Wolverhampton: Worcester to Bromsgrove. Date given is from *GW*; supported by *T 21st*: 'at last … has opened', without an exact date – and it is unlikely that this line would have had a formal opening. However, *co ½ T 23 February* says opening was fixed for 24 February and *T* item, 25th says report accepted 'without demur'. Shareholders more interested in other matters? Possible reason for the discrepancy is that first trains were run by the Midland, on the 18th *(co n Worcester Chronicle 18th)*.

1852 May 3. Oxford, Worcester & Wolverhampton: Stourbridge to Evesham. Op 1 May formal, 3rd public *(Glos Chron 8th; T 1st)*.

1852 May 21. Newcastle & Carlisle: Lambley to Alston. Branch from Haltwhistle was already open as far as Coanwood, which was separated from Lambley by deep valley of the South Tyne, for the crossing of which a viaduct was needed. Before this was complete, section south of the river opened, detached from main system, using rolling stock brought in from Milton (later Brampton) via Lord Carlisle's private colliery line. Exact date comes from an unpublished local diary; local press gives clear evidence of trains running in June and July; further general support comes from inspection reports *(NE Express; MT 29/12)*. Viaduct was brought into use and line opened throughout (no new stations) on 17 November 1852 *(co ½ T 17 February 1853; MT 6/10/44)*. Also see *RM November 1912, pp 431-2*.

1852 May 25. Leeds Northern: Stockton to Melmerby. *Darlington & Stockton Times Saturday 29 May 1852*: commenced to run passenger service on Tuesday last [25th]. Two trains run daily and will continue to do so until 31st inst, when considerable additions will be made. A goods train now runs once a day. Following week very full account of Dock opening; no reference to new train service. Individual stations not mentioned but all in *Brad* June and in copy of wtt included with BoT inspection reports. Co ½ meeting *(T 6 October)* told opened 1 June – presumably based on start of full service,

1852 July 15. GN: Peterborough to Retford. This date is given by *T (item of 17th* and *GN co ½* 20 August) and by *Newark* (quoting local press). Service was at first purely local. Through express trains started to run on 1 August (as in book, *GN*).

1852 August 10. Morayshire: Lossiemouth branch. August 10 was formal opening day but there was some public use. Full public service began next day *(K. Fenwick)*.

1853 June 1. Malton & Driffield Junction: Pilmoor to Malton. *RAIL 453/2*: company minutes, for 31 May 1853 show that although they had not received BoT certificate, they went ahead with planned opening because they were confident they had dealt properly with the inspector's requirements ([the] Lieutenant who inspected the line yesterday having been satisfied that the several requirements called for by Capt. Galton's report had been complied with). Also the York, Newcastle and Berwick Company had issued Time Bills dated 26th inst and to avoid any disappointment to Persons brought to Malton by the Thirsk and Malton Branch (opening same day) intending to use the Malton and Driffield line. The final part deserves full quotation:

Resolved that this Company do open this line simultaneously with the Thirsk and Malton Branch according to the Time Tables already published, the Engineer undertaking to do all in his power to prevent accidents until the Certificate of the Board of Trade is received. Signed Thos Teesdale

Chairman'

Reads as though accidents permissible once certificate received. *Co ½ Herepath 6 August* confirmed that opened 1 June. Intermediate stations on both lines included in description of formal openings on 19 May in *York Herald 21st*.

1853 November 1. Warrington & Stockport *(T 17th- line)*. Following is *Brad* version of early history. Difficult to believe that this is what did happen, but until other evidence turns up, only answer seems to be to quote this.

November 1853: trains calling at Warrington; Lymm; Heatley; Altrincham (which were also the only stations included in descriptive item in *Warrington Guardian*, item 29 October and tt in 'ABC' style 5 November). Also present, without trains but fares quoted: Latchford; Thelwall; Warburton. Overall timings not altered when these did have trains.

December: Dunham added; trains calling at all.

January to March 1854: last four quoted were reduced on weekdays to one train each way, Wednesday and Thursday only, which left Warrington at 7.45 p.m. and returned from Altrincham at 8.30 p.m., making it useless for an out and back trip on the same day. However, all four had a full Sunday service.

April and May 1854: same as March, but 'no recent information' added.
June 1854: full service for all and line now extended to Timperley.
However, all stations listed in note *co tt 1 May 1854 (Manchester Courier 13th)*.
This line had a troubled early history – see article by P.A. Norton, (RCHS *Journal January 1960)*, which might explain some of the peculiarities above..
1853 December 5. Shrewsbury & Hereford: Ludlow to Hereford. *Co n Hereford T* said would open Monday December 5; item *(ibid 10th)* described formal opening on 6th. All stations included in tt with opening notice.

1854 April 1: Eastern Counties: Bury Extension Line. Line date from company minutes of 23 March and *Bury & Norwich Post 29 March*. Kennett, Saxham & Risby in list of cheap market tickets *(co n Bury .. 5th)*.
1854 August 15. Eastern Counties: Harwich branch. Date from half-yearly reports of Eastern Counties *(T 24 August)* and Eastern Union *(T 31 August)*. The earliest train along the line ran on 29 July 1854. This carried a party of navvies and was also available to men on an excursion from Stratford Works, though most of the latter stayed on their original train and went on to Ipswich (*Moffat*, who adds a note giving supporting press reference and says that this trip has wrongly been ascribed by some to August 4, which was date of inspection). *Brad* in September only mentioned Harwich. In October it added: Mistley; Wrabness; Dovercourt. However, last three were included in *co n Essex Standard 16 August.*
1854 August 28. Somerset Central: Highbridge to Glastonbury *(Wells 2 September)*. Ashcott; Bason Bridge; and Edington did not appear in tt until April 1856. However, in its description of formal opening, *Bridgwater Merc 24 August* says: 'We observed but one station … [Shapwick] but there are halting places where the turnpike roads are crossed, at which we understand tickets will be issued'. They are marked on Fullarton's map, end 1855. Thus likely they were all there at start. Initially this line, owned by the Somerset Central, was operated by the BE as one of its branches; some trains included through carriages for Bristol.
1854 September 4. South Yorkshire, Barnsley branch. Opening date given by Chairman at ½ yearly meeting *(Sheffield Independent 2nd)*. *Co n ibid 9th* included tt with all stations given this date; it also had notice saying that opening of line had been fixed for that day but it is clear from description *ibid 16th* that this was a formal event.
1854 October 2: Monmouthshire opening from Pontypool to Blaenavon. Line briefly used a little earlier than this. Minute of 23 June said would open 1 July 1854, subject to BoT approval but it seems that they actually opened then without this. On 7 July they found BoT had refused permission and they resolved to issue forthwith a notice that passenger traffic would be discontinued after 'tomorrow' [Saturday] and until further notice. 4 August: BoT ordered postponement of opening for one month. 6 October: BoT had consented *(Mon min)*. Co notice in *Merlin*, 30 June, said they would open then; nothing seen about closure, but weekly tts July did not include it. The printed version of the inspection report makes no reference to the illegal use, though this seems to be an edited version which concentrated on the reasons for failing the line – the volume seen only included reports on those lines where permission to open was initially refused; even in October they seem to have opened after a verbal assurance – permission to open was dated 2 October. Date of actual opening from *Star of Gwent 21st*. *Co ½ T 13 November* gave 1st, a Sunday. Example of company using date of new tt rather than actual one.

1855 June 1. Hereford, Ross & Gloucester: opened throughout to Hereford. *Co n Glos Chron 9th* shows that this stretch opened and temporary terminus at Hopesbrook closed on this date. Description of opening, same paper 2 June, shows that day was ceremonial and ordinary passengers were carried. *Times* evidence, like some in print, is contradictory: paper of 4th says formal 1st, public 2nd; *co ½ T 16 August*, gives 1st as public. *GW* gives 1st in text, 2nd in chronology.
1855 August 20. Taff Vale Extension: Pontypool Road to Crumlin temporary station. Line opening date confirmed by BoT records and *T 21st*. Line opened without BoT permission. Company's secretary claimed had misunderstood – thought that inspector's refusal only applied to stretch from Crumlin temporary on to junction at Llanhilleth. After careful consideration authority allowed service to continue but ordered reinspection, saying that if this was unsatisfactory they would order the line to be closed. On 14 September Captain Tyler again recommended refusal of permission and a letter 15 September the Board ordered a further postponement of one month; no evidence of any actual closure has been seen. Official permission was granted in a letter dated 13 October *(Return)*.
1855 November 7. Inverness & Nairn ***(GNS)***. Monday 5 November: formal opening plus reduced fare excursion Inverness to Nairn and back. Tuesday 6th: reduced fare excursion from Nairn and back. 7th: public opening. No use by intermediate stations prior to 7th. (Opening notice, Highland Railway Society's Journal article on line, 2000; basic co n *Scotsman 7th*, item *Inverness Courier 8th)*.

1856 May 26. Forth & Clyde Junction: Balloch to Stirling. Line date is one usually quoted and is confirmed by co notice in *Stirling Journal* 23rd, item 30th, which listed all stations; supported by *co ½ T 24 September 1857*, though *The Times*'s own report of 2 June 1856 and *Herapath 14 June* said 28th – misprint?
1856 June 2. Coleford, Monmouth, Usk & Pontypool: Little Mill to Usk. Date from *co ½ T 26 August*. As with *1855 June 1*, there was a large ceremonial element, but ordinary passengers were carried *(Merlin 7th)*.
1856 July 9. Darlington & Barnard Castle. Formal opening 8th; public 9th *(S&D Pass)*. *Kendal Mercury 5th* said there would be one train each way on 8th, return fare 3/-, suggesting some public use; description of trains on 8th in *Newcastle Journal 12th* suggests they did not stop at intermediate stations; *Teesdale Mercury 9th* gave full use from 9th. All stations mentioned in description of the line, *Leeds Mercury (10th)*.
1856 July 17. Jedburgh (Railway). Date given by e.g. *D&C 6* is 17th, supported by *co n dated 17th July (Kelso Chronicle 18th)* saying line now open, but *T 29th* and *Herapath 2 August* say 18th. All stations in notice cited.
Article on line by A. F. Nisbet, *Back Track June 2002* gives 17th but no supporting reference. Does quote local press about formal opening on 16th; also quotes earlier press reference that line was expected to open to traffic on 16th or 18th.
1856 August 7. *Deleted – see individual stations in Section 4.*
1856 September 3. Carlisle and Silloth Bay. Notice for formal opening on 28 August 1856 *(D&C 14)* suggests that return tickets for special trains were available for all, but had to be bought by 6 p.m. previous evening. Full opening date from *co notices Carlisle Journal 5th* and *Carlisle Patriot 13th*; no record of delay; 4 September previously given perhaps error from *Brad Share.*
1856 September 17. Dursley & Midland Junction. Public opening date from *co n Glos Chron 20th*. In the previous week, immediately after inspection requirements had been met, line was opened for free use by those attending the Gloucester Music

Festival, which took place 9 to 12 September, inclusive. Not clear from paper whether line available for all days of Festival *(Stroud J 13th)*.

1856 November 1. GN: Stamford to Essendine. This is the date usually quoted in print. It has been challenged by *Rutland*, which says opening delayed from this planned date by death of contractor; line inspected 12 November; assumed to have opened soon after. However, it would appear that the accepted date is correct. *RAIL 662/3*, company minutes (1 November) show that there were last minute financial details that had to be settled with GN; these resulted in service being omitted from GN time bills for November (perhaps source of confusion) but supplemental bills were ordered to be issued on 27 October and promise then given that line would be opened on 1 November. Minutes of 30 December show they agreed to pay Mr Hurst, their Engineer, for professional attendance from the month of June 1856 (when line was to have been completed) to 1 November 1856 (when it actually opened). *Lincoln, Rutland & Stamford Mercury 7th* – op Saturday last without ceremony. *Rtn* and *co ½ Herapath 8 November* gave same date.

1857 January 24: Llanelly Railway, extension to Lland(e)ilo. *Carmarthen Journal* of 23 January said 'on Monday next [26th] the line is to be opened for through traffic', and gave an account of inspection and formal opening on the 20th and *The Times* 26 January said 'opens today for public traffic.' However *Cambrian* (30 January) said line had opened on the previous Saturday (24th) and this date was given in the company's half-yearly report in *RAIL 1110/253*. Thomas Jenkins recorded in his diary for the 24th that he sent a pianoforte and three packages by the first train that travelled this line.

1857 March 3. NE: Picton to Stokesley. Formal opening 2 March, public 3rd *(T 5th)*. At ½ meeting shortly before opening Chairman of North Yorks & Cleveland said stations had been built at Potto; Sexhow; Stokesley – though he gave date of formal opening as though it were public one *(T 3 March)*.

1857 March 5. MSJA: Manchester Art Treasures. Dates given, from *The Times*, are those of opening and closing of the Exhibition, assumed to apply to station also.

1857 May 8. A fare-paying excursion from Bedford to Leicester ran on the 7th. A notice in *Bedfordshire Mercury 2nd* listed the service as Hitchin, Shefford, Southill, Bedford, Sharnbrook, Wellingborough, Kettering, Leicester and a note giving times at which the return trains would leave these suggests that they were the only ones served. However, the description in that paper of the day's events *(9th)* suggests that all stations might have been served with locals left to work out the times for themselves; excursion trains given 4½ hours to Leicester, 4 hours back but all-station trains only 3½ hours each way at line opening *(tt Leicester Journal 8th)*; furthermore Kibworth was not included in the excursion tt though it was served by faster trains while Southill was only served by stopping trains after line had opened. There was no evidence that tickets were issued at any of the intermediate stations: only one fare was given for each class of passenger, presumably for the whole journey. Advert 2 May said 'a train' but paper of 9th referred to starting in three trains (one for each class) from temporary stations on the way out, but these were soon joined as one; on the return journey the one train arrived at Ampthill Road Coal station (south of river).

1857 May 25. Newport, Abergavenny & Hereford: Crumlin temporary to Pontllanfraith (LL). Date given is from *Chepstow, 6 June*. This said passenger services had begun on May 25 but that the 'complete opening' had occurred on Whit Monday, June 1, when more than 15,000 people are supposed to have travelled on excursions from many parts of South Wales to see the viaduct. For new station at CRUMLIN see Section 4.

1857 June 8. Fife & Kinross to Strathmiglo. Date given by *Brand*; confirmed by *Kinross*, notice and item 6 June. 6th was formal day but excursions were run during the whole of the day. Auchtermuchty mentioned. *Return* gave 6th as opening date; presumably sent by Company.

1857 June 15. GN: Grantham to Sleaford. 15th given by *Return, T 15th* and *co ½ T 2 March 1858; Herapath 20 June* said formal 13th, public 15th. 16th is given by *GN* and *co ½ T 1 September 1857*. *Leicester Guardian (20th)* said had opened on 15th; tt in *London Illustrated News (13th)* said would be 15th, if certified by BoT. Any possibility of last minute delay? – no mention of such seen in local press. On balance, 15th seems more likely.

1857 August 11. East of Fife: Burnhill to Kilconquhar. Opening tt for this stretch of line is shown in *Fife* (body of book – chronology at back gives different date); date also given by *Fife Herald 13th and* Leven and East of Fife half-yearly reports *(T 21 April 1858)*. On 31 July the directors had put on a large train which ran three times both ways, carrying 1,500 *(Fife Herald 6 August)*.

1857 August 20. Leominster & Kington. Date from company minutes of 18 August 1857 *(RAIL 363/2)* and *Hereford Times 22nd*. The formal opening had been on 1st, with public originally advertised for next day but inspection problems (e.g. unauthorised level crossing at Pembridge) caused postponement.

1857 September 1: Ulverstone [sic] & Lancaster, later part of Furness: Passenger use late August. *Fur* quotes Lord Burlington (Chairman) as noting that 'regular' passenger trains began running 1 September (also given by *RAIL 1005/265*, from company minutes). Press version is that formal opening was on 26 August and they intended to start running as soon as official authority was given (this also dated 26th). Cheap trips advertised from Oxenhope to Furness Abbey and back for 31 August, though none of stations on new stretch mentioned. Paper of 5 September said number of passengers, including on cheap trips, who passed over line since opening was 3,000 for week ending 'yesterday' (4th or earlier day of writing?). Seems unlikely that paper published on a Saturday would have been able to give figures up to Friday night so possibility of use 27th-29th must be considered *(Westmorland 8, 15, 29 August; 5 September)*.

1857 October 5. Coleford, Monmouth, Usk & Pontypool: Usk to Monmouth (Troy). Much conflicting evidence. *Usk Observer 29 August* said line inspected on 21st, satisfactory except that had ordered extra bolt on each plate in the bridge over the River Usk; *Hereford Journal 26th*, copying from *Beacon*, said passed subject to alteration, implying that no need for reinspection, just assurance that work had been done; Hereford paper (9 September) said had 'just' been inspected and expected to open that week. Stations on this stretch included in tts *Usk Observer* without trains until 19 September (inclusive), trains shown 26 September, with no indication that stations not yet open; advert dated 30 September *(Monmouthshire Beacon 3 October)* asked for applicants for a Traffic and General Manager for the line 'which is now about to be opened'. *Cardiff & M G (Saturday 17 October)* said line opened Monday sen'night (i.e. 5th); *Merlin 10th* said line was now in regular use. *Usk Observer 10 October* said line had been worked by contractors for last fortnight but directors would take over on Monday (12 September); last would seem to be source of date usually given for this stretch of line – *Co ½ T 2 September* said 'since opening of line 12 October …' and *Hereford Journal 12 September* gave this as public opening date. Date from Cardiff paper kept for moment for reference but safest would be: opened late September / early October. Did contractors provide some sort of service free?

1857 November 9. Sandy & Potton. *Return* for 1857 confirms opening date. Return for 1861 says 'No Return to the Order of the House' and adds note: 'This Line is stated to have been sold to the "Bedford and Cambridge Railway Company", and closed for traffic'.

1857 December 8. Edenham and Little Bytham. This is listed in *Returns* as: 'Willoughby d'Eresby's, Lord … private property' – in final year 'Lady' replaced 'Lord'. Opening date confirmed from 1857 return and *Lincolnshire Chronicle 11th*. That for 1871 says service 'discontinued 17 October 1871'. It is impossible to be certain whether this was last day of use or first day of non-use; whilst normal practice of *Returns* was to quote last day of use, the habits of those supplying the information were inconsistent. Notice dated 31 October 1871 in *Stamford Mercury November 3* said that passenger service was discontinued for the present.

Line set out with great ambitions: originally five trains each way except Sundays and even an excursion 28 June 1858 *(co n Stamford Mercury 18th)* but service later much reduced. No tts seen list any intermediate stops. However an advert for a sale *(Lincolnshire Chronicle 30 September 1865)* said there was a siding at Hale House Farm, Scottlethorpe at which all trains stopped when required; it gave times of trains to use (all then were mixed trains). Hale House is shown in Col Cobb's Atlas. It would have been consistent with practice on other short lines like this for there to have been others. Line was used by a special train 8, 9, 10, 11 April 1867 for those interested in timber sales (first two for viewing, when a woodman was in attendance, other two for sales; train from Bytham to Elsea Wood, Old Hills, Cherry Hill and Spring Woods).

There are also doubts about the continuity of the service. The *Brad* version was: first shown June 1858; last present September 1866 (clo 1 October 1866 confirmed *co n Stamford Mercury 14 September)*; back February 1870; last included February 1872. Other evidence shows that at least three of these changes were well behind actual events.

According to Pearson & Ruddock *(Lord Willoughby's Railway ...* Willoughby Memorial Trust, 1986) a Saturday only service resumed mid-October 1866 for Grantham market; and no passengers were carried October to December 1866, though the Saturday service presumably continued for at least part of this time. Whatever the nature of the delay, it probably continued into January 1867 since a notice dated 29 January in *Stamford Mercury 1 February 1857* says that passengers would be conveyed by one train each way daily except Sundays; this does not specify that it was a reopening but the scarcity of notices from the company would suggest that it was. The only other break traced was from 17 July 1871 for repairs to the engine *(notice ibid 14th* – 'for a short time'); it reopened on or before 8 August 1871 (notice 'is again resumed' dated 8th, *ibid 11th*. *Returns* give entries for numbers of passengers carried for all years: 1857 – 343 (less than a month open); 1858 6,566; 1859 – 7,822; 1860 – 5,040; 1861 – 4556; 1862 – 4894; 1863 – 5,093; 1864 – 4892; 1865 – 5176; 1866 this fell to 3,569; 1867 – 956; 1868 – 1073; 1869 – 'no information'; 1870 – 1,875; 1871 – 1,415. This would suggest much reduced use during its last years, perhaps short gaps, reduction in days of week used. Certainly one other period of reduced service: *co notices Lincolnshire Chronicle 24 August 1860* and *Stamford Mercury 31st* said that after 1 September service would be reduced to Wednesdays, Thursdays and Fridays *(Grantham Journal* continued to give tts failing to include the limitation but it was common for newspapers to reproduce outdated ones month after month, though by the beginning of 1861 it had caught up); notice in *Grantham Journal 8 June 1861* said from 1 June trains would run 'EVERY DAY'. Far fewer references found later in press – space previously occupied by this in *G J* now occupied by adverts or general matters.

Continuance in *Brad* until February 1872 was probably result of hope of reopening to passengers; this disappeared with full closure (goods and parcels only now affected) on 1 February 1872 as a result of the opening of the line between Bourn and Sleaford *(co n Stamford Mercury 26 January)*. Also see G Webb, item, article, *The Edenham & Little Bytham Railway*, RCHS Journal vol 3 no 3 May 1957 and vol 6 no 6 November 1960.

1858 January 25. East Kent: Chatham to Faversham. This opened detached from the system. Gap filled 29 March 1858 *(co n Kentish Gazette 26th* – no intermediate detail).

1858 March 15. Fife & Kinross. From *Kinross*, then fortnightly. Co notice dated 12th said would open from Strathmiglo to Milnathort 'On Monday first (= next) the 15th inst'. Return tickets at single fares would be issued between all stations on the line (all present in tt included), available to return by any train during the day. It appears that an earlier opening had been mentioned; an item in the same paper said that although the line had been inspected by Capt. Tyler on 4th; and his report was 'most satisfactory', [!] 'The frost having been the cause of diverging some of the rails from the straight line, and part of the fencing being unfinished, the Directors resolved to delay the opening of the line till Monday next'. *Fife Herald Thursday 18th* said opened on Monday, calling it formal. [Most say op 9th but 15th given by M. D. Greville in his list op openings for 1858 in RCHS *Journal* January 1958; *Fife* gives 15th on page 93 and 9th in chronology on page 233.]

1858 May 15. Last trains on East Suffolk, Halesworth to Haddiscoe, when line closed for relaying *(T 3rd)*. However, Haddiscoe was still served by trains between Norwich and Lowestoft. Line reopened 1 June 1859 *(T 2nd)*.

1858 October 13. Tunnel branch [S&D]. *Durham County Advertiser(15th)* made it clear that this was public opening: first train left shortly after nine o'clock with a considerable number of passengers and was followed by special containing some of the officials. *Brad Sh* said opened 19 October.

1859 February 1. Epsom & Leatherhead *(co ½ T 30 August)*. Opened detached from system. Linked in 4 April 1859, when line from Wimbledon opened. Line between stations at Epsom opened 8 August 1859 *(co n T 6th)*, LBSC trains running through LSW station without stopping.

1859 March 16. Somerset Central: Glastonbury to Wells. Opening date from company's notice in *Wells 12th* and report in *Shepton 18th*. Polsham did not appear in tt until December 1861 but description of formal opening in *Wells 5th* refers to 'neat station' there.

1859 May 4. Cornwall: Plymouth to Truro. *Plymouth 5th* gives sequence: Monday (2nd) ceremonial opening of Royal Albert Bridge; Tuesday (3rd) ceremonial opening of line; yesterday (4th) public opening. Tt (effective from 10th) in *R Cornwall Gaz 13th* includes all stations given this opening date.

1859 July 12. Oxford, Worcester & Wolverhampton: Honeybourne to Stratford-upon-Avon. *W Mid* and *co ½ T 10 August* give 11th for public, however this was formal *(co minutes; Rly Times 9th)*. Description in *T 12th* refers only to a special train from Worcester on 11th, suggesting that it was a sort of excursion day. Public 12th confirmed by *co n Worcester Chronicle 13th and tt in Worcester Journal, 'corrected from 12th'*.

1859 July 25. Worcester & Hereford: Worcester Henwick to Malvern Link opened detached from system *(co ½ T 10 August)*.

1859 July 30. Banff, Portsoy & Strathisla: to Banff. Line 'opened' on this day but first train was derailed after 4 miles and regular service began on 2 August *(co n, item Banffshire Journal 2nd)*.

Flooding 26 October 1859 caused disruption; bridge over Boyne Burn near Tillynaught destroyed plus lesser damage *(Banffshire Journal 1 November)*. *Ibid 8th*: now two trains running Grange to Cornhill, in connection with which a wagon with temporary seats was being horse-drawn to Portsoy; no trains over Banff section. *Co notice* for service from 10th had restored service except that note said passengers from Banff had to walk across a temporary bridge over Boyne Burn 200-300 yards before Tillynaught *(Aberdeen Press 12th)*; note still in tt *(Banffshire Journal)* 22 November, absent *ibid* 29th.

1859 August 2. Torbay & Dartmouth: original Torquay (now Torre) to Paignton. Date is one given in owner's *co ½ T 2 September* and by *GW*. Minutes of South Devon, operators of line, say it opened 1 August *(RAIL 631/6)*. According to *Torquay Dir 4th*, 1 August was an excursion day, with trippers coming from many places; there were local celebrations, but no proper formal opening – directors too busy in London *(Trewman 4th)*.

1859 August 11. Llanidloes & Newtown opened, isolated from other lines *(Eddowes 17th, Wrexham 20th)*. Date previously given probably resulted from previous source assuming that public opening followed formal. In reality, formal was later, 31 August. Some papers (e.g. *Shrewsbury 2nd)* described that as opening and gave no mention of earlier use, but that paper did list intermediate stations in its description of opening: Caersws Junction [Moat Lane J], Dolwen, Llandinam. There were three earlier trips free and at own risk 31 May, 13 and 17 June: see R. Maund *Chron July 2019.*

1859 October 10. Opening, Horsham to Petworth. *W Sussex* reproduces opening notice on page 10 and has extract, on page 21, from press account (paper of 13th) which confirms date. The 'special train' which ran on opening day was in fact the first train, which carried railway staff, families, equipment and furniture to their stations (only 3 involved), as well as passengers.

1860 (replaces 1862 March). NE: reopened Washington to Durham Turnpike (Chester-le-Street in *Brad*) and opened on to Pelton. Earlier, part of this line had had its service from South Shields; service now was from Newcastle, via line opened 1 October 1850 (*Brad*, March 1865, shows trains calling at Usworth). Exact starting date yet to be found – common problem with market services. First in *Brad* March 1862 but clearly opened earlier. Item in *Durham County Advertiser Friday 18 September 1860*, copied from *Northern Daily Express*, refers to accident on 'Saturday' (12th or earlier?) to market train to Pelton leaving Newcastle Central at 4.40 p.m. Probably then a fairly new service: item in Durham paper (9 November 1860) refers to discussion on where to hold next Durham County Rifle Competition and Captain Reed suggested a ravine at Pelton, where a railway station [primitive?] had 'recently' been opened within ½ mile of site. 1861 competition was duly held here and connecting services from Washington were provided 10, 11 and 12 September (see adverts e.g. *Newcastle Guardian 4th)*. Service last appeared in *Brad* January 1869 but that was perhaps inertia since it would logically have ceased with the opening of the new line to Durham, December 1868.

There is a further complication: from January 1867 to the end of 1869 *Newcastle Guardian* ... included a panel showing times of arrivals and departures at Newcastle Central; this was probably compiled by paper itself and would thus have been prone to shortcomings found in press tts. This showed an arrival (all 3 classes) from Pelton after 6 p.m.; this can only have been for recreation. No service was shown to Pelton (or from or to there for the known market service) but connections from Washington might have provided these. This last appeared in the June 1869 issues and was replaced in July by one from 'Durham, Chester-le-Street, etc.' – clearly inertia.

1860 July 19. LSW: Yeovil Junction to Exeter Central. *Trewman 18th* says formal opening 'this day', public tomorrow, but did not give full station details. *W Fly P 24th* only described the formal opening but did list all the stations.

1860 July 25. Oystermouth: Swansea to Black Pill reopened (see *1807 March 25*, above, for earlier history).

See *SIT* for general matters but detail given here is based on Paul Reynolds's researches in *Cambrian*, which suggest that Lee misinterpreted some items, in particular failing to realise that it was the opening timetable that was included in the paper (he thought it was for a revised service), and on material from *Brad*. The two do not tally exactly on dates and name changes but the general story is the same. Main difference is that *Brad* suggests a short break in the service, February and March 1879, but timetables in *Cambrian* show continued use. Source cited in *1807 March 25* has very interesting illustrations but lacks detail on this period.

Cambrian first provided tt, with some detail, 24 August 1860; full details from 26 August 1870. *Brad* first included line in February 1861, without any detail; detail first provided May 1866. There were many changes of name and stopping place, making it difficult to chart line's history exactly; since facilities at most stops would have been minimal, it would have cost little to make changes. At first horse-drawn.

Line was probably extended to Mumbles (later Oystermouth) on 11 November 1860; this was a Sunday, but there was a Sunday service.

July 1877: Swansea Improvements & Tramway Company (SIT) took over, and steam was introduced.

March 1878: SIT opened a street tramway from Gower Street to St Helens, where there was a junction with the 1860 line. Intermittently, horse-drawn trams from this ran along the railway to Mumbles, following steam-hauled services from Rutland Street. When SIT opened its street tramway, it ceased to work the Rutland Street to St Helens portion of the line and John Dickson, who claimed to be the lawful owner of the railway, now ran a steam service along it. It has not been established whether there was any break in the provision of a service from Rutland Street; if there was, it would have been a short one, since Dickson is known to have been operating before the end of March. From 1 July 1885, SIT ran both services. *Brad* always included the two services in one table, without any distinction. *Cambrian* printed separate tables from 13 September 1878 to 29 May 1885; thereafter it rarely printed tables, leaving *Brad* as the only source.

31 March 1896: Gower Street to Mumbles horse-drawn service ceased.

Line electrified 2 March 1929.

See *1960 January 6*, below, for closure.

RCH Handbooks, 1877 to 1895 inclusive have 'Blackpill and Colliery branch' 'P'. This branch left the main line at Blackpill and went up the Clyne Valley. 'P' probably represents excursion and similar use. In 1875 the Swansea Police annual outing went this way. 1885: regular service, advertised in local press, for 'the new sylvan walks and rambles in the woods for lovers of nature', Thursdays, Saturdays and Sundays. Specials ran to race track at top of the valley. *(Paul Reynolds).*

Away, p 67, refers to Pearson Fresh Air Fund children's excursion, citing *Cambrian 11 July 1906*.

In October 1881 carriages were stationed between St Helens Junction and Gorse Lane so those on them could see Prince of Wales returning from opening of new dock *(Away p 55-6*, citing *Cambrian 14th)*; on same occasion temporary platform at The Grange (just south of Lilliput Road) for those attending ball to celebrate dock opening on the 18th: relevant trains stopped at St Helens Junction – for passengers to change to Swansea Bay?, which see in section 4 *(South Wales Daily News 14th)*.

1860 November 2. Waveney Valley: extension from Harleston to Bungay *(co n Ipswich Journal 3rd)*. This defeated even *Bradshaw*'s ability to cram extra stations into an existing table. At first Homersfield was the only intermediate station added; to make room for this and Bungay, 'The Pulhams' were reduced to a joint entry and Starston omitted. In February 1861 a note listed both Pulhams; Starston; Redenhall; Earsham; and Wortwell as request stops (see 1863 reprint for layout). Inspection report 29 October 1860 *(MT29/21)* named Redenhall, Wortwell, Homersfield and Earsham and said all trains would stop at them.
1860 November 6. Symington, Biggar & Broughton. Date is given by e.g. *co n Glasgow Herald 3rd* (including all stations), *Return* and *Galashiels Border Record 10th*. 5th was formal opening *(Dumfries & Galloway Standard 7th)*.

1861 June 10. LNW: Coalport branch. Date from *Neele* and *Shrewsbury 7th, 14th*. Also given in opening notice reproduced in *SU*.
1861 October 29. NB (Border Union): Carlisle to Scotch Dyke. Item in *Carlisle Patriot* of Saturday 2 November said this opened on Tuesday; NB notice in same issue said that this and Longtown branch were 'now open'. Harker, West Linton and Longtown stations all mentioned in description of line nearly ready for opening, *Edinburgh Evening Courant 28 August 1861*.

1862 February 1. Severn Valley. Date from *Shrewsbury 7th*. Original intention was formal opening only on Saturday 1 February, but that was Bridgnorth market day so the public opening was put forward to that day. On the previous day a free train ran for all attending the celebration dinner at Bridgnorth.
1862 February 3. Somerset Central and Dorset Central: Glastonbury to Templecombe. *Shepton* 7th said line opened on Monday (3rd); entry ended 'We shall publish the time-bill of the new line at length next week. It did not reach us until Thursday morning.' Following week's paper included tt with all stations shown.
1862 March: this entry has been replaced by 1860**, above.
1862 June 9. Eden Valley: Kirkby Stephen to Penrith. The formal opening was on Saturday, 7th *(T 11th)*; all stations were served and anyone could travel free *(Eden V)*; *NE* (Tomlinson's original), *Brad Sh*, and Eden Valley company half-yearly report *(T 8 August)* all gave this as the opening date. However, public fare-paying service began on Monday 9th, date given by *NE* (K Hoole's errata), *Eden V* and half-yearly report of S&D, the operating company *(T 8 August)*. All stations given this date in description of line, *Westmorland Gazette 28 June* – 'trains are now running'.
1862 August 1. High Wycombe to Thame. Date given is supported by *co n T 31 July, GW ac. Oxford Chronicle Saturday 9th* said opened Friday (presumably of previous week). However, many papers (e.g. *South Bucks Free Press 9th*), clearly copying one another, gave 4 August, presumably assuming a Monday opening. Press reports did include mention of all stations.
1862 October 1. Merthyr, Tredegar & Abergavenny: Abergavenny to Brynmawr *(co ½ T 20 February 1863)*. Govilon only intermediate station; public excursions ran on the formal opening day, 29 September *(Merlin* and *Newport 4th)*.

1863 January 5. Newtown & Machynlleth: Moat Lane Junction to Machynlleth. According to *Talerddig*, formal opening 3 January, public 5th. *Merioneth 8th* described opening on 3rd, without saying formal only but only mentions opening train, supporting contention in *Talerddig*. *Co ½ (Merioneth 7 March)* also said 3rd but there are other instances of companies quoting formal as though public date. *Shrewsbury (2nd)* confirms *Talerddig* but adds that many who had walked to Machynlleth to watch first train's arrival were allowed to pack into the train for the return to Newtown; return made at a cautious speed because of the numbers.
1863 February 2. Hamilton & Strathaven. C*o ½ 26 September Herapath* says opened 1 February but this a Sunday, no service. Confirmed by *co n Hamilton 31 January* and *item 4 February*. No station detail but all in *Brad* with line.
1863 March 19. BM: Pant to Talybont-on-Usk. Service officially began 23 April 1863, when Talybont to Brecon also opened, but two trains per day ran from 19 March *(co n Merthyr Telegraph 21st)*.
1863 July 1. Oswestry & Newtown: Kerry and Llanfyllin branches. July 1 confirmed by *co ½ RAIL 1116/11*. L. Cozens (*The Van and Kerry Railways*, author, 1953) describes a train with a single carriage and a truck of coal for distribution to the poor running on 2 March 1863. This would seem to have been some sort of formal opening or special or trial trip. Line inspected (and approved as a result) on 27 June 1863; would open as soon as BoT certificate received *(Shrewsbury Chronicle 3rd)*.
1863 August 1 Opening of Tenby & Pembroke, detached from system. *Bradshaw's Shareholders' Manual 1864* and many in modern print give 30 July but description of day in *Welshman (31 July)* is clearly of formal event, although as well as Directors' train, a public one of six carriages and six open waggons also made a trip, probably free and non-stop end to end and back. A notice dated 31 July in *Liverpool Daily Post (15 August)* from Traffic Manager's Office said passengers were now booked through but this seems to be a day ahead of events: GW South Wales Division notice dated 30 July in *Star of Gwent (8 August)* dealt with opening of this railway 'on and after' 1 August. All stations in *Brad* September except Penally (added October); on 3 August contractors Davies and Roberts had given a free trip from Pembroke to Penally 'within sight of Tenby' to about 1,000 pupils of five Presbyterian Sabbath Day schools but this does not prove existence of public station then. There had ben earlier trip to Tenby, presumably free since no BoT inspection yet: *Welshman 3 July* described how the previous Saturday (27 June) as many as could be fitted into twelve large trucks were taken from Pembroke to Tenby and back.
1863 August 3. Pulborough – Ford [LBSC]. LBSC ½ yearly both in *T 24 July* and *Brighton Guardian 29 July* said line from Pulborough to Arundel and Littlehampton would be ready for traffic on 1 August. However, the list of openings in *Table of Distances ... LBSC 1901*, Ian Allan reprint, and modern works say 3rd. LBSC advertised fare reductions from 1st, suggesting it was making changes then. Brighton paper of Wednesday 5 August, included rather ambiguous items, on the whole supporting 3rd. One said that some of its contemporaries announced line would be opened for public traffic on Monday [3rd] and they had never intended to open before 1 August; the other said opening of [part of] Littlehampton Railway was celebrated by dinner Monday last. *Chichester Express (Tuesday 11 August)* dealt with dinner on Monday of last week and said several trains ran that day, implying that they were the first.
1863 September 10. SD Jt: Templecombe to Blandford. Formal opening 31 August, public 10 September *(Dorset; co n W Gaz 19 September)*.

1864 February 1. **E**xtension to Rowrah [WCE]. *Whitehaven Herald 30 January 1864*: Rowrah extension added to tt for February; also includes Eskett, Winder. Paper of Saturday 6 February said opened Monday with due honours. Only mentioned directors' train – others? Perhaps formal only; seems safe to assume public next day at least. 1st also given in *co ½ Whitehaven News 3 March 1864*.

Andrews, *The Furness Rly – a History* (2012) (p 63) gives opening as Frizington to Lamplugh on 12 February 1864 (Rich's inspection had been as long ago as 28 December 1863 – and had noted station at Lamplugh as well as the others). However, *Carlisle Journal (5 February)* said 'Opening of the Lamplugh Extension' but had formal train only going as far as Rowrah. First appearances in *Brad* clearly tally with dates given in Section 4. All tts seen in *Whitehaven News* to end of 1864 give Rowrah as terminus.

1864 May 20. Pre-opening use of part of Mid-Wales line for Volunteer Review. See *Hereford Times; 21 May* – held yesterday; at Tal-y-Llyn in one place in item, at Llangorse in another, detail next week. *28 May* – 'Friday last' review of Brecon County Volunteers, no railway available Brecon area members by road. *4 June* – still Friday last (presume failure to alter copy from previous week): H. Wilson Esq., Engineer of Mid-Wales Railway procured three covered carriages from Brecon & Merthyr Railway and carried volunteers plus some ladies and gentlemen as spectators from Builth, Hay and Talgarth to Review, calling at Three Cocks Junction for Hay corps and Talgarth for Talgarth corps (should last have been 'called at Tal-y-Llyn'?). Presumably two trips each way involved; other press reports suggested that numbers involved would have been small.

1864 June 27. Changes in Newcastle – Tynemouth area. Date of changes given by *Newcastle Guardian 2 July* and *co ½ T 22 August*. Detailed matters from description of (failed) BoT inspection of line on 6 June *(Shields Daily Gazette 11 June)*.

1864 September 1. Eccles – Wigan and Kenyon Junction [LNW]. *Wigan Examiner Friday 26 August 1864* described formal opening on Wednesday and said believed would be opened to public 1 September. Paper of 2 September said was opened 'yesterday'. Tt in paper included intermediate stations. A *co n*, dated 29 August, says 'The NEW LINE between Eccles, Tyldesley and Wigan is now OPENED for general traffic'; however, the earliest this has been found is *T 6 September* so it would appear to have been prepared before opening, but not issued until afterwards. [See 20 July 1849**.]

1864 September 22. Ruthin to Corwen. Used 25 August 1864 for excursion to Llandudno Eisteddfod *(N Wales Chronicle 27th)*. Also used 8th or 15th September when manager invited a large number of friends and select shareholders in about 15 carriages *(Wrexham 17th)*. Opened without ceremony 22 September 1864 *(Wrexham 1 October; N Wales Chronicle 24 September* – but it copied article in paper of *1 September* without adjusting date; Wrexham paper specified '22nd'). 22 September also given by *Brad Share New openings list*. No mention of any intermediate stops in any of items seen but all stations given this date are in *Brad October 1864*.

1865 May 1. NE: Market Weighton to Beverley. Opening from *co n York Herald 29 April*, which gave all stations. Early in January *(T, Wednesday, 11 January – 'last week')*, a special train ran over the line conveying the magistrates and others to the East Riding Sessions at Beverley – no details of stops, if any.

1865 June 1. Central Wales & Carmarthen Junction: Carmarthen to Lland(e)ilo. Line opening from *co n Welshman 29 May*, which listed all stations. Prior to public opening, line was used 29, 30 and 31 May for a daily excursion from Abergwili to Llandilo Bridge and back, for visitors to Llandilo Eisteddfod.

Company's notice reproduced in *LMS South Wales* says that owing to a dispute with the LNW the local service would be withdrawn from 1 April 1880. In the April tt, Abergwili and Llandilo Bridge are shown without any trains whilst Golden Grove; Llanarthney; and Nantgareddig were reduced to request only service, limited to passengers to and from stations north of Llandovery. In June tt a normal service was again shown; also, Drysllwyn returned then – it is not known whether its earlier absence was the result of closure or a feeling that it was not worth a mention in the tt.

1865 September 4: West Somerset Mineral (see R. Sellick, *The West Somerset Mineral Railway*, D&C, 1970 edition). Line opened in stages from April 1857 onwards (initially to Roadwater). Iron-miners and their families, who would always be main users of the line, were allowed to use it unofficially from start. A special excursion for a Temperance Meeting at Brendon Hill was run to Combe Row on 7 August 1860 (the incline between the two did not come into operation until 1861). After the opening for regular passenger use, people were probably taken up and set down at Torre and Clitsome Level Crossings, between Washford and Roadwater; they were also taken, free and at their own risk, up the incline (1,100 yards long, vertical rise of 800 ft) to Brendon Hill (near Raleigh's Cross) and then along upper conventional line to Langham Hill (alias Luxborough Road) and Gupworthy. Stations of sorts existed at the last two because original intention had been to extend official service to them but costs of safety provisions needed to bring the incline up to BoT standards prevented this. For description of opening see *West Somerset Free Press 9 September*.

1866: Line through Wandsworth Road; Clapham; Brixton/East Brixton; Denmark Hill; and Peckham Rye is quadruple tracked, one pair of tracks being originally used by LCD, other by LBSC. However, for ease of maintenance LCD owned stretch which included Wandsworth Road; Clapham; Brixton, and the LBSC that which included East Brixton; Denmark Hill; Peckham Rye.

1866 January 1: Cal: Glasgow to Busby. *T 5th* said three intermediate stations; assumed these were Pollokshaws (West), already open, plus Clarkston and Giffnock as new.

1866 February 1. Bishops Castle. First use 27 January 1866 when special train was granted to the Squire of Plowden for his shooting party *(Shrewsbury Free Press 3rd)*. Line opened to public 1 February 1866 *(ibid; co ½ T 8* March). This was a line that somehow managed to lurch on through constant financial difficulties.

Closed 27 February 1877, perhaps an early train that day: a creditor owed for a stretch of land sold to the railway had secured a writ for return of the land, ripped up the track and put up a barrier about a mile from Craven Arms. Most of the press simply said line was 'stopped'; however, *Wellington Journal (3 March)* said that service was continuing between Horderley and Bishops Castle, with Mr Scriven, a hotel proprietor, providing a wagonnette service from Craven Arms to Horderley. How long this lasted is not known since same paper, reporting reopening 2 July 1877 read as if there had been a complete stoppage. The press was mostly concerned about the lack of coal and the effect on its price in Bishops Castle and this might explain lack of passenger detail.

1878: closed 2 September for repairs to line following an accident at Stretford Junction, reopened 7 October *(Wellington Journal 12 October)*. Accident had been reported in *Eddowes 28 August* so it looks as if the service had resumed after a patch job soon after the accident but then had to be stopped for fuller repairs to be made – result of Board of Trade insistence?

1879: closed Easter, reopened after 11 April.

17 July 1933 tt shows one each way daily plus extra on Fridays; before/with 9 July 1934 tt, reduced to one train each way, Mondays and Fridays only; other entries in tt for road services.

Closed 20 April 1935; date given by all in print, although a Saturday and normal convention would require 22nd as closure date – last train Friday 19th. 'A Master in Chancery directed that the line be closed on 20 April 1935'.

All detail not sourced above taken from E. G. King, *The Bishop's Castle Branch*, 1983 and book on line by J. S. Morgan, Bishops Castle Railway Society, 2003 reprint.

1866 May 1: Northampton & Banbury Junction, later SMJ: Blisworth to Towcester. *Brad Sh 1867* new openings says 1 May (but 'April' in body of book). *T 30 April* says had been approved by inspector but some detailed matters needed attention and expected to open 'in a few days', suggesting a date later than 1 May. However, *Northampton Mercury 5th* confirmed opening on 1st.

1866 May 21. Scottish Central: Methven Junction to Crieff. *Co n Dundee Courier (17th)* explains that on opening day special excursion tickets were available for the first two (out of three) trains each way; these had to be bought by 4 p.m. on the Saturday previous (19th) so that enough accommodation could be provided. *Dundee Advertiser 22nd* mentioned all stations on new stretch; Methven Junction in tt for June *(Perthshire Constitutional 7th)*.

1866 June 18: Hoylake Railway public opening *(Liverpool D P 19th* – opened yesterday). Paper said 5¼ miles now completed and opened, from Hoylake to Wallasey Bridge Road near the Dock Cottages at Birkenhead, with intermediate stations at Bidston, Moreton and Meols (also a couple of references to one at 'Hoose', likely to be someone's mis-reading of Hoylake). 2 July was the formal opening *(e.g. London Daily News 3rd)*, and this was the date given in the *co ½ (Liverpool D P 14 November)*, where length given as 5½ miles. *Cheshire Observer (23rd)* confirmed that two trains each way were running daily but poorly patronised because little notice had been given and the expectation had been that it would open on 2 July, which is when full timetabled service would begin; it suggested early opening was made to help company's case in Bill then before Parliament; it also included 'Hoose'.The Liverpool paper said that the completion of the line to Seacombe Ferry (2 miles) was in course of construction and would shortly be opened (a premature hope); the portion opened was complete in every particular; meanwhile, passengers would be booked at Woodside (ferry 'station') and taken to Wallasey Bridge Road so that effectively there was through communication Hoylake to Woodside.

4 July 1870: as result of court order obtained by local landowner, sheriff's officers took possession of part of line and removed length of rails. In the afternoon trains started using temporary terminus, Leasowe Crossing, at first no proper platform. Bus took passengers to Seacombe, for Liverpool *(T 6th;* B. Maund).

1 August 1872: reopened throughout *(Cheshire Observer 3rd)*.

1866 August 13: Potteries, Shrewsbury & North Wales, later SM; for fuller detail see *S&M Chron*:

Main line, Shrewsbury to Llanymynech:

Opened 13 August 1866 *(co ½ T 7 August*, confirmed by *item T 28 November)*. All stations given this date were in September 1866 tt *(RM May 1903, p 405)*.

Closed part way through Tuesday 27 November 1866, when bailiffs 'seized' line, leaving some would-be passengers stranded at Shrewsbury (stock-fair day there). One return train was allowed later that day but that was probably all (*T 28th* – at time of going to press some still stranded).

Reopened Monday 3 December 1866, complete with travelling bailiff *(T 28 November, 4 December)*.

Closed 21 December 1866 (Friday) *(Cl)*.

Reopened 14 November 1868 *(Shrewsbury Free Press 21st)*.

Extension to Llanyblodwell opened 18 April 1870 *(co n Eddowes 20th)*.

All closed 22 June 1880 on BoT orders – lines unsafe and company lacked funds to repair: (last day 21st) – *Eddowes, Wednesday 23rd*, 'for some reason or other, at present unexplained' yesterday traffic was suspended without public notice; next paper said much local inconvenience and speculation as to reason.

Reopened 14 April 1911 *(RCG)*.

Closed 6 November 1933 *(Rly Gaz)*.

However, some passengers continued to be carried, mostly excursionists. All *Returns* to 1938 (last issue before war interrupted sequence) show some receipts from ordinary passengers. *RM October 1936* mentions an excursion on 3 August, with reference to Llanymynech. LMS tt up to and including 27 September 1937 (not 2 May 1938) says passengers, particularly staff wives, carried in passenger brake van in goods trains. In 1938, 262 were carried (total revenue £12). Other known excursions: school party to Crew Green 28 July 1937; Birmingham Loco Club 23 and 30 April 1938; private parties June and July 1938; Shrewsbury School annual excursion 14 October 1939.

Criggion branch:

Johnson makes general reference, immediately after summary of 1866 tt, to excursions on this branch on Thursdays in 'railway's early years'. Did these run before official opening? Provided by some local figure for non-paying passengers (friends, e.g.)?

Opened 21 June 1871 *(Oswestry co n 21st, report 24th)*.

March 1872 tt, branch reduced to Wednesdays, Saturdays and Shrewsbury Fair days only.

Branch closed on and after Wednesday 16 June 1880 (*co poster, Johnson*).

Reopened 1 July 1912 *(Border Counties Advertiser 26 June)*.

Still shown all days 26 September 1927 tt; January 1928 co tt shown as Saturdays only (Provisional Service); in July 1928 co tt service Thursdays and Saturdays only (*Brad* shows one all days to Criggion, nothing in return – error); August 1930 tt Thursdays and Saturdays; 22 September 1930 tt Saturdays only. Perhaps now ran two days per week in summer, one only in winter.

April 1928 working notice refers to quarrymen's train Kinnerley – Criggion; Johnson says this was chartered in 1918 and had not run for some time when agreement terminated 30 April 1931.

Closed 3 October 1932: Melverley to Criggion *(co tt)* – last train Saturday 1st;

Closed 6 November 1933: Kinnerley Junction to Melverley (with main line) – last train Saturday 4th.

Later excursion use of Criggion – one 3 August 1936 *(RM October)*.

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). Not known when military passenger use ended. Some passenger working continued to 2 September 1958 or later; line officially closed to all 29 February 1960.

1866 December. Talyllyn Railway: Pendre (at Towyn) to Abergynolwyn. Official approval to open was given 13 November 1866; official service began ? *Oswestry 19 December* and *North Wales Chronicle 22nd* both say has been recently opened and refer to a timetable issued 'for December'; perhaps information copied from an earlier source, not yet found. Suggests opening about mid-December, though does not rule out late November. Some sources suggest an earlier date; perhaps an unofficial service, passengers free and at own risk? No worthwhile contemporary evidence seen but company did then have passenger rolling stock available. Never included in annual list of new openings *Brad Sh*; earliest Board of Trade statistics were included in return giving 1867 figures, where, most unusually, they were given for '12 months ending 30th September 1867' and no specific date was given for passenger opening – has this misled someone in the past into assuming it was 1 October? (See M. Searle, *Chron April 2015)*. According to inspection report there were no intermediate stations. Line first in *Brad* August 1867, when Rhydyronen and Dolgoch included. Dolgoch was last in *Brad* November 1867; back July 1872, when Brynglas included for first time. Given habits of this railway, there can be no guarantee that tt tells full story. For details of Towyn Wharf see Section 4.

A special extra train ran for miners who lived on Anglesey – e.g. 1905 note that a Mondays only train, 6 a.m. from Towyn and 6.50 a.m. back (usually empty?) – from Abergynolwyn, would not run when any stoppage occurred at Bryn Eglwys Quarry.

At some point, probably in early 1930s, winter service reduced to Monday, Wednesday and Friday only; (certainly all days November 1926 tt and 22 September to 31 October 1930 tt; reduced by January 1936 tt).

From start of summer 1940 reduction applied to summer as well. Reduced to to Wednesday and Friday 14 January 1942. Monday train reinstated 8 June 1942, ceased 20 January 1943.

All ceased 23 June 1943; back, Wednesdays and Fridays, 20 July 1943; Monday added 2 August 1943.

Last train 24 November 1943; trains again, Wednesdays and Fridays, from 31 December 1943, with extra on 1944 Bank Holidays.

Thus, except for 12 April 1944, when no trains ran, until service ceased 24 January 1945.

Resumed thus 3 February 1945; no trains ran 9 and 14 March 1945. Train 16 March 1945 was last until 1946.

Thereafter (1946 on) service was Easter plus May to early October, except for stoppage 27 August 1949 (engines out of action), resumption 19 September 1949.

1950 service was Easter Friday and Monday, Whit Monday, three days per week (Monday, Wednesday, Friday) 5 June to 6 October, so usually quoted date was for last train – normal convention would require 9th. See J. I. C. Boyd, *The Tal-y-Llyn Railway*, Oakwood, 1988.

D&C 11, page 172, and Boyd refer to Halts at Hendy, Fach Goch, Cynfal, Tynyllwyn. None was included in *Bradshaw* before preservation days, but Hendy and Fach Goch always regarded as stopping places. Cynfal was included *hbl* 29 September 1946 but might well have been in use much earlier; its platform was provided for convenience of a local farmer. No other references seen to the rest; Quarry Siding was probably added after 1950, in preservation days. Line had been kept going by a local landowner, Sir H. H. Jones, though service intermittent in later years. Jones's death on 2 July 1950 was expected to result in closure at the end of summer season (6 October). However, a preservation society was formed and was able to operate the line from start of the summer season, 1951.

1867 April 12. GN, Lincoln to Honington. Date previously given (15th) comes from *GN; co ½ T 19 August- line* and *Brad Sh* (common source?). *Grantham Journal 13th* only covered satisfactory inspection (8th, 9th, 10th) and formal opening (11th); no tt for this line in that paper, all stations included *ibid* 20th. However, *Lincs Chronicle (5th, 6th)* said would open on Friday, 12th, subject to satisfactory inspection; *Stamford Mercury (5th)* said same and on 19th merely 'has been opened'. A number of papers (e.g. *Sheffield Daily Telegraph 15th)* said, in identical wording, that it had opened then and nothing has been to suggest any delay. Also see 15 June 1857**.

1867 April 15. Public opening of Keighley & Worth Valley, later Mid. *Leeds Mercury 15th* gave details of line in description of formal opening on 13th, mentioning all stations. Also said public opening 'to-day' and that excursions had run on Saturday (13th), though did not specify that all stations were served.

1867 August 1: BM: Pontsticill Junction to Cefn and Dowlais Top. Date from *Cardiff Times 27 July*. Same paper said line had been temporarily opened 25th for benefit of visitors to Merthyr Flower Show; not known which station(s) used.

1867 August 22: Edgware, Highgate & London, operated by GN. There is a clear conflict of evidence about the opening date for this line; for the moment the date previously given and in general use today has been kept. It was given by Borley, and is supported by GN *co n dated 20th in e.g. T* and *Morning Post 22 August*, the New Openings list in *Bradshaw* and by the company's half-yearly report in *The Times*. However, the only other press evidence seen giving this date is *The* (London) *Daily News 22nd* (today is opened). All others seen said 21st (a Wednesday); as usual it is impossible to say how far there was a common source for their items – some were clearly similar in wording. The most convincing seen is *Pall Mall Gazette* (an evening paper), *Wednesday 21st*, which said 'was opened this morning' under a general heading for 'This Evening's News, Wednesday 2 o'clock'. This included details of the times at which the first train reached each of the stations along the line which might well have been copied from a time-bill; even if they were, it shows there must have been other sources of information for opening since notices cited only referred to the line opening. *Morning Post 22nd* said 'yesterday'. The following, all published on Saturday 24th, said it opened on Wednesday (21st): *Clerkenwell News; Marylebone Mercury; Illustrated London News; Bell's Weekly Messenger. Islington Gazette 27th* also supported Wednesday, as did a clutch of Essex and other provincial papers, almost certainly copying, though *Western Daily Press (22nd)* was ahead of the pack with 'yesterday'. The line seems to have been opened in a hurry: the GN half-yearly report, issued on 17 August said that it had been unavoidably been delayed but would probably be approved by the Board of Trade before the end of the current month *(Daily News 19th)*. Did the GN open it a day early? Did a journalist misunderstand some sort of handout and was then copied by many others? There is no evidence to suggest that any of the papers had a witness at the opening.

At least all stations were listed in most instances.

[*North London News 24th* said op on Monday (19th); this can safely be discounted.]

1867 September 2: LNW, Cam: Ca(e)rnarvon Pant to Chwilog *(co n Carnarvon & Denbigh Herald 14th)*. There were earlier excursions (some including parts of lines opened later than this). The first, according to *Merioneth 28 July 1866* was on 23 July 1866 when Savin took two carriages and sundry trucks, all well loaded with passengers, from Barmouth to Carnarvon. *LNW* mentions use in August and on 6 September 1866 when one met with accident. *T 10th/Carnarvon Herald 13th, 14th* (report of inquest) shows latter

was from Port Madoc to Carnarvon and back for big Calvinist meeting. Allegedly 600 on outward journey, in ballast trucks, on tender, etc; some missed return journey when late at Pant. On way back made several stops to set down ('stop anywhere' principle?); derailed just before 'Glandwyfach' station (= Brynkir).

Earlier use included taking Pwllheli and Port Madoc Volunteers to Pant in ballast waggons with plank seats, party of children from Port Madoc to confirmation at Criccieth, several picnic parties, Sir Watkin and Lady Wynn and large party Barmouth to Pant. No charge made for most but 3/- per head was charged, illegally, for those on train that was derailed *(T 13 March 1867*, from BoT report). Also see next entry.

1867 September 3. Newport Pagnell branch. Although 2 September was date given in *Return* and *Brad new openings* it is clear from *Croydon's Weekly Standard, 7th* (local paper for area) that this was a formal opening (only one train, non-stop, each way) and that public use began on Tuesday 3rd – 'trains began running'. All stations in tt in that paper.

1867 September 20: Carnarvonshire Railway op Pwllheli to Penrhyn Deudraeth opened before rest of line in connection with extension from Chwilog to Afon Wen *(co n Carnarvon .. 28th)*.

1868 May 30. Festiniog & Blaenau, 1 ft 11½ in gauge. Date from *GW, Brad Sh 1869* and *North Wales Chronicle 6 June*. *NGSC* gives 29th (formal?). During conversion of line from narrow to standard gauge the service was able to continue because the standard gauge was created by adding a third rail, giving a mixed gauge. Last narrow gauge train ran 5 September 1883; first standard gauge train 10 September 1883.

1869 September 6. LNW: Mold to Denbigh. This date given by *North Wales Chronicle 11th*; also by notices in *Mining 4th*, and *Chester Chronicle 4th*. Last lists all stations ('Rhyd y Mywyn'). There were excursions on 1st (formal opening day, for Mold Sports), calling at all stations, and 2nd, free, Mold and Denbigh to Bodfari *(Flintshire Advertiser 4th)***.** *Wrexham Guardian (Saturday 4th)* said would be 'formally' opened on Monday – opposite of usage by later railway historians.

1869 December 1. Lancashire Union: Blackburn – Chorley – Wigan. *Brad* showed line complete with trains, without comment, in October 1869. In November: no trains, 'Opening expected shortly'. January 1870: trains again shown. *LNW Officers* shows opening was planned for 1 October *(6927)* but there were inspection problems. There was another delay: *Manch Cour* 15 November said company had announced intention of opening that morning; paper of 16th said had been postponed. Opening date and stations confirmed by *LNW Officers 4938* and tt on p 1479 and by *St Helens News* and *St Helens Standard* (J. Tolson); stations included in *Wigan Observer* 3 December.

St Helens to Wigan [LNW]: *Wigan Examiner, Saturday, 6 November*, said this would open on 15 November; however, *Preston Pilot, 20 November*, clearly included this in item about delays to opening; the *St Helens Advertiser* did not include St Helens to Wigan in its timetables in 27 November issue but did add it 4 December. Item in *Preston Chronicle, Saturday 4th*, said had opened for passenger traffic on Wednesday and included Garswood and Bryn in its description of the line.

1870 January 31: Tottenham & Hampstead Junction: closure. *Co ½ T 31 March*: on 30 January all passenger traffic ceased because GE, who had worked from opening, had declined to continue. Presumably last day (a Sunday but was Sunday service in July 1869 tt, nearest to hand). Unusual since changes normally made on 1st of month. Line reopened 1 October by Midland *(co n T 1st)*.

1870 July 1. LNW: Edge Hill to Canada Dock. 1 June 1866 is often quoted as opening date for stretch from Edge Hill to Tue Brook but *Brad* does not include this until whole line opened in 1870; this is supported by *LNW Officers 5542* and *Liverpool 1 July 1870*; LNW *co ½ T 15 August 1866*, refers only to goods traffic on this section of line.

1870 August 19: Dingwall & Skye, opening Dingwall to Strome Ferry *(co n Scotsman 19th)*. On 9th that paper had carried notice for opening that day but last-minute inspection problem caused delay; see *Glasgow Herald 8 September*.

1870 October 19. Northumberland Central: Scots Gap to Rothbury. Op date given by *co n Morpeth Herald 15th* and *co n Newcastle Courant 21st* 'is now open'; latter also contained notice of formal opening on 31 October. Local press said Rothley was private station but tts in papers (e.g. *Newcastle Journal 20th)* simply had 'stops only when required'; all stations included in these.

1870 November 1. West Helmsdale to Dunrobin was opened by the Duke of Sutherland *(his notice Inverness Courier 27 October)* and incorporated into the Highland main line when this was extended northwards. Loth was not included in tt in op notice but platform here was mentioned in paper's description of line (10th).

The line was extended to Helmsdale in 1871, formal op 16 May, public 17th *(Inverness Courier 18th).* According to paper passengers had been picked up and set down at any point during the line's independence but this would have to be sacrificed now for the benefit of having through traffic; it also included a reference to the private station at Dunrobin.

1870 November 23. NB: Coatbridge to Bellgrove. Date (a Wednesday) given by City of Glagow Union company minute of 1 December 1870; also used by *NB co ½ T 13 March 1871, MK* and *Brad Sh 1871*; however, *MT 6/72/3* says op 25th – line had been twice failed by BoT; latter then seems to have failed to renew prohibition, and when inspector came back, found line already open. 23rd confirmed by notice and item in *Glasgow Herald 24th*: all stations listed.

1870 December 5: opening of Garstang & Knot End railway, later part of Knott End. Line opening given by *Preston Chronicle (10th*); only intermediate station explicitly mentioned is Garstang Town.

The half-yearly report presented early 1872 claimed that all was in good order but at the meeting to discuss it the press were excluded *(Lancaster Gazette 2, 9 March)*, suggesting undisclosed problems. It closed 11 March 1872: *Preston Chronicle 16th*, calling it a ricketty line ending in a field south of Pilling said traffic 'has this week been stopped', presumed to mean 'no trains have run this week'. BoT Return unhelpfully said it had not been worked since March. It reopened 17 May 1875 *(Cl)*.

1871. Wotton Tramway. See *Brill*.

Built without Act of Parliament since the Duke of Buckingham owned most of the land and was able to make arrangements with owners of the rest. Line completed to Wotton March 1871, to Brill March 1872. First passenger use was an excursion, 21 August 1871, from Wood Siding (then limit of line), Wotton, and Wes(t)cott to London. Horse-drawn until early 1872 when steam (effectively a traction engine on rails) was introduced; speed limit 12 m.p.h.; classed as Light Agricultural Railway so BoT requirements less stringent than usual. Regular passenger service began ? – 104 passengers used line in January 1872, perhaps first month. Increased passenger numbers in March and April would suggest line now open to Brill. Early 1873, they tried to have line licensed for proper passenger use but BoT report, published July 1873, was against this. Tts fairly regularly included in *Bucks Herald*

from 11 July 1874. First in *Brad* May 1882. It was reconstructed in 1894 and proper stations built. Stops were Quainton Road (terminus alongside orthodox station); Waddesdon; Wes(t)cott; Wotton; Church Siding (not used after 1894); Wood Siding; Brill.

1873 August 4. Ross & Monmouth, worked by GW. Col Rich initially passed this line and handbills were distributed saying it would open on 1 August. However, inspector then realised that there was no means for turning an engine at Monmouth and withdrew his permission. Problem was solved by company giving an undertaking to use only tank engines *(County Obs 9th; Ross Gazette 7th)*.
1873 December 1. Van: Caersws to Garth & Van Road *(Cam)*. Opened now, all days. November 1874 tt: whole line reduced to Tuesdays, Thursdays and Saturdays. October 1875 tt: full use again.

1874: Corris. See *RM June 1899*, *NGMW* and L. Cozens, *The Corris Railway*, author, 1949.
Corris GW appendix includes newspaper account of accident 11 July 1860 to passenger travelling on top of a load for 'a trifling consideration' to driver.
Return for 1874 has note that line was used almost exclusively for haulage of slates by horse-traction but recently some passengers had been carried in open trucks. 3,592 passengers carried in 1874, 11,380 in 1875 (when 'recently' still in note). In 1878 the number had risen to 22,024; however, only 3,232 passengers were shown for 1879 and no more were shown until 1883.
According to Boyd *(NGMW)*, company wanted to provide a passenger service but lacked legal power and was opposed by quarry owners afraid that passenger trains would interrupt flow of their traffic, especially after line had been improved for locomotive haulage in February 1879. As a result, the rail service was replaced by a road service in August 1879. A service was included in *Brad* from January 1879, with stops at Machynlleth; Pandy; Esgairgeiliog; Corris. It was shown until October 1879; November – 'service suspended'. However, *Merioneth*, 21 March 1879, said service had been suspended; was there a brief revival of railway service in between? Statistics of *Returns* support Boyd, rather than those who say earliest service was by road, though they would suggest somewhat earlier end to rail service, unless most of its business had been done in the summer and early autumn. *Brad* was clearly behind events.
After a new Act had been obtained, a locomotive hauled service began 4 July 1883*, Machynlleth to Corris, without any intermediate stations. Llwyngwern and Esgairgeiliog were added in 1884 (see entries in Section 4). Ffriddgate added to tt July 1887, Garneddwen November 1887. *D&C 11* says there were halts at Lliwdy and Dolwdderen Crossing; neither in *Brad*; occasional stops *(Cozens)*.
* = date from *Corris*; *Cambrian News ... Visitors' List Supplement Friday 6 July* says that inspection made Monday and declared satisfactory, passenger traffic began on Tuesday (3rd) – was this only a formal occasion of some sort?
1874 March 27. Aylesbury & Buckingham: closed Aylesbury to Verney Junction by injunction from Chancery at suit of Rev TJ Williams of Waddesdon – unsettled claim for payment for land. Sudden closure caused much inconvenience to district. *T 4th* said had closed 'Thursday'; should have added 'a week ago'. Items in local press *(Buckinghamshire Advertiser* and *Bucks Advertiser & Aylesbury News 4, 11 April)* said injunction had forbidden use after 26 March. Reopened 9 April; interruption 'seems' to have been result of misunderstanding – they had necessary funds put by. Company notice confirmed reopening date and said that temporary service Verney Junction – Quainton Road would be discontinued. No details of this found – was it for benefit of passengers from Brill Tramway? Did it serve intermediate stations? Seems that only section from Quainton Road to Aylesbury was fully closed. Previous co ½ had mentioned financial problems and need to provide proper facilities at stations.
1874 May 27. WCE: diversion via Yeathouse, with permanent closure of Eskett and temporary closure of Winder. Andrews, *The Furness Railway – a History* (2012) (p161), citing directors' minute of 3 March 1875, says Rich inspection 26 May 1874 and line opened next day, presumably with verbal permission, since written version not yet received from BoT.
1874 July 23. Edinburgh, Loanhead & Roslin. *Edinburgh Evening News (23rd)*: not until a late hour last night was it intimated that line would be opened to-day; first train left Edinburgh at 7.30 this morning; carried a fair number of passengers despite shortness of the notice. Clearly opened with verbal permission.

1875. Newport Junction, later Isle of Wight Central.
Sandown to Shide (a) opened 1 February 1875 *(Hants Chron 6th)*;
Ryde to Newport (b) opened 20 December 1875 *(Hants Adv 22nd)*.
On section (a) Alverstone; Newchurch; Merstone; Blackwater and on (b) Haven Street and Wootton were all first included in *Brad* June 1876. Strangely, the apparently less important stations at Ashey and Whippingham, both on (b), were in tt from January 1876 and relegated to footnotes in June 1876 as request stops.
The missing items on (a) were all included in February tt in February issues of *Isle of Wight Observer* 1875. They were all shown as '... Crossing pass' with time showing that they were available for use (other entries given arr., dep. times). This would suggest that they were available as 'halts', with passengers able to signal to driver as train was about to pass the level crossing. This is supported by item on steeplechase meeting, 20 April 1875, paper of 22nd: Merstone Crossing was the nearest station to the course, 'a little temporary platform erected, we should imagine, for the occasion [*perhaps there for everyday use*?] and not a station at all'.
Haven Street and Wootton were first shown in tt *Isle of Wight Observer* 18 March 1876 (tt just headed 'March'); not present in paper of 11 March (which was headed 'February'); previously same arrangements as for (a)'s missing items or now opened? Col Yolland had reported on 11 March 1876 that he had inspected new stations at Haven Street and Wootton.
See *IWC* for details of inspections.
1875 March. Midland: diversion of line via Cwm Clydach (later Clydach-on-Tawe). Probably opened on 1st; notice in *Cambrian 26 February* said would do so, though, questions have been raised on two grounds.
a) Timetables in that paper show the old route still in use on 12 March, the new on the 19th. However, it was common for local papers to be laggards in that respect.
b) Further doubts are raised by correspondence concerning opening. BoT said 26 January 1875 that could be opened if Mid gave undertaking that some requirements resulting from inspection had been met. Mid reply dated 6 March, BoT letter of approval 8 March. However, BoT was more flexible than strict letter of the law would suggest and Mid may have felt safe in going ahead, knowing they had met the conditions; indeed, there might have been verbal agreement at the inspection. One could understand a delay if planned opening had depended on a satisfactory inspection a day or two previously but a full month had passed.

Furthermore, nothing has been seen to confirm any delay: one would have expected a replacement notice, press comment or letter to the editor from a disgruntled thwarted traveller. Even so, positive confirmation of opening on 1st is desirable.

1875 September 23: Severn & Wye, main line. *Co n T 21st* said would be opened for passenger traffic on 23rd; first train would be '12.5 noon' from Lydney; once line in full operation this would be third train out of four daily (only two going whole length of line). *Ross Gazette 30th* reported opening, including all stations; also mentioned special train which left Lydney at 12 noon. Also see 1875 December 9, below.

1875 December 9: Severn & Wye, Coleford branch. Company's notice in local press said would be opened 9th by 'special train' leaving Lydney Junction at '12.5 p.m.'; 'regular service' would start 10th. Clearly only one train 9th. As on 1875 September 23 (above) there was no indication that public could not use, though space would have been limited. Unless they cancelled a main-line train to fit this one in, (no indication in notice) Coleford must have been served by carriages attached to a Lydbrook train as far as Parkend, though Coleford revellers did have a separate train for return.

1876 September 19: opening of Narberth Road and Maenclochog (usually just M), eventually part of GW. Opening date from *S Wales 22nd*; clo 1 January 1883 *(Return; Pembrokeshire Herald 29 December 1892)*; reop 15 December 1884 *(co n ibid 12th)*; clo 31 March 1885 *(Cl)*; reop 21 March 1887 *(Cl)*; clo 25 June 1887 *(co n S Wales Daily News 21st)* – although this uses 'on and from' style this was a Saturday and more likely to be a last day; reop 11 April 1895 *(co n ibid)*; clo 8 January 1917 *(GW book)*; reop 12 July 1920 *(GW Mag July)*; finally clo 25 October 1937. Closure planned for 27 September but protests by County Council and others led to one month delay so last train ran on 23rd *(Maenclochog; GW letter dated 25 October 1945, Cl papers)*.

1877 September 19. Girvan & Portpatrick Junction. On this date line was opened as far as New Luce, two trains per day (service shown in October *Brad*, with a coach connection to Stranraer). 5 October 1877 was when through service to Stranraer began (report of GSW half-yearly meeting in *Ayrshire Argus 22 September*). Reason for delay was inspector's insistence on extra accommodation at Stranraer *(Galloway Advertiser 27 September)* Line was plagued with financial problems. Failure to pay arrears owing to the Portpatrick company for use of its line on to Stranraer led to an injunction and services ceased from Challoch Junction, south of New Luce to Girvan New (inclusive) 7 February 1882. 16 February service resumed from Girvan to New Luce (temporary measure – *GSW notice Glasgow Herald 15th*); *GSW notice Ayr Advertiser 9 March* said it would be treated as separate service from 13th. Meanwhile closed by landslips between Girvan and Pinwherry on 19 February 1883 *(Galloway News ... 23rd)*; reop 14 March 1883 *(ibid 16th)*. On to Stranraer again 1 August 1883 *(GSW notice North British Daily Mail 1st)*. 28 February 1886 the GSW ceased working the line so the company hired rolling stock from GSW and ran own service *(Scotsman 1 March)*, but that ceased 12 April 1886 because House of Lords Committee had refused to grant local company running powers *(ibid 14th)*. Line reopened 14 June 1886 *(ibid 5th*, GSW had now conceded running powers to local company).

1879 January 20. LSW: Okehampton to Holsworthy. *Co n T 14th*, gave this as opening date but said that on Saturday 18th the 2.25 p.m. express from Waterloo would run through to Holsworthy, calling at all stations on branch, but did not name them. Nothing other way. *Co n Western Times 14th* did name all.

1879 June 3. Opening of Loudon Road and Queens Park. *LNW Officers 19682*, 13 May – will be opened on Tuesday 3 June (result of Whit Monday intervening – *Neele*, p 228 says that new line through Primrose Hill Tunnel opened 1 June and North London trains ran through at fixed hours, implying peak hours, working days only). *LNW Record* gave 3 June 1878 but that was when they settled on names to be used for the stations which were yet to be built *(LNW Officers 18490)*.

1879 August 17 (Sunday). Serious flooding led to widespread disruption in North Wales.

LNW notice in *Globe, 19th* said viaduct near Llandulas (which see above) had been partially destroyed so [regular] service west of Abergele suspended but passengers still booked through, being transferred by road from one train to another; traffic on Mold & Denbigh and Denbigh, Ruthin & Corwen also suspended. Train from Mold to Chester got through on the evening of the 19th but Mold to Denbigh still unusable *(Cambrian News 22nd)*. On 19th passengers were taken by road to Ty Coch about half-way between Denbigh and Llanrhaidr, then on by train from there *(Wrexham Guardian 23rd)*. Line from Llandudno Junction to Bettws-y-Coed also interrupted by damage to bridge at Llansaintffraid [other spellings seen] (near Glan Conway) *(Llangollen Advertiser 22nd)* but resumed 21st *(Western Mail 23rd)*. Details of full restoration of services not found; cross-references have only been provided from main stations.

1879 October 1: *D&C 6*, J. Thomas 1971, revised 1984 by A. J. S. Paterson, says line opened for goods only on 4 June 1879, junction at Maryhill opened 1 October 1879, service extended to Kilsyth 29 October 1880 but cut back again 31 December 1880. He also says that Balmore was an original station..

1 October opening for passengers was given by *Edinburgh Evening News 1st, Falkirk Herald 2nd, Glasgow Herald 2nd and in co ½ in last 7 October*. Two papers said was goods opening also. An advert for the letting of meadow grass at Torrance, which appeared several times late May and early June in Glasgow paper, had said station would open 1 May. However, Falkirk paper of 10 May 1879 said that they had begun building station at Torrance on 3rd and an advert in Glasgow paper of 30 June said that it was being built. It is clear that Torrance and Summerston were the only intermediate stations in October – there were complaints that NB had promised a station at Balmore but not provided one. Earliest reference so far found for the last is citing in an advert in paper of 22 February 1886.

At co ½ *(Glasgow Herald 20 October 1880)* it was said that trains were running to Kilsyth but NB was being unco-operative; *NB co n ibid 5 November* gave details of 'improved' service, three trains each way, with separate arrival and departure times at Maryhill; since service was via Cowlairs latter could represent separate stations or platforms at Maryhill, or need for reversal there if through trains had run.

Brad evidence so far seen: November 1879 – first inclusion of Torrance; January-June and August 1881 – separate arrival and departure times at Maryhill, for three trains each way, two of which terminated at Torrance and one went on to Kilsyth; service via Cowlairs and Possilpark. August 1882, September 1883 and April 1885 – same. June 1886 – clearly through service, now via Great Western Road, later Anniesland.

1880 July 15. Temporary closure of N&B line between Neath and Colbren Junction when storm early on Thursday morning (Wednesday night in other papers) destroyed Cwm Nant Hir (later Ynysdawley) viaduct between Crynant and Seven Sisters *(Cardiff*

Times, Saturday 17th). Not known when passenger service fully restored. Only certain fact is that bridge was reopened for goods traffic on 26 February 1881 *(co ½ meeting, Western Mail 8 April)*. Scraps available show that it was to be rebuilt in brick and iron instead of wood with ample room for water to flow through even in heaviest rainfall and was in hands of contractors who had promised to complete by end of year *(co ½ year meeting South Wales Daily News 19 November 1880; Western Mail same date)*. First clear evidence of passenger use on 18 January 1881, when woman waiting for train at Seven Sisters had to be helped into train *(South Wales Daily News 20th)*. Lack of other information plus continued showing of connections to Neath [NB] from Midland's Brecon to Swansea service in tts in *Cambrian* would suggest that some sort of patched-up service was soon in use (but timings never altered). Possibilities: damaged bridge somehow patched to allow passengers to walk over (could new bridge have been built alongside?); from temporary 'stations' either side of viaduct (but where were suitable sites for these?) or road replacement, perhaps shortening distance by using an intermediate colliery siding (but were any necessary road bridges also destroyed?); goods traffic certainly went via Midland line *(Mid-Wales co ½ South Wales Daily News 24 February 1881)* but unlikely that passengers were sent that way.
Statistics from BoT Returns suggest little impact:

Year	Number of passengers[1]	Miles travelled by trains[2]
1879	34,568	21,789
1880	33,215	23,848
1881	34,042	26,125
1882	35,082	26,725

[1] = also 2, 2, 4, 7 season ticket holders.
[2] = most companies gave separate mileages for passengers and goods but N&B one only for 'mixed'.
Traffic worked by Midland was included in Midland's Return; how was any diverted traffic divided?

1881 January 31. Temporary closure of part of Solway Junction line by damage done to viaduct by floating ice overnight Saturday / Sunday *(Carlisle Journal Tuesday 1 February)* – there was no Sunday service; said stations involved were Annan, Shawhill Junction; (paper's version of name); Bowness; Whitrigg; Abbey Junction; Bro(o)mfield. Reopened 1 May 1884 *(Glasgow Evening Post 1st)*.
1881 July 27. Swindon, Marlborough & Andover (later part of MSWJ): Swindon (Town) to Marlborough (LL). Formal opening plus special for Marlborough School 26 July; op to public 27 July 1881 *(Swindon 30th)*; prior to opening there were five free experimental trips, stopping at Chiseldon and Ogbourne *(MSWJ)*.
1881 September 1. Golden Valley/GW:
1 September 1881 opened Pontrilas to Dorstone. *Return* confirms line date; all stations given this date (Abbeydore; Vowchurch; Peterchurch; Dorstone) in *Brad*, first time line included. Bacton added later.
This line would suffer recurrent financial problems; hence the various closures and reopenings.
Closed 22 October 1883, reopened 17 November 1883 *(Cl)*.
Closed 2 July 1885 (Thursday), reopened 19 August 1885 *(Cl)*.
27 May 1889: extended to Hay *(GW)*. Stations at Clifford and Westbrook; Greens Siding later.
23 August 1897: closed Dorstone to Hay *(G&S)*.
20 April 1898: closed Pontrilas to Dorstone *(Rtn)*.
1 May 1901: all reopened *(RM May p 479, June p 491)*.
8 December 1941: all closed: actual last day was Saturday 6th. The 15th usually quoted was 'official' date – W. H. Smith, *Golden Valley Railway*, Wild Swan, 1993.

1882: West Lancs: *Away, p 70*, refers to Sunday School trip from Back Lane (Penwortham?) and New Longton, citing Penwortham Parish Magazine of September 1880; presumably joining/alighting points not stations.
1882 December 1. Glasgow, Yoker & Clydebank: Clydebank to Partick *(Glasgow Herald 2nd* – all stations mentioned). This line was at first detached from system. Mostly used by shipyard workers.

1883 May 1. Direct Arbroath to Montrose service [NB]. *Montrose Standard (4 March 1881)* made it clear that on 1 March 1881 (date given for passengers in modern print) through goods trains started to use this line. *Dundee Courier (1 May 1883)* carried notice of passenger opening that day and item describing line; it explained that a bridge near Montrose had had to be rebuilt before passenger trains could run.
1883 August 20. GE: Wisbech & Upwell Tramway. This line was never included in *Brad*. Opening this date to Outwell Basin *(Cambridge Independent Press 25th)*, extension to Upwell 8 September 1884 *(ibid 13th)*. Former said passengers could be picked up at any point. GE notice for 1884 extension reproduced by C. Hawkins & G. Reeve, *The Wisbech & Upwell Tramway*, Wild Swan, 1982, p 7. 'At any point' still in GE co tt November 1889. This refers to Elm 'Depot' and Boyces 'Depot' in main table, other main stops named as listed in Section 4. However GE tt 4 October 1914 note says: in addition to above, tram cars will also stop if required at Elm Road Crossing; New Common Bridge (Canal Bridge); Rose Cottage; Duke of Wellington Junction; Inglethorpe Hall; Collett's Bridge; Dial House; Horn's Corner; Goodmans Crossing; Small Lode. The tram cars will not stop at any other point along the line of the route. LNE public tt July 1924 also included Shepherd's Cottage (after Collett's Bridge) and Basin Gate (after Dial House) *(@JF)*. Original names Boyces Bridge and Elm Bridge (1883 tt reproduced *Branch Line Handbook*, 1966); altered 1922. All closed 2 January 1928 *(Bury Free Press* Suffolk *17 December 1927)*. Line only 5 miles 72 chains long.

1885 March 2. East & West Junction, later SMJ: a number of points are dealt with here, rather than in several short notes.
5 June 1871: *co n Birmingham Daily Post* – will be opened between Kineton and Fenny Compton station of the GW on and after this day (June 5); confirmed by *Aris (10th)*.
1 July 1873: *Leamington Spa Courier (5th)* confirmed opening. Also said that line had been very accommodating: trains had stopped for passengers whenever they appeared, each train carrying its own booking office (the guard?); specifically mentioned North End and presumably involved Warwick Road also, or did it mean stopped anywhere? Perhaps simple 'halt'-type platforms – see Warwick Road entry in Section 4.
23 July 1877: *Leamington Spa Courier (28th)* said closed since had made hundreds of journeys with less than half-a-dozen passengers. *Northampton Mercury (28th)* said had closed 'Saturday last' (21st), presumably last day, and had done so because

Government Inspector had pronounced it unfit. Perhaps some truth in both – expensive repairs needed and not felt worthwhile? Goods traffic continued.

2 March 1885: reopening. *Stratford 27 February* included company notice of reopening; paper of 6 March carried report; supported by re-appearance in *Brad* March and *LNW Officers 26924*.

1886 May 3. Opening of GNS Coast Line between Tochieneal and Garmouth. Date of regular service from *co n Aberdeen Evening Express 1 May* though revenue was received on Saturday 1 May. Then, as well as the Directors' train, various specials stopping at all stations were run with general use at excursion fares, attracting so many that some were left disappointed. One of these made a special stop just before Buckie, where the first sod had been cut for the building of the line; extra carriages were added and many joined the train there *(Aberdeen Free Press 3rd)*.

1887. Llanelly & Mynydd Mawr ran a 'workmen's service' from about 1887 with a liberal interpretation of 'workman': teachers at Pontyeates School near Pontyberem who lived in Llanelly were allowed to use *(Weekly Mail 29 July 1905*, described attack on one as she was walking to station at Cynheidre). Passengers joined at Sandy (near Llanelly); and trains then called at Furnace; Felin Foel; Horeb; Cynheidre; Cwm Blawd; Dynant (in early 1900s *@JF);* Tumble; S & R Colliery; Cross Hands. Also specific miners' services. Service ceased 1928 or later *(U)*.

1888 March 19. South Shields, Marsden & Whitburn Colliery. Originally 'Marsden Railway', name changed about 1890s. Miners' service began May 1879. Special train to quarries from Westhoe Lane for select party of visitors 27 September 1883 *(Shields Daily Gazette 28th).* Public service began, detached from main system, 20 March 1885 *(co n Shields Daily Gazette 21st)*, without BoT sanction; fare-paying passengers signed that they were travelling at their own risk; stopped when BoT found out (report dated 20 June 1887) *(Mountford)*. Properly approved service began 19 March 1888 from South Shields Westoe Lane to Marsden *(Shields Daily Gazette 20th)*; miners were taken on to Whitburn Colliery. Early notices were headed 'Marsden Rock'; press evidence is that they hoped for tourists to use line to visit the 'famous rock and grotto' but this did not happen. Miners' platform was re-sited on a line further inland by 1915 *(S. Bragg, map evidence)*.

Further deviation line first used 9 April 1929 (W. J. Hatcher, *The South Shields, Whitburn & Marsden Colliery Railway*, Oakwood 2002). This bypassed Marsden, which was not replaced, passengers being taken on to second miners' Whitburn Colliery station, now renamed Marsden. *Returns* first included line 1926 with note that return was from 5 August; elsewhere in that year's issue it was explained that powers for re-constuction and working line as a light railway had been granted to the Harton Coal Company, Limited.

Aot (tt) one Saturdays only ran 'as required', another only ran on 'Baff Saturdays'; miners paid alternate Saturdays and Baff Saturdays were non-pay days.

1889 July 20. FYN: Freshwater to Newport IoW. To celebrate Golden Jubilee of Queen Victoria, Mr W. Jackson, contractor for the line provided free service between Yarmouth and Freshwater for locals, several trains running on the day *(IoW CP 25th*, quoted in '75 years ago' column, 1963) – actual Jubilee was 20 June 1887, first engine had arrived 14 June (DL Bradley, *A Locomotive History of Railways on the Isle of Wight*, Railway Correspondence & Travel Society, 1982).
Opening notice and tt given in *FYN*; date confirmed by *Hants Teleg 27th*. *FYN Oakwood* mentions free excursion 9 October 1888, from Ryde to Yarmouth and Freshwater (but not other FYN stations) via Sandown, which carried over 700 people. Also used for IoW Rifles, Easter Monday, 1889.

1890 May 1. Driffield to Market Weighton [NE]. Date given comes from *Driffield Times (26 April)*, *Brad Share new openings list* and *NE errata*. *RCG* gives 21 April for goods and passengers (except Enthorpe 'G' but this in earliest tts with the others). It seems most likely that 'G' should have been applied to all; local paper said tt for new line which opens May 1 has just been issued. *York Herald (2 April)* had said inspected day before. *Yorkshire Post (4 April)* said had received permission to open provided 'one or two minor' matters resolved and expected would open in a fortnight at most. Did a succession of delays cause confusion?.

1893 March 6. Liverpool Overhead Railway *(Manch Cour 7th)*. Huskisson Dock; Langton Dock; and Nelson Dock were added later: at half-yearly meeting in February 1894 it was said that these had been 'contracted for' *(Liverpool 14th)*; at meeting on 14 August said that Nelson and Huskisson (a 'removal' of one at Sandon Graving Dock) had been opened and Langton would be opened next day *(ibid 15th; 16th* confirmed opening).

In 1900s tt usually omitted 'Dock' from name; it was later added and though tt continued to show most stops as 'X Dock', after about 1927, when printing was transferred to LNE printers at York, tickets omitted 'Dock' (T. David, *The Tickets of the Liverpool Overhead Railway Company*, *TTS*, 2000).

1895 June 1. Cal: Forfar to Brechin. Date from *Cal*, supported by *RCG*. Confirmed by items in *Forfar Herald* 31 May and 7 June, which mentions all stations. According to *Cal*, 7 January, given by some books, was goods opening.
1895 July 13. Rye & Camber Tramway, 3 ft gauge. This is formal date; public opening was expected in the course of a few days (press announcement quoted in *Rye & C*).

1896 April 6. Snowdon Mountain Railway: Llanberis to Snowdon Summit, 2 ft 7 in rack railway. It was closed this same day because of an accident. Reopened Llanberis to Clogwyn on 19 April 1897 *(T 20th)* rest of the way before / on 16 July 1897 *(co n Liverpool* 'is now open to the summit). Tt carried note that trains would not run with less than seven return passengers or the equivalent in single fares. Summer only. See K. Turner, *The Snowdon Mountain Railway*, D&C, 1973.

In 2003 bookings only taken between Llanberis and Summit, passengers normally back in same train after half-hour at top; singles, space permitting, for those wishing to walk back. In bad weather trains turn back at Rocky Valley. Hebron; Halfway; and Clogwyn reduced to passing-places, no alighting or joining. This had begun ? (A. Brackenbury, *Chron*).
1896 December 14. Glasgow Subway/ Underground. Opening date confirmed by *T 15th*; other material from *GU* and *D&C 6*. 4 ft line, at first cable-hauled. There were two accidents on the opening day: early afternoon there was a minor one which closed the outer circle, leaving all traffic to be carried by the inner; late in the evening a far more serious one occurred on the inner circle, causing

service to be suspended. Line reopened 21 January 1897. It closed 26 March 1922 owing to financial difficulties; was reopened 3 July 1922 by Glasgow Corporation. Electric haulage introduced 1935. Closed by a bomb 18 September 1940; reopened 27 January 1941. Closed for repairs 21 May 1977; reopened 16 April 1980 *(RM June)*.

1897 March 8. Lancashire, Derbyshire and East coast opened throughout. *Derbyshire Times (Saturday 6th)* said that it would open for passenger traffic on Monday next; first train would leave Chesterfield for Lincoln at 7.47; a special train would leave at 12.45. *Evening Star (9th)*: through passenger traffic yesterday, special only from Chesterfield to Edwinstowe and back; *Times (10th)* carried report of *co ½* on 9th at which it was reported that the previous day line opened along its whole length for passengers. Some papers (e.g. *Lincoln Echo* and *Sheffield Echo (both 9th)* only referred to special, thus perhaps misleading others; *Derby Mercury (10th)* said 'today', thus adding to the confusion.
1897 August 27: Chichester to Selsey. Account in *Portsmouth Evening News (28th)* only mentions one train and looks like a formal opening. No public date seen. Paper said that Selsey terminus (Beach) was not yet constructed and there would be stations at Hunston; Chalder (Sidlesham); Sidlesham Mill. First in *Brad* July 1898.

1898 January 17: GW: Yealmpton branch (for stations beyond Plymstock). Originally from Millbay; opening date *(W Morn News 17th, 18th)*; all stations included in *co n Exeter Flying Post 15th;* closed 7 July 1930 *(W Morn News Monday 7th* – last train Saturday); as a result of people bombed out of Plymouth reopened 21 July 1941 for workmen, now from Friary *(ibid 21st)*: reopened to public 3 November 1941 *(ibid 4th)*; closed 30 May to 24 June 1944 for removal of unstable rock *(GM's report)*; closed 6 October 1947 *(W Morn News 5th)*.
1898 November 8. Closure: West Somerset Mineral. Last day of use was a Monday (*W Som FP 8 October and 12 November;* supported by *Brad November* – service will not run after 7 November). Likeliest answer for odd date is that company had to give a calendar month's notice of closure and that starting point of notice was fixed by publication day of local paper (Saturday).
The line was briefly reopened for minerals 1907-10; on 4 July 1907 there was a celebratory excursion Watchet to Combe Row and back; this involved four open trucks and seems to have been given a great welcome all along the line, far more notice being taken of this occasion than was apparently ever bestowed on the line during its earlier life. One had a stand for a band, in a second members of the Urban District Council and some of their officers and the others were comfortably seated and the other two were crammed with passengers, including most of the leading tradesmen of the town. *(W Som F P, 6 July 1907)*.

1900 February 26. Closure by City & South London of King William Street and opening of extension to Moorgate. *T 26th* – opens today; *27th* – opened yesterday. Confirmed by *co ½ T 21 July*.

1901 May 18. BWA: Bideford to Northam. Line consisted of part tramway (along the Quay at Bideford) and part railway (rest); there had been much local opposition to the Quay section. The inspection report, published 18 May, passed railway section but failed that along the Quay (see S. Jenkins, *The Bideford, Westward Ho! and Appledore Railway*, Oakwood, 1993 – useful in general, but wrong over opening). Opening details based on *N Devon 23rd; Evening Post (Exeter) 20th; Bideford 21 May* and *16 July* (last was report of prosecution of company for running trains along the Quay which did not meet BoT requirements).
Opening advertised for 20 May but actually occurred 18th. First train ran, with passengers, from the Quay terminus and company said it would continue to run one per day along this stretch in order to preserve legal right to do so (not known whether it actually did since very little evidence was presented in court; a deal had been done behind the scenes, the Company agreeing to pay a 10/- fine on each of five counts). Otherwise, trains used a temporary 'terminus' near the Art School, at northern end of the Quay, between Quay station and Strand Road. Council fought company every step of the way over the reopening of line on Quay. Col. Yorke re-inspected 27 February 1903 and passed it *(N Devon 28th)*; Light Railway Order issued late July *(ibid 28th)*; service resumed before / on 9 August when councillor told meeting that he had seen it in use that day *(ibid 13th)*.
Not certain that all Halts opened with line, though all in first detailed tt found *(Bideford 5 July 1902)*. S. Jenkins says that there were perhaps extra untimetabled stops – e.g. at level crossings at Puse Hill and Mudcott, both near Abbotsham Road.
(Correct opening date is given in *Minor*, though no detail or explanation is provided.)
1901 June 29. Corringham Light: Corringham to Coryton. Legally this was a public service but it was detached from main system so only of use to workmen. *Grays & Tilbury Gazette 8 June* said had already been well tested by transport of Kynoch's workers (free?). Mostly used by Kynoch's explosives factory workers but a few others (e.g. Shell workers) also used. *Returns* support opening date given and show that some ordinary tickets were sold, though only a small fraction of the total. See *RM June 1913; Thames Haven, pp 42 – 44*.
During Second War, reduced to limited to service of two trains each way per day, 'as required'; motor-bus hired to cater for needs of others who had previously relied on train. Regular service began again 8 October 1945 *(Railway Bylines, November 2001)*. First in *Brad* October 1948.
1901 October 14. Gifford & Garvald Light, leased to NB. Formal opening 12 October; public intended for noon that day, but delayed (*Haddington*). *Co n Scotsman 14th* confirms 14 October and lists all stations.

1902 December 22. Vale of Rheidol: Aberystwyth to Devils Bridge (ng). See *NGMW*.
Opened 22 December 1902 *(Welsh Gazette 25th)*.
Closed in winter from 1 January 1931 *(T 13 December 1930* – 'clo until further notice').
Timetables *suggest* some pruning of stops hereabouts, though perhaps not this exact date. Glanrafon; Nantyronen; Rheidol Falls; Rhiwfron: were in *Brad* 22 September 1930 tt but omitted from tables before/with August 1931 tt (indexed, initially with a blank as page number, later noted as 'closed'). These plus Llanbadarn also omitted GW co tt 18 July 1932. Contrarily all shown as having passenger facilities in *hb* 1938 (but in 1956 all on line, including those always in *Brad*, shown parcels or goods or omitted). Thus likely that did remain in use. Possible explanations are that became halts and so omitted from *Brad* – difficult to believe Rheidol Falls not available to tourists, or space saving move, thus difference from GW tt. No significant change in timings. Balance of probability is that now and after 1945 they were still in use. Closed fully 31 August 1939;
23 July 1945 reopened, summers only *(Cl)*. Missing stations still omitted when line reopened after Second War; back, after October 1949 tt (when line noted as 'not after 7 October'), before/with 5 June 1950 tt, now Halts.

1989. Transfer: British Railways had owned it; now sold to Brecon Mountain Railway, who operated from start of 1989 season, maintaining continuity of summer use. Later events not recorded since it operates as a preserved line.

1903. Branch to Seafield, Leith Docks [Cal]. A suburban service from Edinburgh was intended and some station provision was started but never completed. At Newhaven platforms were added on this branch; stations were also begun at Ferry Road and Leith Walk (Manderston Street). Also on this line, between last two, was Pilrig, temporary halt for military review (see entry Section 4). See *Edin*, pp 58-9; AJ Mullay, *Rail Centres, Edinburgh*, Ian Allan, 1971, p 76; D. L. G. Hunter, *Edinburgh's Transport, The Early Years*, Mercat Press, 1992.

1903 April 6. Welshpool to Llanfair (ng). According to *Montgomeryshire Echo (11th)* a number of trains ran on formal opening day, Saturday 4th, regular service 6th. Paper omitted Seven Stars but this was in *Brad* April with rest of line.

1903 July 22. Invergarry & Fort Augustus: Spean Bridge to Fort Augustus. Opening date usually quoted is supported by *RCG* and *T 22nd and 23rd*; latter's description of events of 22nd looks like formal opening but article in *RM September 1903*, makes it clear that ordinary passengers were carried – 'at each station passengers came and went'. It was initially worked by the Highland, detached from its own system.

NB took over line from 1 May 1907 but its services did not begin until 4th (J. Thomas, *The West Highland Railway*, D&C, 1984 edition, pp 118-20); did Highland continue to provide until then or was there short gap (Wednesday, Thursday, Friday)? *Return* has NB working line from 1 May, probably based on legal arrangement. Poor returns caused it to close 1 November 1911 *(Globe 2nd)* but NB reopened it 1 August 1913 *(Dundee Courier 2nd)* and took it over the following year. Also see *High Pamph*.

1903 August 23: Caledonian branch to Ballachulish. Public opening from *co n Scotsman 22th*; station detail from *Dundee Courier 22nd* (description of formal opening on 21st). No paper seen gave separate mention of Ballachulish Ferry.

1904. Taff Vale stops.

TAFF VALE STOPS. According to Clinker all of the following started existence as PLATFORMS. Those that still survived in the early 1920s became HALTS. Bradshaw's version was more complex and probably resulted from someone's clerical confusion following this new type of stop. No note is made below of other name changes, the last form being generally used. The aim of the table is to give the fullest version possible in the most compact way. The information against each entry is: opening date, letters corresponding to the changes listed below, closure (year only) if prior to 1924. Clinker's dates in *GW Halts* for change from PLATFORM to HALT are in square brackets. When they returned to/first appeared in the index (July 1909/April 1910) all were shown as Halts and remained thus (e.g July 1922 and April 1923) in defiance of the changes in the tables.

(a) October 1904 tt to February 1905 tt or later: were Platforms, in relevant tables and indexed as Platforms.
(b) By June 1905 tt most previously included were removed from the index, though, presumably by oversight, Berw Road at least lingered briefly, and in the tables were relegated to notes, where for them and additions it said 'Motor Cars halt at X Platform, Y ...'.
(c) By February 1906 notes had become: "Halts" at X Platform, Y ….
(d) July 1909/February 1910 became: Halts at X, Y.
(e) April/July 1922 became: Platforms at X, Y.
(f) July 1922/April 1923 some reverted to halt.
(g) July 1923/14 July 1924 all became: Halts at X, Y.

ABERCWMBOI: 26 December 1904, first seen June 1905 as Duffryn Crossing – motor cars halt at D C; c, d, e, [2 October 1922], g.
ABERTHIN: 1 May 1905; b, c, d, 1920.
ALBERTA PLACE: 19 September 1904, a, b, c, d, e, f [1 October 1923] (indexed at first as A PLATFORM).
BEDDAU: July 1910, d, e, g, [1 October 1923].
BERW ROAD; 17 October 1904, first seen in Ynysybwyl table June 1905 as B R, b, c, d, e, [2 October 1922], g.
CLYDACH COURT: July 1917 as Halt, e, [2 October 1922], g.
COMMERCIAL STREET: 26 November 1904, b, c, d, 1912.
DINGLE ROAD: a, b, c, d, e, [2 October 1922], f.
GELLI: October 1906, always Halt, 1912.
GYFEILLON: 5 June 1905, always Halt, 1918.
LLANBETHERY: 1 May 1905, b, c, d, 1920.
LLANDOUGH: 13 June 1904, a, b, c, d, 1918.
LLANFABON ROAD: 10 October 1904, first seen June 1905 Motor Cars halt at L R, e, g.
MAINDY: May 1907, always Halt.
MATTHEWSTOWN: 1 October 1914, first seen February 1915 Halt, e, [2 October 1922], g.
MILL STREET: 26 November 1904, since this was terminus in tables as Platform pre-1910, b, c, 1912.
OLD YYNYSYBWYL: 17 October 1904, first seen June 1905 as O Y, same June 1906, March 1907 Halt but in table as terminus, absent August 1921 owing to brief closure, July 1922 Platform, [2 October 1922], April 1923 Halt.
PENTRE: October 1906, always Halt, 1912.
PONTCYNON: 26 December 1904, b, c, d, e, [2 October 1922], g.
PONTYGWAITH: 5 June 1905, always Halt, 1914.
ROBERTSTOWN: 17 October 1904, first seen June 1905 as R, c, d, e, [2 October 1922], g.
ST HILARY: 1 May 1905, b, c, d, 1920.
SWANBRIDGE: July 1906, c, d, e, f, [just Halt, Clinker's Register].
TONTEG: 1 May 1905, b, c, d, e, g, [1 October 1923 tt].
TRERHYNGELL & MAENDY: opened 1 May 1905; appeared in the list of halts at platforms in February 1906, but without 'Platform' after its name, suggesting that it was a station at which only motor cars stopped; 1909/10 it became listed as though one of the Halts; April/July 1922 moved to the table as though of full station status. Clinker seems to have regarded it as always a station.
TYLACOCH: October 1906, always Halt, 1912.
WATTSTOWN: 5 June 1905, always Halt, 1920.
WOODVILLE ROAD: July 1906, always Halt.
YNYSYBWYL NEW ROAD: 6 July 1910, first seen March 1911 as Halt, July 1912 in table as station.

1904 June 1. Opening of non-tt miners' stops on line from Aberdare [TV, later GW]: original stops were Town Crossing; Glan Road; Cwm Bridge; Nantmelyn Crossing; Bwllfa Dare. When service changed from contract to statutory, 12 July 1924 these were replaced by platform halts at Commercial Street (previously Town Crossing) Gadlys Road Bridge and Nantmelyn (same site as N Crossing) *(Aberdare)*.

1904 June 29. Leek & Manifold Light (NS): Waterhouses to Hulme End, 2 ft 6 in. Date is taken from the opening notice, reproduced in *Leek*, supported by photo caption on opposite page; in text 1 July is given as opening date. Most in print give 27 June (from *Brad Sh*?). This was certainly the formal opening *(RM September)*; the description given there of the day's events makes no reference to ordinary passengers. *Staffs Sentinel 25th* gave 27th as formal, 29th public; paper of 28th listed all stations.

R. Keys & L. Porter, *The Manifold Valley and its Light Railway*, Moorland, 1972, reproduce, from local source, notice showing service Wednesday and Saturday only for winter 1904-5. Text says North Staffs made cut but Manifold Company then got guarantee of minimum of two trains per day; *Brad* October 1904 shows two each way, extras on Wednesday and Saturday, presumably after cut had been rescinded. Their book also reproduces LMS notice of closure on and from 12 March 1934.

Beeston Tor; Butterton: halts in *Brad* until April/August 1923. They might well have continued to be treated as such. See 1905** below for more information on vagaries of this kind.

1904 September 1. ANSW: start of steam motor-car service, with the opening of extra stops. Date given by *ANSW* is confirmed by *co n Bargoed Journal 3rd*, although service was not shown in *Brad* until January 1909 and none of the stations and halts is shown on RCH map of South Wales, 1908. *Evening Express, 24 August*, described a trial run on the previous day and listed all the 'stations' given this date (including 'Rhydfelen'), though it did not explicitly refer to terminus at Pontypridd (neither did notice cited); same paper, Tuesday 30 August, said line would open on Thursday. An earlier item *ibid 15 April* had looked forward to opening on 1 June; this included an intended stop at Watford Crossing (junction shown in *Cobb Atlas)* and said new siding would be provided at Pontypridd, with an extra exit to the Tram Road. Was Watford Crossing an intended stop not provided or some sort of journalistic

1905. This covers some erratic uses of 'Halt'. Applies to some of lines used by the following as well as their own – e.g. NSWJ. All were shown as (HALT) in *LMS list* 1933.

a) LNW. Co tts did not use term but company had equivalent of others' halts, served by rail-motors. *Brad* did call them halts until after July 1925, before/with April 1926 issue. *Cl* listed as 'motor stations'. Those closed before 1925 were Halts in *Brad*, list of closures in *The Times* (22 December 1918), and RCH list of 1921, which confirmed permanent closure of some 'temporarily' closed during the war years, but not halts in co tts.

b) LY. No co tts have been seen. *Brad* usage was as for LNW, above. *Cl* listed as 'Halts', suggesting official usage. Disappearance of 'Halt' from name perhaps result of LNW influence on newly-formed LMS (LY had been amalgamated with LNW shortly before full Grouping).

LY/LNW: Burn Naze and Poulton Curve were briefly shown as Halts in LNW co tt: certainly July 1909 but not March 1908 or October 1909.

c) Knott End. Same as LY.

a, b, c) Not shown as Halts in LMS co tt 1930 but 'halt' was applied to some stops inherited from NS, Midland and Scottish companies.

d) GN. These were Halts in GN co tt 1909 and *Brad* until they lost 'Halt' at same time as those in (a) above; again shown as Halts in *Brad* from 1950/1.

1905 May 1: Barry Railway motor service stops. St-y-Nyll and Tonteg platforms first served 1 May 1905; Tonteg clo 1 June 1905 (last used 31 May); St-y-Nyll continued in use, request, until clo 20 November 1905 (last used Saturday 18th) *(co notices Western Mail 4* and *31 May; co minutes; also see* R.. Maund *Chron January 2013)*.

1905 June 1. Opening of North Staffs Halts. *Newcastle Guardian ... Saturday 3rd* said that these 'Haltes' had opened on Thursday. The May date previously given was based on their first appearance in *Bradshaw*, which was clearly premature. Same paper, 22 April, had said they were under construction, coaches due to be delivered by May 14, service expected to start June 1.

1905 August 14. GW 'Halts': individual station dates *GW H*, listed as 'new halts' in tt *R Cornwall Gaz 7th*; service confirmed *W Briton 17th*.

1905 October. LNW 'Halts' between Oxford and Bedford. Service Oxford to Bletchley began 9 October *(Oxford Chron, 6th)* and nothing has been seen in contemporary sources to contradict this; *Banbury Advertiser (5th)* refers to trial trip that day. *Ox & Camb* reproduces notice of services 'commencing Friday, October 20', but this was probably a revision of the service since it is marked 'Third Issue'; the book says that they had problems with reliability of the rail-motors used. Bletchley to Bicester: *RM December 1905* says service originally been planned for 1 November but was delayed at the last moment and is supported by *Luton Times (10th)* which says service began Monday 4 November. *Ox & Camb* says 1 December; *LNW Officers 41635* shows revision of service from 1 December. *Ox & Cam* is only source of Brickyard Halt, ¼ mile from Wootton Pillinge on way towards Wootton Broadmead (a workmen's stop?). Also see 1905**, above.

1906 January 1: (public opening date): GW, Cwmaman branch.

Miners' use began 15 June 1903 *(Aberdare Leader 20th)* and continued through public closures.

Public service began 1 January 1906 *(Aberdare Leader 6th)*. Closed 22 November 1917 (service discontinued since 19th – *wtt supp*).

Reopened 7 July 1919 *(GW circ 2672)*. Closed 22 September 1924 *(Cl)*.

Miners' use ceased about 1932 *(U)*.

Away refers to through excursion to Porthcawl, citing paper of 30 July 1932; involved stretch of line from Black Lion Crossing to Gelly Tarw junction which never had regular passenger service.

1906 August 17. Campbeltown & Machrihanish, 2 ft 3 in gauge; at Campbeltown end it was a street tramway. Conflicting evidence: this date was given by *Return*, supported by *Edinburgh Evening News 17th* – inspected yesterday, opened today and *Greenock Telegraph 17th* also gave 16th as date of inspection; *Camp* says inspected 17th, opened 18th, apparently supported by *Scotsman 18th* – inspected yesterday, passenger traffic will begin immediately. Likelihood is that *Scotsman* failed to adjust its 'yesterday'. In

December 1906 the intermediate stations originally listed were removed to the footnotes as Halts and a note was added that trains stopped at any crossroads (= level crossing?) by request; in September 1907 a full list of stops was again given and note omitted.

Railway service was replaced by buses 27 December 1930; trains again 1 June 1931; last in *Brad* November 1931; some use again early 1932 but finally closed before May *(Camp)*. Last passengers shown in *Return* for 1931; no return included 1932; 1933 report said it had been wound up.

1907 June 22. London Electric: Strand (later Charing Cross) to Golders Green and Camden Town to Archway. Formal opening in the morning; opened to public at 1.30 p.m. with free travel for rest of the day *(T, items 1 and 24 June,* and *co n 21 June)*. Thus there is a case for quoting 23rd as opening date.

1908 August 1: Knott End, opening of extension from Pilling to Knott End. Formal plus special excursion 29 July, public 1 August (items, tt, *Lancashire Evening Post 29th, 30th*).

1908 October. BM: Machen to Caerphilly. Stations opened now were first intermediate stations on a line that had been in passenger use for some years. BM had intended passenger service from the outset and line had been passed for passenger use on 1 April 1873 but problems with Rhymney Company caused delays. Specials were run on 3 June 1873 for a rehearsal at Caerphilly Castle by the South Wales Choral Union but regular service, non-stop between Caerphilly and Machen, only began 28 September 1887, operated by Pontypridd, Caerphilly & Newport Railway (later part of ANSW). See C. Chapman, article, *The Caerphilly Branch of the Brecon & Merthyr Railway, Welsh Railways Archive vol 3/2*.

1908 November 21. Cleobury Mortimer & Ditton Priors. Company had intended to open on 20th but delayed (letter to BoT quoted in *CMDP*) and *Return* gives this date.

July 1915 reduced to one train each way Mondays and Fridays, two each way Wednesdays and Saturdays. By January 1917* Aston Botterell and Prescott Wednesdays only, other footnote stops no trains. October 1921 all served again. By April 1923 all week-days.

Originally Aston Botterell; Chilton; Detton Ford; Prescott were Siding Halts. Cleobury North Crossing Halt. About 1916 'Halt' omitted from names in notes to table but still indexed as Halts. Stottesdon and Burwarton were in body of table prior to becoming halts which suggests were regarded as superior to Chilton & co.

* = January 1917 notes not clear-cut. One says that trains will call at two mentioned above; another lists all the halts. At that time *Brad* frequently left halts in the footnotes (and stations in tables, without trains) when other sources clearly show they were closed. April 1917/October 1917 tt the others were omitted completely.

1908 December 1. Closure: Ravenglass & Eskdale. *Return* says closed 30 November, but normal practice of BoT was to quote last day of use in such cases.

1909 August 2: BPGV: public opening: date confirmed *RAIL 1057/433*; also says miners' service had run from March 1898 and includes minute of 21 March 1899 complaining that miners' wives had been using brake vans on market days. According to H. Morgan, *HMRS April 1985*, wives went free but charged 6d per shopping basket (likely to be very large) or parcel carried; also one monthly excursion during summer, using swept-out coal trucks. Further confirmed by *Llanelly Mercury 5 August*, which referred to special earlier use on Saturday 31 July to bring Kidwelly cricket team and supporters to Pontyberem; stop at Tycoch mentioned (see D. Geldard, *Chron January 2019* for more detail). Also see *Carmarthen Weekly Reporter 6th*, which lists all stations and 'halting places'.

1910 December 1. South Yorkshire Joint: opening Shireoaks to Doncaster via Maltby; details given by *Leeds Mercury 1st*. Reduced to Saturdays only 1 June 1917; full service (two each way plus extra on Saturday) restored Thursday 1 April 1920, but no service Good Friday; 'entirely suspended' by weekly notice 25 October 1920 (miners' strike); resumed? *(handbills and notices RAIL 931/12, 17, 20)*. Whole line last in *Brad* April 1926. Lord Scarborough claimed right to permanent service so reopened 25 July 1927. Matter settled: Doncaster to Maltby closed 8 July 1929; Maltby to Shireoaks 2 December 1929.

Evening excursions and seaside trips throughout 1930s; at least one excursion served Dinnington and Maltby in 1960s *(S Yorks Joint)*.

1910 December 5. GC: Killingholme to Immingham Western Jetty. Opening date given by notices page of *Brad*, January 1911, *GC dates* and *RCG*. On the face of it, this appears to be a pointless service, detached from system. Essentially workmen's service.

1911 October 1. LNW 'Halts': date from *LNW Cl.* 1 October was a Sunday. *RM October* did not specifically say they were opened on 2nd but it did mention them immediately after Pont Lawrence, which was so dated. Impossible to tell from *Brad* if these did have a Sunday service since they only appeared in footnotes (line did have Sunday trains).

1912 April 15. Workers' service to Lowca along 'Combine Line' (Harrington & Lowca Light) run by Cleator & Workington Junction from Workington Central; described as reopening of line from Rosehill Junction for workmen, though description included special compartments for 'females'. Run at request of colliery owners following reopening of mines; at first even allowed men previously out of work to obtain tickets on credit *(co n* and *item Workington Star 12th)*.

1912 June 3. Dearne Valley.

Closure 10 September 1951 from *Bradford Observer 16 August 1951*. When closure threatened *Yorkshire Evening Post 24 May 1951* said there were no stations, train picking up at halts and crossings; at each halt driver (of push-pull single carriage) dismounts with money bag and tickets and always willing to wait a minute or two for a regular passenger who is late; included photograph of passengers alighting at Goldthorpe Halt onto what appears a single block of some description.

1912 July 13. Some South Wales Halts. Opening date from *GW Halts*. Until April 1923, or just after, there was only a joint GW/LMS table in *Brad*; these were HALTS. First separate tables seen, July 1923: Halts in both GW and LMS tables (in notes); same July 1925. April 1926 Halts in GW, not LMS (where now in body of table); same August 1927. By July 1928 omitted from GW table (still present April 1928), not halts LMS table (nor LMS co tt 1930). Same August 1931. By August 1932 had become halts in LMS table and listed in 'notices' panel as having been renamed to halts.

1915 February 1: GW: closure Acton & Wycombe line rail motor car service. *GM's report 12 January 1917* said done to free lines for military and other [war-related?] traffic.
1915 March 29. Closures: GW lines in the Wrexham area. See H. Edwards, *Chron April 2015*, from *Rail 271/4*, Report of GWR Passenger Train Alterations Committee.

1916 May 22. Closures: GE system. Original aim had been to close the selected stations on May 1. However, on 29 April a postponement to 22 May was announced and on 12 May a reprieve was granted to some stations originally listed for closure – Bethnal Green; Bradfield; Buckenham; Mardock; Stanhoe; West Mill – but Norwich Victoria added to list. (GE directors' minutes 2 March, 6 April and 4 May; also *T 5 April and 2 May; RM May and June)*.

1917 March 28. Closure: Bideford, Westward Ho! & Appledore. This came suddenly. *Bideford*, Tuesday 27 March, contained timetable for October 1st 1917 to May 31st 1917, or until further notice. Paper of 3 April had: railway will be closed and the train service suspended on and after Wednesday, March 28th, 1917 – notice dated 26 March. Later usage would mean last train on Tuesday; other items of this time sometimes used this phrasing in way that would have meant Wednesday was last day. No news item found to decide the issue.

1918 March: (public opening date): South Wales Mineral; from 1908 worked by Port Talbot.
Note that 1880 'service' shown in some books derives from error in *RM September 1939*.
Early unofficial services. See articles by P. R. Reynolds, *RCHS Journal, November 1981* and *Welsh Railway Archive, May 2000*; further material from M. Hale and R. A. Cooke. By September 1865 passengers were carried on e.g. trucks attached to coal trains. By May 1868 a passenger carriage was attached. By the mid-1870s there is some indication that they were running to a timetable of sorts. Route: Glyncorrwg – Crythan/Cryddan – Tonmawr – Incline Top/Top of Incline/Hill Top (top of incline just short of Briton Ferry). Crythan/Cryddan would have been most convenient alighting point for those walking down to Neath; platform certainly existed here later, perhaps added later for handling farm produce; no facilities elsewhere. In last week of 1886 550 'passengers' travelled on up trains, 503 on down; certainly passengers still using in October 1895 when RSB records indicate disapproval *(RAIL 1057/1545)*.
'Passenger service' probably ended when PT took over line: letter from Glyncorrwg UDC to BoT asking, unsuccessfully, for passenger service said travel in the van had been allowed as a courtesy until PT days. Wording of this raises questions about nature of 'carriage' used. Inspection, following accident in 1902, revealed no BoT authority for any passenger use, but no charge was made for service, so technically no passengers.
Also specific miners' services and excursions.
Official miners' service, sanctioned by BoT, began 5 March 1917 (internal GW memo).
Official public service, over Cymmer to Glyncorrwg section. Contradictory official information about public opening: minutes *(RAIL 242/2, 242/3)* say 27 March 1918, Wednesday, but internal notice *(RAIL 1057/1545)* said would be 28th. Letter giving permission to open was dated 30th so they probably relied on verbal assurance from inspector (or there would have been a slight delay from planned date).
Line closed on and from Tuesday 3 May 1921 *(poster RAIL 1057/1545)*. Reopened ? – see April/May 1921, below; trains still shown *Brad*.
Finally closed 22 September 1930 *(Cl)*.
Miners' use continued to 2 November 1964.

1919 July 1. Closure: Edmonton to Cheshunt (GE). According to *T 4th*, which did not give exact date, it had been reopened for the convenience of workers travelling to the Enfield small arms and Waltham gunpowder factories. *RM June 1915* had said that reopening expected to be temporary. Closure date a Tuesday. Exact date *Cl, Westminster Gazette 3rd* said had been closed. Reopened briefly in February 1947 when snow caused diversion south of Cheshunt. Passengers had to wait on platforms because waiting-rooms in use for housing (A. J. Mulloy, article in *BackTrack* February 2007, p 14).

1920. Miners' service from Port Talbot to Corrwg Merthyr. Agreement for this signed 18 May 1920; line and Halts had been officially inspected (M. Hale);
Service actually began ? Engineer's reports *(RAIL 1057/1528)* refer to workmen's service they hoped to start 1 August 1920 and was certainly in operation by 9 September; also shown "commenced 17 March 1924" in wtt supp – a reopening? Reports refer to 'four platforms' (Corrwg Merthyr; Cwmavon Yard; Tonmawr Junction; Efail Fach). Collieries underwent various closures, reopenings and renamings, so Halts would have had intermittent use. Agreement referred to Tanygroes Junction (Ton-y-groes on RCH Junction Diagram); service would have required reversal there. N.b. According to *U* some of these were served earlier: see entries in Section 4.

1921 April/May. Temporary closures owing to coal strike. A number of services were suspended and many others reduced to save coal. Full details have not been seen. *Bradshaw* is no help. It carried a general notice saying that suspensions and alterations would result but travellers were told to see local notices for these; services continued to be shown in detail, presumably in expectation of early resumption. References in *The Times* suggest that there were closures whose details have not been found; paper of 7 May said that some Scottish services had been suspended.
Some GW notices have been seen. Suspensions, with starting dates and stations involved, in square brackets, were:
11 April: Black Lion Crossing to Cwmaman Colliery [those two, plus Ton Llwyd; Godreaman; Cwmneol; Cwmaman Crossing].
Garnant Halt to Gwaun-cae-Gurwen [plus Gors-y-Garnant; Red Lion Crossing].
2 May: Birmingham to Dudley via Great Bridge [Great Bridge only station affected].
9 May: rail-motor service Westbourne Park to Greenford [Old Oak Lane; Park Royal; Brentham; Perivale].
Brentford branch [Brentford; Trumpers Crossing].
Swansea to Morriston [Landore LL; Plas Marl; Copper Pit; Morriston].
(Booklet was dated from 8 May, a Sunday, but none of these had a Sunday service).

20 June: Booklet was headed 'Restoration of Passenger Trains' and was supported by the company's notice in *The Times* of that date, which said 'numerous local trains will … be restored'. However, only the Swansea to Morriston service was shown with trains; the others were still shown as suspended. Indeed, they were joined by one more suspension, Lostwithiel to Fowey [Golant only – Fowey still served from Par].
It may be that the rest were restored on 1 July; certainly all were shown as normal in *Bradshaw* for August, by when some affected stations were shown without trains, which would suggest the rest had had their services restored.
Also see 1918 March above (paragraph beginning 'line closed …').
North British: Some details but most unlikely complete. Changes made almost daily. Complete closures found:
27 April: *(Scotsman Tuesday 26 April* 'Wednesday first', *Dundee Evening Telegraph same date* 'tomorrow') Bangour, Dechmont (reop ?); Dalkeith (reop 1 September, *Edinburgh Evening News 31 August)*; Port Carlisle (reop ? – trains shown again *Brad* September).
4 May: *(Scotsman 3rd)* North Leith and Granton branches (reop 1 July, *Edinburgh Evening News 4th)*.
9 May: *(Sunday Post 8th)* service from Thornton to Methil (reop 4 July, *Leven Advertiser 7th)*.
Some temporary closures on the Caledonian can be derived from company's notice in *Annandale Observer* of this date. It is headed 'Miners' Strike' and says that on and from Friday 20 May its passenger services would be further reduced and stations listed would be closed to passengers (B Wilson). Reopened ? Only where resumption took longer – e.g. Loch Tay – did the suspension show in *Bradshaw*.
Closure: Solway Junction. According to *Cl*, the whole Solway Junction line was closed 1917 to 1919. However, sample of tts (January and October 1917, October 1918 and February 1919) shows trains continued to run. No evidence supporting closure has been found in e.g. RCH sources. Company notice in *West Cumberland Times* 31 January 1917 said would be closed from 1 February but notice in same paper 3 February said had been reprieved.
Line south of Annan closed 20 May 1921: note in Brayton signal box copied by *JNMC* says closed to all traffic Thursday 19 May (presumably last day); (*Carlisle Journal, 20 May)*, says will be closed 'tonight', presumably result of printing on Thursday); while goods traffic did resume, no evidence found to support any later passenger use. Article in *SLS Journal February 1972* said that line needed expensive repairs but these put off owing to war so working with severe speed limit and need for man to check line safe before trains could cross when strong wind blowing; also that according to local press a local service by mixed train (Tuesdays and Saturdays only) resumed on 30 May but this did not cite sources and an extensive search by Bryan Wilson in the *Annandale Observer* (not available BNA after 1895) found only entries which seem safely to show otherwise. The only references found in BNA by compiler were one in *Wigton Advertiser 11 June* dealing with request for rail-motor service and one in *Edinburgh Evening News 19 July*, identical with one Bryan found in the paper cited – difficulties in getting scholars from England to Annan Academy (not in itself complete refutation of a twice-a-week service, but if latter had existed it would surely have been mentioned as useless for this purpose); a reply to the local MP from the Minister of Transport on 18 July (paper of 22nd) clearly indicates that line was then closed and that it had been known for several years that expensive repairs were necessary and would now only be considered when the price of iron fell from its then high level; NB co notice (dated 31 August) of formal closure of line by Cal on 1 September refers to continuance of re-routing arrangements explained in 3 July circular. *Brad* August 1921 shows only a service Kirtlebridge to Annan – given that it continued to show trains for lines temporarily closed in May, that would seem to be extra evidence for the complete closure of this one. *RCG* gives 1 September as passenger closure date for Whitrigg, though other 1 September closures on this line are shown as goods closures; all of these would have been formal dates, following decision not to reopen.

1922. Temporary closures on the London Underground 1922 – 1944; it seems convenient to put all of these together. Based on *Clay*; *Times*; *RM December 1939*. Closure dates given are last days of full use (sometimes last train will have been in early hours of next day).

Work to speed construction of Northern Line Extension and enlarge tunnels on existing stretch meant that Euston – Kings Cross – Angel – Old Street – Moorgate closed after traffic on 8 August 1922. The line south of Moorgate was kept open, but, within this stretch, Borough closed on 16 July 1922. Early in May 1923 the line south of Oval was closed; it reopened on 15 May 1923, but Kennington closed again on 31 May 1923. The intention was to keep services going, as far as possible, through the partly completed works. A tunnel collapse on 27 November 1923 caused the line to be reduced to separate shuttle services Moorgate to London Bridge and Elephant & Castle to Clapham Common; even this was regarded as too risky and the whole line closed completely after traffic on 28 November 1923. Moorgate to Euston reopened 20 April 1924, rest of line 1 December 1924. However Borough did not reopen until 23 February 1925 and Kennington until 6 July 1925.

Worries about effects of bombing on tunnels (especially under Thames) and stations caused further short-term closures. Trafalgar Square; Charing Cross (later Embankment); Waterloo; Lambeth North; Elephant & Castle; Kennington (Charing Cross line) closed after traffic on 27 September 1938 so that tunnels could be plugged with concrete; reopened 8 October when immediate war scare had passed for the time being. *The Times* of 1 and 8 October referred to '8 stations converging on Charing Cross – presumably double counting of Charing Cross and Waterloo. Result was installation of proper floodgates which could be closed if tunnels hit by bombs.

In 1939 there were further closures to enable measures to be taken to prevent flooding of underground stations if they were bombed. Piccadilly to Elephant & Castle closed 27 August 1939 only. Kennington to Strand and 19 other stations closed 1 September 1939. Moorgate to London Bridge closed 7 September 1939. Reopening dates of stations:
Marble Arch and Tottenham Court Road* 15 November; Kings Cross 17th; Oxford Circus* 20th (but *Rly Obs December* says 24th); Clapham Common and Oval 24th; Arsenal, Green Park and Knightsbridge 1 December; Bond Street 6th (but *Rly Obs December* says 8th); Hyde Park Corner and Old Street 8th; Chancery Lane and Balham 15th; Charing Cross and Waterloo, with reopened service under river, 17th; Trinity Road and Bank (Nor) 22nd (*Clay* said Bank, Cen, clo but Bank, Nor, was shown clo in *Brad* October), but not shown clo; Maida Vale 9 January 1940; Moorgate to Kennington 19 May.
* = remained open for interchange only. Interchange stations counted as two.
1922 July 31. Welsh Highland, 1 ft 11½ in gauge. This was a reopening on 31 July 1922 of North Wales Narrow Gauge line, closed 1916.
Outline chronology: based on *A Welsh Highland Operational Chronology: 1922 – 1937*, by R. Maund, *WHH no. 57, September 2012*, derived as far as possible from company records.

Unless otherwise stated services ran Monday – Saturday (inclusive) from Dinas Junction. Date is start of service or alteration; Monday unless otherwise stated. Dates after Portmadoc apply to station / platform involved.
One way trains included below used it as part of circular tour.
31 July 1922: reopened to South Snowdon.
14 January 1924: cut back to Portmadoc (1923)
21 March 1924: extended to Portmadoc (1865).
22 September 1924: cut back to Portmadoc (1923); last train Saturday 13 December 1924.
15 December 1924: no service.
30 January 1925 (Friday): Beddgelert – Portmadoc (1923) Fridays only.
7 March 1925 Saturday): Dinas to South Snowdon added, Saturdays only.
1 June 1925: all weekdays to Portmadoc (1865).
[Tuesday 4 May 1926 to Saturday 17 June 1926 (inclusive) extended closure: General Strike and coal shortage]
20 September 1926: reduced to one down train, all days, using Portmadoc (1923).
1 March 1927 (Tuesday): full service to Portmadoc (1865).
26 September 1927: reduced one up train, using Portmadoc (1923).
31 October 1927: all days Dinas Junction to Beddgelert; Fridays only Croesor Junction to Portmadoc (1923).
14 November 1927: Dinas – Beddgelert reduced to Tuesdays, Thursdays, Saturday.
28 May 1928: all days to Portmadoc (1965)..
1 October 1928 tt: reduced to Dinas – Beddgelert, Monday, Wednesday and Friday.
20 May 1929: full length service Mondays, Wednesdays, Fridays except that new north platform at Portmadoc and no trains ran between this and 1923 one, passengers on foot escorted by railwaymen between two.
8 July 1929: altered to Mondays to Fridays.
23 September 1929: Mondays to Fridays trains both ways Dinas and Beddgelert; rest of route up train only, by request only,
7 October 1929: as above but Monday, Wednesday and Friday; last Friday 19 September 1930. No winter service hereafter.
20 July 1931: all days to Portmadoc (1929); last Friday 2 October.
18 July 1932: same, last Friday 9 September.
17 July 1933: same, last Friday 29 September.
9 July 1934: now leased to Festiniog; Monday to Saturdays, through to Portmadoc (1865); last Saturday 13 October 1934.
8 July 1935: service resumed as above; last Saturday 14 September.
6 July 1936: resumed as before. Perhaps from 14 September trains terminated at Portmadoc (1929). Last train Saturday 26 September.
No further passenger service prior to preservation reopening.

Stations:
During Festiniog company's operation, timetables seem to have been abbreviated. Tryfan, Waenfawr, Salem, Plas-y-Nant: on local handbills but only appeared in *Brad* September 1936, last month trains ran. Bettws Garmon*, Quellyn Lake*, Pitts Head, Hafod Ruffydd, Hafod-y-Llyn, Hafod Garregog, Croesor Junction, Ynysfor, Pont Croesor: no evidence for use, though two marked '*' were issued with printed tickets – perhaps unofficial local use of some/all?
For consideration of certain detailed doubts, see article cited (e.g. evidence for circular tour connections running right through to Festiniog station even when link otherwise out of use; ticket evidence for use / non-use of stations.)
Also see 18 September 1939** for rest of Festiniog history.

1924 June 2. Scottish items confirmed for this date by notice issued by LMS (copy included *Chron* July 2009; *RAIL 393/151, cutting from Manch)*.
1924 October 4. Sand Hutton Light. Opened to public now. Had opened privately 1910, 15 in gauge, when stops were Village; Gardens; Fishpond. Now converted to 18 in and extended. Essentially served Sand Hutton Hall and farms on its estates but did provide brief service included in *Brad*. Service varied: originally Saturdays only (York market day); in July 1925 tt shown as Wednesdays and Saturdays; April 1926 tt Saturdays only; August 1926 tt all weekdays; July 1928 tt Saturdays only. See *RM December 1924.*

1925 March/April: East Kent Light Railway, extensions to Wingham Canterbury Road and Sandwich Road. According to RCH Amendment Leaflet 64 these opened on Wednesday 11 March 1925 – the line had been inspected and found satisfactory on 3 March. The first clear evidence for Poison Cross, Roman Road Woodnesborough and Wingham Town is a poster timetable for service beginning 13 April 1925 in Col Stephens Museum at Tenterden. *Thanet Advertiser (28 March)* only referred to goods stations in these cases but, being Saturday perhaps they were ignored; their first service would therefore have been 13 March or 18 April. See K. Elks *Chron July 2013* and R. Maund *Chron April 2019.*
EK-F&G (pp 109-10, 127, 130) says W TOWN in use, illegally, by 1920, though not separately shown in tt; item on timetable changes for next month *(Dover Express 22 September 1922)* said that 1.17 from Shepherdswell would on Saturdays continue to Wingham and stop at intermediate stations [not named but presumably Poison Cross & co] by signal, same on return journey; inspection report of 1925 said in use for six or seven years; also on RCH Map of Southern England, 1920 but not in 1924 Distance Table. Given Col Stephens's methods, the same might be true of others on this system.

1926 May 4. Closures. May 4 was a Tuesday, the first day of the 'General Strike'. Most stations given this closure date were not planned for closure prior to the strike but did not reopen after it. Line to North Greenwich was due for closure 1 July (last 30 June) and should have reopened briefly after strike but did not.
1926 September 1. Closure: Derwent Valley *(Hull Daily Mail Wednesday 1st* – last train Tuesday). Although the regular service closed on this date, there was later passenger use. No passenger return provided 1927, but all *Returns* from 1928 to 1938 (last year of issue prior to suspension of issues owing to war) show receipts for some ordinary passengers. In 1938, 474 passengers were carried, total receipts £11. These were almost certainly excursionists: one for blackberrying – stated by company as first trains since 1926 -

ran on Bank Holiday Monday 6 August 1928 calling at all stations between Layerthorpe and Skipwith *(Yorkshire Post 14th)*. Another that year ran Thursday 20 September *(Leeds Mercury 21st)*. In 1929 excursion ran in conjunction with Royal Show at Harrogate – passengers taken between Layerthorpe and York by bus (D. S. M. Barrie, *The Derwent Valley Railway*, Oakwood, 1978 edition).
Seasonal timetabled service ran 4 May 1977 to 31 August 1979; designed as tourist service (line still in use by BR for goods); final charter ran 27 September 1981, using Dunnington goods yard because platform line had been lifted (T. Cooper).

1927 July 16. Romney, Hythe & Dymchurch, 15 in gauge (see *RHD*). Other main sources: *Wolfe*; J. B. Snell, *One Man's Railway*, D&C, 1983; *The Line That Jack Built*, Ian Allan, 1956, p 23; P. Ransome-Wallace, *World's Smallest Public Railway*, Ian Allan, 1957 edition.

Line opened 16 July 1927; mainly ceremonial day but some revenue-earning services; regular traffic 17th. *Return* and *T 18th* confirmed 16th opening; latter said, 'The three stations are well built …' These would have been Hythe; Dymchurch; New Romney.

First tt included in *Brad* September 1927; this also includes Burmarsh Road and Holiday Camp; perhaps overlooked by *T* as only halts, perhaps added a little after line. One note said that Halts at Romney Warren; Botolphs Bridge; and Prince of Wales would open as request stops 'when completed'. Another note said a couple of evening trains would run once the Minister of Transport was satisfied with the lighting arrangements.

November 1927 tt: stops at Botolphs Bridge and Prince of Wales, without qualification; no Romney Warren.

24 May 1928 extended to Pilot.

Early August extended to Dungeness (during Bank Holiday week-end, *RHD)*; Monday of this was 6 August).

Later station history mostly covered in Section 4. However, when a number of Halts were added in December 1929 tt, there was also a note that trains would pick up or set down at any convenient point.

7 July 1930 tt: purge of Halts and omission of 'anywhere' note.

November 1930 tt: service cut back to Hythe – Greatstone only.

June 1931 tt: all-line service to run from Whitsun to September.

Pattern repeated but from December 1933 all-line winter service, Saturdays only.

October 1939 tt: all-day service kept but tables often included note that service was subject to revision.

March to July 1940, tt showed service beyond New Romney Saturday only; August 1940 tt – service suspended.

22 May 1940: order given to evacuate civilians from the area (fear of invasion); if line not already closed, this would have put an end to its civil use. About 1933-7 ½ mile branch had been built for the army near Maddieson's Camp and carried workmen's service.

15 June 1940: requisitioned for military use. Some use during war – RHD Military Railway passenger ticket *(JB)* from Burmarsh Road (Dymchurch) to Dymchurch (Marsh); additions in brackets also appear on peace-time tickets. World War II usage confirmed by *The Line That Jack Built*.

Handed back to RHD company 1945 *(Wolfe)*.

August and September 1945: some sort of unadvertised service, Hythe to New Romney.

Formal reop Hythe to New Romney 1 March 1946 by Mayor of New Romney;

2 March 1946: service resumed over Hythe to New Romney stretch, at first Saturdays only *(RM May)*. 1 June 1946 Warren Halt added request. By 1 August 1946: extended to Maddiesons Camp (had been added June 1932 tt). Stretch to Dungeness perhaps reop 3 November 1946 (OS Nock, *Railways, February 1947,* quoted by *Wolfe)*. In theory Saturday service continued through winter but probably suspended for maintenance at some stage.

21 March 1947: formal reopening to Dungeness by Laurel and Hardy; public 29 March *(T 22nd)*. Thereafter no winter service in tt but some use was made in winter of 1947: *T 15 December* has photograph with caption that the RHD was being used at weekends to relieve pressure on road traffic caused by petrol rationing; powerful headlights were fitted to the train at night; in the photograph passengers are shown hailing a train, apparently between stations.

Another odd use was described in *T 31 May 1948*: a train stopped outside the front door of a bride's house and took the family party 5 miles to New Romney. After the ceremony it took them to Dungeness for the reception.

By 1957 Burmarsh Road and Warren Halt closed.

14 February 1972: taken over by a consortium to be run as a preservation line. There has since been some other use: from 7 September 1977 a schools' special ran throughout the school year from Burmarsh Road (reopened for this purpose) via Dymchurch and Jefferstone Lane (renamed from St Marys Bay 1981) to New Romney in the morning, with a return journey after school (*T 10 August* and *8 September*; photograph in latter shows pupils waiting for first train, no station platform visible).

1929 April 12. Closure: Southwold. 12th was a Friday. *RM June*: last train ran on the evening of the 11th. However, RCH Distance Book Amendment 33/1 said closed 11 April – last day of use. Dates given confirmed by A. Barrett Jenkins, *Memories of the Southwold Railway*, Jenkins of Southwold, 1978, who included description of last run taken from 'a paper' of 12 April. *Western Daily Press (9th)* said that following the closure of the line on the evening of Thursday 11th, LNE had made arrangements for a replacement bus service. No local paper references seen.

1930 March 1. Closure: Sand Hutton Light. Date from *Return*. Note in 1930 return says no passengers were carried after 1 March 1930 (a Saturday, which fits known service). This seems a more believable date than the 5 July 1930 usually quoted because return shows that only 65 passengers were carried during the year, total revenue £1 (had been 791 for £15 in 1929). However, there was some later passenger use – return for 1931 shows 61 passengers for £2.

1930 September 22: closure Bourne to Sleaford (ex-GN). Later special use; last 1951 for trip to Festival of Britain (S. Squires, *Lincolnshire Railways*, Lincs County Council, 1998 – mentions Rippingale; other stations?).

1930 September 22: closure of intermediate stations between York and Scarborough except Malton and Seamer (ex-NE). Date from *T 10 July*. Continued to be used for parcels traffic and, certainly at one stage the one non-tt parcels train in each direction had passenger accommodation, which public were allowed to use. (Personal memory of Tony Kirby, travelling from Malton to Huttons Ambo with mother about 1952/1953.)

1930 September 22: closure Alnwick to Coldstream (ex-NE). After closure passenger coaches attached to parcels trains to take people to/ from camping coaches sited 'at most stations'; Whittingham explicitly mentioned. (J. A. Wells, *Railways of Northumberland and Newcastle upon Tyne*, Powdene, 1998).

For Akeld, 5 October 1942 wtt shows one train Tuesday only to Tweedmouth (none in previous wtt) and one Tuesday & Thursday from Berwick; not present 3 May 1943 wtt.

1931 January 1: closure of Dinas Mawddwy branch (ex-Cam). Annual later use for Dovey Valley Sunday Schools' trip to Aberystwyth; last 26 June 1939. *(Mawddwy)*.
1931 February 2. Closure: Ely to St Ives (ex-GE). There were later excursions, though not known if all stations involved. *RM October 1932* referred to one on 27 August. *RM November 1953* said that there had been half-day excursions until the outbreak of war in 1939 and 'in recent years' two annual excursions, one to Hunstanton, the other to Yarmouth Races. *U* refers to use of Wilburton. *GE Journal January 2002* refers to use of Earith Bridge, where one called 1 August 1955 (B. Wilson, own photographic evidence).

1932 September 19. London Electric: Finsbury Park to Arnos Grove. Opening date from *T 20th*. This also states that 30,000 free tickets for the opening day were distributed through the neighbourhood involved and that the booking offices were opened on the Sunday (18th) for the sale of season tickets.

1933 March 13. London Electric: Arnos Grove to Enfield West (later Oakwood) and Northfields to Harrow West. Opening date given by *T 14th* which also says that 30,000 free tickets for opening day were distributed in the Enfield area and 40,000 in the Harrow area – 'these tickets were extensively used'. Booking offices again open previous day.
1933 April 6. Closure: co notice reproduced in *Rails to Glyn Ceiriog – Part 2* (Milner & Williams, 2015) says service would be discontinued 'on and from' Thursday 6th.
1933 July 17. MGN: Halts. Date of opening from *Yarmouth Independent, item 8th, co notice 15th*. Inspection report *(MT 29/88/345)* shows that all were used in the summer of 1933 but were not inspected, and approved, until November of that year. They were for summer-only use and were served by a Sentinel railcar, with a seating capacity of 48, which ran Mondays to Fridays only because pressure of holiday traffic on the single line made it impossible to fit in halts' service on Saturdays. They were set up to give extra scope for travel by people staying at the holiday camps most of the halts served, not to take holiday-makers to/from camps at start/end of holidays. Report says that Sutton Staithe and Little Ormesby attracted so little traffic that they were unlikely to be used again. This would seem to have been the case – the other five first appeared in *Brad* 9 July 1934. According to *MGN* there were through trains between Liverpool Street and Caister Camp, via Antingham Road Junction (in 1958 via special link north of North Walsham instead); the halt at Caister Camp had by then been enlarged to take ordinary trains.

MGN also implies that they closed during the Second World War and reopened in 1948. No trains shown June 1941 tt.

Brad August 1950 shows that a Sunday service, running from 2 July to 10 September inclusive, was run especially for section on which halts were situated. They were last served at the end of the summer season 1958. Their last trains ran 12 September *(wtts)*. Caister Camp's last Saturday specials to camp were 20 September (from camp last 27 September) *(signalling notices, BR Eastern Region)*.

1935 January 12. Closure: West Sussex, Chichester to Selsey. *Cl* said clo 20th and is apparently supported by *RM April 1935* article on the line which begins: 'Following notice to the staff a week earlier, the train service … was abandoned on January 19'. However, RCH distance amendment 62/3, dated 26 February 1937, says line was closed 12 January 1935 (RCH had only first included line in October 1927). Explanation is provided by *Portsmouth Evening News (17th)*: line will be closing at end of week; staff had been given a week's notice; inquiries had revealed that no passengers had been carried that week and no goods other than those for which invoices had already been received. Thus for passenger use 12th was relevant date; it was a Saturday (last day? Or did last train run on the Friday?).

In its early years, at least, trains stopped between stations. *RM April 1898* includes description of trip along line when a farmer used his own red flag to hail train at spot convenient for him.
1935 September 30. Closure: Lynton & Barnstaple (gauge 1 ft 11½ in). This would make a good case study for the problem of deciding what closure date should be quoted.

What actually happened: no regular Sunday service, so last train shown in *Brad* ran on the Saturday (28th). However, working tt (reproduced in *Lynton*) shows that Sunday excursions, one per week, were run in turn from Ilfracombe and Torrington, Yeovil, and Plymouth (obviously requiring change of trains at Barnstaple) from July to September and that one such was scheduled for September 29. *W Som FP 5 October* confirms that this ran and describes it as an 'excursion'; according to working tt, this would not have stopped at Caffyns, Chelfham or Snapper.

But – notice in *N Devon J* 22 August: 'The Lynton & Barnstaple Line … will be closed on Sunday, 29 September'. Notice in same paper, 26 September: 'On and from the 30th September 1935, the service of trains over [this line] will be withdrawn'. Was first supposed to be last day, second official closure? – but Sunday use not in *Brad*. At last moment, did someone realise there was a Sunday excursion and amend accordingly? To add to the complexity, normal SR practice then was to give Sunday closure dates; given that the Sunday service was an excursion, the 29th would have fitted. 30th used here because it was last date given by SR.

1936 September 14. Closure of Ashover Light. Line had been reduced to summer only after 3 October 1931 *(Ashover)*. *Derbyshire Times 18 September*: was suspended on 14th; *ibid 21 Nay 1937* – usually resumes Whitsun but engines fully occupied with quarry traffic.

Known later use: three specials 11 August 1937 for Ashover Show and one on 8 June 1940 to FORD LANE, a crossing place south of Stretton for Garden Fete in grounds of Ogston Hall (Gratton & Brand, *The Ashover Light Railway*, Wild Swan 1989); not known which stops used by these. 14 August 1943: choir and Sunday School pupils of St. John's Church Clay Cross taken to Ashover *(Derbyshire Times 20th)*.

1937 October 25. Now included at end of end of 19 September 1876**.

1939, date of convenience used to cover information from carbon copy in *Cl pap* 'Closing of Unremunerative Branch Lines, LMS Northern Division', produced later than September 1939. Said that an occasional passenger train is worked over the following branches:
Fochabers; Hopeman; Edzell; Bankfoot; Denny; Bonnybridge.
Also over line between Alloway Junction and Turnberry.
Full details not known about intermediate stations.

1939 September. Closure: Caernarvon to Llanberis (ex-LNW).

All-the-year-round service ceased with effect from 22 September 1930. *LMS tt* for that date says service has been withdrawn, but 'Excursion Trains will be run to and from Llanberis during the summer months. See separate announcements'.

Summer services began 25 May 1931 but not shown in *Brad* until 1932, when noted as 'excursion trains' but otherwise looking identical to a normal service. No Sunday trains. Last train for season ran on October 1.

1933 – 1936: summer services shown, 'excursion' note omitted.

1934: Sunday service added.

1934/5 winter: limited Christmas and Easter services added.

29 December 1934 all-year Saturday service added; since Saturday was Caernarvon market day, this service was clearly for the benefit of locals, not for any stray tourists who might still have been in the area. It would have been for this service that Padarn was opened, 21 November 1936 *(exact date RM January 1937; T 23 November- 'is now open').*

Pattern was the same until tt ending 24 September 1939: this said Monday to Friday service would not run after the 8th, Sunday service not after the 10th, but Saturday one would continue throughout the month.

Other excursions throughout year (e.g. to Liverpool for football) also ran, serving Llanberis, Cwm-y-Glo and Pontrythallt.

All services ceased when emergency tt into use 11 September and excursion fares withdrawn nationwide.

Table remained in *Brad*, with a war-time break, until its last issue, May/June 1961; always either no trains shown or 'service suspended'.

After 1930 no intermediate stations were shown in public tt. Pont Rug closed September 1930; The others remained in use: Pontrhythallt, Cwm-y-Glo and Padarn in summer 1939 wtt.

Excursion trains ran after War: according to *RM January 1949*, first ran 6 July 1948. Wtts and BR publicity material showed summer services, usually Mondays to Fridays, last running 7 September 1962, no intermediate stops on Llanberis line. Sunday School excursions on line in 1950s called at Cwm-y-Glo.

See R. Maund *(Chron July 2008)*; W. G. Rear's books *LMS Branch Lines in North Wales, vol I, Bangor to Afon Wen …* (Wild Swan, 1986) and *Scenes from the Past 28: Railways of North Wales: Caernarvon …* (Foxline, 1996).

1939 September 11. Closure: Louth to Bardney (ex-GN). *Rly Gaz 15 November 1940 (C/W)*, supported by *Brad*, which shows 'service suspended' in October and November issues, and by LNE Emergency tt 2 October 1939 (same).

1939 September 18. Festiniog, 1 ft 11½ in gauge. During the last years the service appears from tt to have been very ragged. Stations were often shown for a few months without trains, then for a few months with and so on. A general idea is given under individual station headings; whether service was actually what tt showed is not known.

Trains for line last shown October 1931 tt.

Trains shown again June 1932 tt.

During the winters of 1932-3 and 1933-4 the service was cut back to one train each way. Thereafter no winter service was shown: trains last shown October 1934; in 1934 the service actually ran from 9 July to 29 September, inclusive (pocket tt, which called it the 'Festiniog Toy Railway').

Trains back May 1935; September 1935 – will not run after 15th inst.

April 1936 – commences 13th; last trains September 1936 tt.

3 May 1937 tt – commences 17th inst; last trains in tt ending 26 September 1937.

Trains again June 1938; last trains in tt ending 25 September 1938.

Trains again June 1939; line finally closed in September 1939; last public trains Friday 15th, for quarrymen 16th.

(Much from R. Maund, from relevant co and working tts and local press.)

1940 June 10. Temporary closure of line Wrexham to Ellesmere: full capacity needed to serve Royal Ordnance Factory Wrexham, served by branch from west-facing junction about a mile from Marchwiel. Item by 'D.P.' in *Clwyd Historian*, Clwyd Local History Council, No 23, October 1989 deals with this. Map shows 'stations' at PARKEY; FIVE FORDS; BROOKFIELD; BRYN. Author believed from map evidence and physical remains that these were for passenger use. However, he had received letter from engine driver on line who stated that passengers were only carried to platform at BEDWELL SOUTH YARD, on branch but only just beyond junction, and taken on to work places by bus. Workman's ticket from Cefn-y-Bedd to MARCHWIEL FACTORY LINE JUNCTION *(JB)* perhaps refers to platform mentioned by driver (see entry Section 4) – or to point at which line entered the factory – travel inside was free (J. Ferguson).

GM's report 28 June 1940 shows that workers' services continued directly after public closure. These ended 6 May 1942 (perhaps last day) and after that there were only occasional hospital trains to Overton-on-Dee for hospital at Penley Hall *(GW letter 6 April 1945 Cl papers)*.

1940 September 9. Closure: line to Gallions (ex-PLA). Line closed by bombing, early afternoon, Saturday 7 September: no service Saturday afternoon or Sunday. See T. B. Peacock, *P L A Railways*, Locomotive Publishing Co, 1952, p 68.

1942 August 4. Closure (temporary): Didcot – Newbury – Southampton line (GW). This resulted from need to improve it for military traffic. Reopened 8 March 1943. According to *GW notice in Cl papers* 11.30 Winchester to Sutton Scotney continued (presumably for servicemen) but was subject cancellation at short notice ; also according to *Cl papers* there was an unadvertised service Whitchurch to Winchester (throughout period?)

1944 April 3. Closure: Lybster branch (ex-High). LMS handbill dated April 1944. 'On and from Monday 3rd April passengers will not be booked for rail conveyance …'. Notice to staff: 'branch will be closed … after the finish of work on Saturday 1st'.

1944 June 19: closure of Thornbury branch (ex-Mid). Supported by *Trains Office Diary* and *Railway Gazette 23 June 1944, p 649*, both via John Gough. *LMS notice, Western Daily Press 13 May* said closure would be from 5 June; presumably brief extension which was overlooked by press as far more urgent matters then in progress. Later ambulance trains took wounded to Thornbury for US Army Hospital at Leyhill; last 1 February 1945.

Tytherington Quarry excursions ran annually, 1974 to 1986, inclusive.

Occasional stray passenger carried on goods, including one lady sold ticket from Oswestry by booking-clerk unaware of closure ('about 1958'). (All from CG Maggs, *Yate to Thornbury Branch*, Oakwood, 2002).

1945 June 4. Closure: Carstairs to Dolphinton (ex-Cal). Date from *G&S* since this was the Monday (*Cl* gives 2nd, a Saturday, which looks more like last day of use). Without further evidence, the possibility also exists that it was really a 'first of the month closure' which has caused confusion. *Hba* May 1945 said service would be withdrawn on 2 June – probably last day of use date. This occasionally seems to have happened – *hba* May 1950 said that Ebberston, Forge Valley, Sawdon, Snainton and Wykeham would close on 3 June (1950).

1947 June 15. Closure: Park Royal West; Brentham; Perivale (GW). These had their last train on 14 June though the service to Old Oak Lane and Acton continued to the end of the month. The three closures made on the 15th were necessary so that trials of Central Line trains could take place *(Harrow Observer 5 June* – closed from 18th; *Rly Obs 1947, p 137; A. A. Jackson, Chron)*.
1947 June 16. Closure of a number of stations as a 'temporary' measure owing to a fuel crisis. They never reopened. *RM January 1948* gave 14th as closure date (really last day of use) but in *September 1949* and later issues, which recorded the making permanent of some of these, 16th was quoted; in known cases intended date now in individual station entries.

1948 August 13 (Friday). Widespread flooding in south-east Scotland on 12th.
Closure of Jedburgh to Roxburgh, and Duns to St Boswells (ex-NB), planned for later made now as result of flood damage on main line *(Cl)*.
Scotsman (14 August): yesterday landslides at Grantshouse, Gorebridge, Tynehead, Heriot, Stow and Carham plus flooding at Chathill, Burnmouth and Berwick. Many bridges damaged; viaduct between Ayton and Eyemouth lost a central pier. Main line services to Edinburgh from London diverted via Newcastle, Carlisle and Carstairs. No services on Eskbank and Polton line, Penicuik and Eyemouth branches, between Reston and St Boswells, Berwickshire line, Kelso to Tweedmouth, Selkirk and Peebles lines.
Tweedmouth to St Boswells reopened 16 August and main line trains were diverted over this single line. Locals cancelled, resulting in temporary closure of Roxburgh Junction, Maxton and Rutherford *(NE Express, September 2003)*.
Scotsman (18 August): announced yesterday: Galashiels to Peebles and Edinburgh to Polton reopened but Peebles to Leadburn not.
Scotsman (Saturday 21 August): good progress on Edinburgh to Galashiels line, hoped to reopen early next week. Did it?
Scotsman (22 October): east coast main line and Kelso branch to reopen on 1 November.
Reston to Duns reopened to passenger traffic 23 May 1949 *(BR notice Scotsman 20th)*.
Eyemouth branch reopened 29 June 1949 *(Scotsman 29th* – today).
Gifford branch closed; reop ?
At Haddington damage to station meant trains had to stop short of station; until ?
Full station detail not known: e.g. no reopening date found for Roxburgh, Maxton and Rutherford.
(Includes material from two articles in *North British Study Journal, March and July 2013* by B. Farish, which see for fuller details of damage.)
1948 November 1: East Kent Light matters. According to *EK-F&G* practices erratic. Stops made between stations for favoured passengers but those waiting at request stops might be ignored by drivers. Speeds so slow that 'delinquent' passengers (without tickets) could alight between stations (p 459). Line closure date from *RM January 1949*.
Service to Poison Cross; Roman Road; Sandwich Road (on short branch from Eastry) was even more erratic. At first Saturdays only. By April 1926 trains all days; August/November 1926 back to Saturdays; from December 1926/August 1927 served Wednesdays also. According to *EK-F&G* trains did not normally serve these for a while before they were removed from tt. According to closure date given (from *Cl*), last train should have run Wednesday 31 October 1928.

1949: floods cut Peebles line.
RM July/August 1949 says line from Galashiels clo by floods 7 January 1949; reop 19 March 1949.
Scotsman 8 January: Edinburgh to Peebles cut last night by floods at Eddleston; bus Leadburn to Peebles. Reop?
Edinburgh to Peebles again: *Ibid 27 October*: line out of action yesterday, bus again. Reop?

1951. Coal crisis closures. Need to save coal early in 1951 led to cuts in passenger services, introduced in instalments. Many reductions in frequency on nearly all lines; some lost Sunday services; a few closed completely, but 'temporarily' – as in 1947, some never reopened. First batch started on 15 January *(T 12th)*; paper gave examples of cuts, not complete list; included Brightlingsea branch. More cuts 21/22 January *(T 19th, 20th)*, 28/29 January *(T 27th)*, February 12 *(T 1st, 2nd, 8th)*. All excursions suspended except those for fixed events (e.g. football, racing).

5 February closures *(note from D. S. M. Barrie, Cl papers)*: Salisbury to Bulford – one daily trip each way restored 19 March; involved [Salisbury]; Newton Tony; Amesbury; Bulford. Fareham to Gosport – restored 19 March. Also Scotswood to Blackhill (but for bridge works) involved [Newcastle; Scotswood]; Swalwell; Rowlands Gill; Lintz Green; Ebchester; Shotley Bridge; [Blackhill]; restored 19 March.

12 February: closure of Lindores, Luthrie and Kilmany. Scheduled for closure 3 July 1950 *(BR notice Dundee Courier 22 June)*, legal action by Fife County Council gained temporary reprieve but this overturned *(ibid 26 January 1951)*; *ibid Friday 9 February* gave details of a new service (part bus, part train) from Monday 12 and said that last passenger train to make journey to Newburgh over the North Fife line would run 'tomorrow'.

Services mostly soon restored. Euston to Heysham boat trains (cut to three days per week) restored to daily mid-March *(T 12th)*. Temporary full service over Easter; full restoration 2 April, except for 'the poorly patronised trains which were already being considered for withdrawal when the cuts were made' *(T 20 March, 30 March)*.

Secondary sources seen (e.g. *RM*) did not give much coverage to this, so it may be that some temporary closures occurred that have not been recorded in the book. Note that some lines reopened after 2 April.

These shown 'temporarily withdrawn' (exact date unknown) March tt, restored in April tt/supplement:
[Salisbury]; Newton Tony; Amesbury; Bulford – clo date unknown; only one train each way April.
[Newcastle; Scotswood]; Swalwell; Rowlands Gill; Lintz Green; Ebchester; Shotley Bridge; [Blackhill]

Kirriemuir branch: 15 January 1951 reduced to one from Kirriemuir all days, one to Kirriemuir Saturdays only *(True Line 85)*; same April 1951 tt; before/with August 1951 tt one each way daily.

Note has been applied to all stations closed 15 January to end February 1951 (inclusive), though some were perhaps already scheduled for closure. Oswestry to Llangynog and Dundee to Perth via Lindores both in April tt as 'service withdrawn' whilst others were 'temporarily withdrawn'. Suggests these two already marked for closure.

Auchendinny, Otterspool closed 5 March so were possible victims. Also a fair crop 2 April but these were presumably closed in orthodox way.

Whilst some did reopen, most soon closed again. Presumably, earlier users had found alternatives and stayed with these so that services previously poorly patronised were now even worse so.

Ex-GW/Rhy line Quakers Yard to Merthyr suffered immediate closure when viaduct found to be unsafe – last train ran 3 February *(Merthyr Express 10th)*.

1952 June 9. Closure, West Hartlepool to Ferryhill (ex-NE). *Railway Exec notice, Hartlepool Northern Daily Mail (16 May)* confirms closure date; adds excursions will run on certain days including Wednesdays and Saturdays 5 July to 16 August inclusive, no indication that any stations excepted from this.

1952 September 15: closure Morpeth to Rothbury (ex-NB). *Railway Executive notice Morpeth Herald 5th* – excursion trains will be run from time to time when circumstances justify, but no details of those run, if any, have been seen. A private use was described in *Rly Gaz 25 September 1953*: train of four buffet cars pulled by two engines had been chartered for cocktail party; stopped at seven points to pick up guests until over 100 on board; date?

1953. Brief re-use of Malton to Driffield line (ex-NE). This had closed in 1950. Temporarily reopened 12 to 16 February 1953 owing to bad weather; not certain that all stations used; custom gained by advertising on previous evening's news *(RM April 1953)*. Used again winter of 1957/8; no exact date, but probably in February 1958 when snow at worst (W. Burton, *Malton & Driffield Junction Railway*, M. Bairstow, 1997).

1953 May 25. Ballachulish branch temporarily closed *(Dundee Courier 26th* reported that storm had broken at 2 a.m. previous day, causing much destruction along line). Reopened 24 August 1953 *(item ibid Wednesday 19th* said would reopen on Monday).

1954 April 26: closure of Hawes branch (ex-NE). Occasional later specials to Jervaulx for Aysgarth school. At passenger closure promise had been given that line would be reopened for emergency passenger use if necessary. At the beginning of 1962 Wensleydale was badly affected by snowdrifts and, in accordance with promise, a skeleton service was run initially from Leyburn, calling at Wensley, Redmire, Aysgarth and Askrigg; later trains ran from Hawes. Service certainly ran on Monday 1 January and Tuesday 2nd (important market at Hawes). See S. C. Jenkins, *The Wensleydale Branch*, Oakwood, 1993).

1954 November 1: closure Ashbourne to Buxton (ex-LNW, Dovedale line). There was much later use of this line and the following should be seen as selective since full detail of use, especially at individual stations, not known:

When permission to close was given, British Transport Commission gave promise to reopen line temporarily when snow stopped road communication; one such use was 26 and 27 February 1958 *(BLN April* and *July); Guardian 1 March* said line was reopened 'yesterday'; a correspondent who travelled then said he believed it was reopened for three days, which would cover both if *Guardian* item were interpreted as 'in use yesterday'; clear and definitive answer still needed.. Station detail unknown. Other times?

There were also many ramblers' and sightseers' excursions. Still in use for these 5 August 1962 *(BR handbill)*.

Many excursions mainly for Tissington well-dressing ceremony, not just on the day but also before and after to see decorations. *Railway Observer June 1958* said 11 May from Derby Friargate, 17th from Derby Midland and 18th right through to Buxton. According to *AB* there were seven excursions from various parts of country on Sunday, 14 May 1961 and four on Sunday 26 May 1963 which called at Hartington, Tissington and Thorpe Cloud, final use of these stations. *SLS Jour June 1963* said this was last known excursion on line (part [ex-NS]). They had probably run every year until then.

Some evidence has been seen, or been provided by others, for excursion use at all stations directed to this note except Dowlow and Hindlow (according to *AB* the 1962 one was for Parsley Hay and Thorpe Cloud and on return journey stopped here for water but if any left/joined here, would have been unsanctioned use).

1955 May 23: clo Bradford to Keighley (ex-GN): BR closure notice reproduced in article by J. F. Oxley & D. R. Smith in *GN Society Journal 151; also notice Halifax Evening Courier 28 April; Bradford Observer Monday 23 May* – last train Saturday; poster also says excursions would run throughout summer 1955.

1955 May 30. Closure: Pontypool Road to Monmouth Troy (ex-GW) and East Grinstead to Lewes (ex-LBSC). Had been planned for later but a strike began then and continued beyond planned date. Last trains actually ran Saturday 28 May *(RM May 1958)*.

1956 January 9: Ann Glenn, article *On the Right Lines, The Scots Magazine,* August 2011, says that Sunday School trains and other excursions continued to call at stations on the Airdrie to Edinburgh line, closed to ordinary passengers on this date. No specific details given but implication is that all / most of the stations were so used.

1956 October 15: closure Hexham to Riccarton Junction (ex-NB). Clo date *T 21 September* and *BR notice*.

Later excursions: 7 September 1958 ramblers' from Newcastle *(BR notice, Nhumb Young)*; part, at least, continued to be used until 1963 or later by annual excursions each September to Bellingham Show *(By Rail to Catcleugh, SLS Journal, October 1963)*, believed to have run via Morpeth and Reedsmouth.

1957: 'Provision Trains' [High/LMS/BR]. This year is given because some exact information is available. Much earlier evidence is given in an article by D. Stirling in *BackTrack*, January 2003. This refers to trains, usually fortnightly, between Blair Atholl and Kingussie calling at all stations and isolated railwaymen's cottages and cites a Highland weekly circular of 20 January 1917. Ordinary fare-paying passengers were allowed to use this service, which was not in the public timetable, but would any of these have wanted to use other than the normal stations? The services concerned ran for many years but it cannot be guaranteed that the stops would always have been the same. These trains were run so that railwaymen and their families could buy essential supplies. Those using them needed a 'Provision Pass'. *Rly Obs July 1966* said these had ceased about eight years previously. Details of two are known, from *BR Scottish Region Special Traffic Notices*:
(a) Helmsdale to Wick and back, run monthly Saturdays, certainly shown for 22 June 1957. The extra stops were at Killearnan; Carbuie; Old Kinbrace; Limeside; Balloch; Clashaid. Their exact locations are not known since they were only shown in the footnotes, but presumably that was the order in which they called from Helmsdale.
(b) Blair Atholl to Aviemore and back, run fortnightly Saturdays. Again, exact locations not known, but in this case a full timetable was given and the extra stops can thus be approximately placed. They were Black Tank, Dalanreoch, Garry Bridge, Altnagourach (all Struan/Dalnaspidal); County March (no road access so if doctor needed special engine took him there and back*), Balsporran, Bachan (all Dalnaspidal/Dalwhinnie); Inchlea, Etteridge (both Dalwhinnie/Newtonmore). [most of information from G. Borthwick.]
(c) a train once a month (the 'wifies' train') stopped on request at any little house on the far northern line; e.g. steps provided by a linesman for his house between Bower and Georgemas; implication is that this one ceased with withdrawal of local service in 1960*. Also see MILEPOST items in Section 4.
* = *Lost Stations on the Far Northline*, K. Fenwick, N. T. Sinclair & R. J. Arden, Highland Railway Society, August 2010 reprint.

1958 September 15: railbus Gleneagles – Comrie. *Perthshire Advertiser 10 September* said Scotland's first railbus would run on Monday September 15. Retractable steps would allow it to serve Strageath and Pittenzie level crossings. Paper of 17th: did run.

1960. Ravenglass and Eskdale. Winter service reduced to Thursday only market service from December 1928 (plus an Irton Road to Ravenglass train, mainly for staff but advertised). Line closed 22 September 1939 (tt in *Ravenglass & Eskdale Railway Newsletter 2000)*. Reop probably Whit weekend 19, 20, 21 May 1945 *(ibid, Autumn 1972)*. Since 1960 regarded as a preservation line (full details in *Raven p 92)*.
1960 January 6. Closure: Swansea and Mumbles. Last public service, followed, unusually, by a ceremonial closing run, occurred in the middle of the day on Tuesday 5th *(SIT; T 6th)*.
1960 October 26. Closure: line between Sharpness and Lydney over Severn Bridge (ex-SW Jt). Two spans of bridge destroyed when bridge hit by two ships *(Report of Court of Enquiry, Bristol 9-11 May 1961* – M. Hale) late on 25th, after traffic had finished for the day. It was never repaired.
1960 November 5, 6 & 7. Replacement of Crow Road (ex-Cal) and Hydland terminus (ex-NB) by new Hyndland on through line (ex-NB). This occurred when the Glasgow electric Blue Trains were introduced. Sequence of events:
Hyndland terminus was last served on Friday 4th, giving closure date of 5th.
Saturday 5th – formal opening of new service and skeleton service of steam trains.
Sunday 6th – free public service.
Monday 7th – normal public service *(T 7 November; RM December)*.
Crow Road had not previously had a Sunday service so by normal standards its closure date should be 7th.

1962 August 1. Closure: Tenbury Wells to Bewdley (ex-GW). This was full public closure date *(BR WR notice)*. It had been reduced to a calendar year's experimental or trial service (one each way per day), essentially for schoolchildren but actually for all after last train on Saturday 29 July 1961 – ironically the first experimental train ran at the beginning of the school holidays and during the holidays trains often ran empty *(Tenbury)*.
1962 August 5. Information previously here now under 1 November 1954**.
1962 November 11: Skegness branch [ex-GN]: service 'suspended' 11 November 1962 to 14 April 1963 (both inclusive) *(wtt supp dated 7 January 1963)*.
1962 December 31. Closure: Plymouth to Launceston (ex-GW). Last trains supposed to run on Saturday 29th. Heavy snow meant that what was supposed to be last but one train from Plymouth stuck at Tavistock early on Sunday morning. The intended last trains never ran. Stranded passengers eventually finished journey by road *(Cornish & D P 5 January 1963)*.

1964 June 15. Closure: Aberdare line (ex-GW). After closure service of 'Merrymaker' publicly advertised excursions were run, generally in summer months, calling at surviving platforms at Mountain Ash (Oxford Street) and Penrhiwceiber (LL); first was 6 June 1971 excursion to Paignton. At first ran from Aberdare HL, reversing towards Hirwaun then used old TV line. Excursion to Brighton on 29 July 1973 ran out via this route, back via new chord at Cwmbach, allowing direct running to Aberdare HL. In December 1984 specials to Cardiff for shoppers; also specials for sporting events; daily trains during two peak holiday weeks. Experimental trains early 1988 were "shoppers' specials". (P. Jeffries, late Service Planning Manager, Arriva Trains Wales; J. F. Mear, *Aberdare, The Railways and Tramroads*, privately, 1999).
1964 December 14
1965 January 18 } Closure: Ruabon to Barmouth (ex-GW). Planned for 18 January 1965 (last train 16th) but on Saturday 12 December 1964 severe flooding damaged line, services suspended late morning. No scheduled Sunday service. Monday 14th line from Barmouth to Dolgellau again usable for passengers; buses took on to Ruabon. Thursday 17th Ruabon to Llangollen section reopened; service was also provided from Bala to Dolgellau, reversal at Bala Junction; buses linked Llangollen and Bala (not reopened). Damage near Llanderfel so great that there was no justification for repairing it, given approaching closure of line. Closure Aberyswyth to Carmarthen (ex-GW) planned for 22 February 1965 but flooding had damaged line north of Strata Florida at the same time so that section remained closed *(SLS Journal March 1965)*.

1965 September 28 (Tuesday). Closures: Balqhidder to Callander and Killin branch (ex-Cal). These were already planned but occurred prematurely as a result of a landslide blocking the main line on the 27th *(Rly Obs November)*. Technically Kingshouse clo 27th since the only train that ran before line closed was not booked to call there.
1965 October 18. Closures: Aviemore to Forres (ex-High) and Boat of Garten to Craigellachie (ex-GNS). These were originally scheduled for 1 November; brought forward to 11 October; finally postponed to 18th. *(Rly Obs November and December)*.

1966. Auchencastle; Beattock Summit; Greskine. *Rly Obs July 1966, p 232*, said that Saturdays only, engine and one coach (kept in siding at Beattock Summit) would provide service for railwaymen and families living alongside line. Main intermediate stops at Greskine and Auchencastle, but would stop at any lineside cottages on request; passengers joined/alighted via portable ladder. Last known service ran 24 September 1966 *(Rly Obs January 1967 p 29)*. 30 June 1952 wtt showed stops at Beattock Summit only. Perhaps other stops 'understood'? – train only for railway employees and wives and generous allowance of time in wtt – 30 minutes and more for journey.

1967 June 5: matters relating to Renfrew Wharf and Govan branches. In December 1904 *Brad* 'workmen's trains' added to heading. Line last in *Brad* May 1906; back February 1911 (as was Govan branch), still 'workmen's trains'; service virtually same as that shown in February 1906. This raises suspicion that trains had still run but line omitted because it was only workmen's service. However, no workmen's or other passenger services shown in wtt for July–September 1907, suggesting it was fully closed. Between October 1918 and January 1919 a subtle change was made in heading – now 'workers' trains'; this was still included August 1927 but omitted before/with July 1928.
The Govan branch was then included in this table, so from December 1904 *Brad* its service was for workmen only.

1968 January. Brief reopening: Bideford to Torrington (ex-LSW). From *Bideford* 12, 19 and 26 January and *Express & E* over the period and R. Maund *(Chron July 2016)*. Bideford is on west bank of the Torridge; then depended on the town bridge to provide link with East-the-Water, through which ran main road and disused railway. Anxiety had already been expressed about condition of bridge – old age and heavy traffic had taken its toll. There had been heavy rainfall and parts of Devon were flooded. Evening of Tuesday 9 January large pieces of masonry fell from bridge into river. Bridge immediately closed to vehicles but pedestrians allowed to continue using for that evening. Next day, it was completely closed. This meant all traffic into and out of Bideford had to go along narrow lanes via Torrington, next crossing point of river. From the 10th BR ran shuttle service between Torrington and Bideford to give some relief. Anyone wishing to cross river at Bideford had to catch bus to Torrington, then come back to the other side by train – service was free. On the evening of 11th the rail service was withdrawn but following local representations resumed Saturday 13th. Temporary footbridge opened on the 19th. Rail service operated January 10, 11, 13 and 15-20 (inclusive).

1969 January 1. Ex-LTS line to Upminster. On this date legally transferred to LT; staffing and management changed 26 April 1970. See B. Pask *Chron 95/11*.

1971 March: stations concerned were renamed before 8 March 1971. *Western Region General Instruction Circular no. 314* of that date said had been advised by Eastern Region that they 'have been renamed'. However, another notice, dated 20 April 1974 said Prudhoe was to lose its 'for Ovingham' tag with the start of the 6 May 1974 timetable.

1972 November 1. Transfer: line Paignton to Kingswear from BR (ex-GW) to Dart Valley. Last BR services Saturday 28 October. From Monday 30 October the Western Region provided a basic service on behalf of Dart Valley, last train 28 December 1972, when Britannia Crossing Halt closed. Latter began its independent service 1 January 1973, using separate station at Paignton. Original intention had been all-the-year-round service but in from 8 October 1973 they had to cut back to summer-only running. Dart Valley initially ran out-of-season (schools?) service, including stop at Britannia Crossing Halt (R. Maund, *Chron April 2011)*.

1975 May 3: Dalesrail reopening of certain stations on summer weekends starting in 1975, described as pilot project: reopening that year was for 3 week-ends only: May 3, 4; May 31, June 1; July 5, 6 (*Yorkshire Dales National Park Dales Rail 1975 public pamphlet)*. Just 'HORTON' in that pamphlet.

1979 March 17: Collapse of Penmanshiel Tunnel. Height of tunnel being increased (during single-line working); at about 3.45 a.m. roof collapsed as result of unsuspected fault in rock above; two men killed, other 13 escaped, no train in tunnel. Line closed; diversions/replacements via Carlisle and Carstairs, Settle and Carlisle, Euston and Edinburgh (non-stop) via Carstairs and some trains terminated at Berwick with road travel onward. Replaced by new stretch of line ('Marshall's Meadows'), opened 20 August 1979. See article by Donald Cattanach in North British Study Group Journal July 2020, p 27 *General Pasley .....,* which consists of a very detailed survey of structural matters in the early days, plus some later matters, including this one.

1982 September 27. Withdrawal of Bakerloo service. This is official date; in reality service was withdrawn after morning peak on 24 September. Public protests led to restoration of a peak-hour service between Stonebridge Park and Harrow & Wealdstone. Section from Harrow & Wealdstone to Watford Junction remained closed to Bakerloo trains – it had been peak hours only prior to withdrawal. *(Harrow)*.

1987 October 4: reopenings. 'Dress-rehearsal' of revised service for Valley Lines, including these stations and available to public was run on Sunday 4th, ready for operation of new tt from Monday 5th (P. Jeffries, late Service Planning Manager, Arriva Trains Wales).

1989 October 16: Settle & Carlisle line [ex-Mid]: closed (bus replaced) Monday 16 October 1989 to Saturday 28 October 1989 (inclusive) for viaduct work *(BR handbill October 1989)*.

1993 October 4. Reopening of line from Glasgow Central to Whifflet via Mount Vernon. Free rides available to public on Friday 1st (formal opening day) and, especially, Saturday 2nd, using 'some very ancient diesel rolling stock'. (*Wishaw Motherwell and County of Lanark Legacy Journal, December 1993)*.

1994 March 28. Docklands Light: Beckton branch. Date from page 131 of *BLN 729*. Clear from this item that public used on this date, although it was also formal opening day. Since, according to this source, free travel was available for the first four days, there would be some justification for quoting a later date – though not 31 March, which appears on the front page of the same issue of *BLN*.
1994 December 10: Argyle line. Flooding this day closed central portion of this line. Various diversions for stations on outer sections from 14 December. Central portion reopened 24 September 1995 *(BLN 764)*.
Severe flooding 30 July 2002 closed line again; various diversions from next day; reopened 20 August 2002 (D Lindsay).

1997 June 1. Closure of Mitcham area lines (ex-SR) for conversion to Croydon Tramlink. Last trains ran Saturday 31 May 1997. No Sunday service so by conventional standards these would be considered 'closed 2 June'; replacement bus service began on that date. However, a new timetable came into force on 1 June and described these as closed. Therefore that date has been used here; there would seem to be equal grounds for using either. See *BLN 794, RM August, Railway World August, Rly Obs August p 327.* For reopening see Section 7.

2002 March 31 (Easter Sunday). Transfer of Newcastle to Sunderland service to TWM; and (re)opening of South Hylton to Sunderland line by TWM. Newcastle to Sunderland train services replaced by buses on following dates to enable work on line (all 2002): 12-27 January; Saturdays and Sundays 2 February-24 March; all days 25-30 March; also evenings only 28 January-1 February and 18-22 March; also Sunderland tunnel 18-19 February. Ex-BR trains continue to call at Heworth, otherwise intermediate stations now TWM only *(NE Express*, November 2002, p 164).

2003 May 18:– line via Stoke-on-Trent closed for route modernisation (buses replaced); reopened 22 August 2003 *(WestCoast Improving your Railway leaflet)*.

2004 May 23: local services Coventry – Nuneaton – Stafford – Stoke-on-Trent: stations noted were temporarily closed from that date, with replacement services by buses; doubts were expressed about their ever reopening to rail services. Some have reopened: Atherstone (12 December 2005); Bedworth (13 June 2005); Polesworth (12 December 2005) – but one journey, one way only, rest still by bus but this since withdrawn. Stone reop 14 December 2008. Barlaston; Norton Bridge; Wedgwood remain road served and are not expected to regain their rail service. Last day of Norton Bridge's replacement bus service was 30 March 2019 *(A. Brackenbury Chron 105)*.
2004 July 24: closure of all intermediate stations between Bedford and Bletchley for engineering work. Reopened 6 September 2004.

2005 December 12: opening of Larkhall branch, with stations at Chatelherault, Merryton and Larkhall; ceremonial 9th (*The Herald*, Glasgow, 10th). National Rail 11 December 2005 tt said would open on 13th – clearly misprint.

2007 April 6: North Yorkshire Moors Railway. Company's tt shows that it began 6 April 2007 to run service through to Whitby *(BLN 1035.105, 1036.149)*; this was included in the national timetable from 20 May 2007. Seasonal, not all days of week (these have varied). Trains call at Goathland, Levisham, Newton Dale and Pickering.
2007 July 4. Leicester North to Loughborough Great Central preservation line. On 4 and 6 July ran experimental service for the pupils of Loughgborough Grammar and High Schools. Might become permanent. *(RM September)*. Leicester North overlaps site of earlier Belgrave & Birstall station *(AB, Chron, October 2000)*.
2007 July 20. Taunton to Minehead branch, ex-GW. This line was reopened in instalments by a preservation company (during which time Doniford Halt was opened and Crowcombe reverted to Crowcombe Heathfield). Normally operated between Bishops Lydeard and Minehead but occasional specials worked through from the main system. From Friday 20 July 2007 to Monday 27 August 2007 train ran Mondays, Fridays and Saturdays (one each way per day). They started from Bristol Temple Meads and ran non-stop to Taunton, then called at all stations to Minehead. Connections at Bristol for Midlands and North and at Taunton for London. It was an experimental service which needed to have to paid its way to be repeated. *(Somerset County Gazette 28 June 2007* gave advance notice). [Train left Minehead at 1110, reaching Bristol at 1346; returned from Bristol at 1406, reaching Minehead at 1625. Thus really only of use only for those starting/ending a holiday at ex-Butlins – thus chances of repetition slight? – did not run 2008.]
For the company's steam gala in 2006 a shuttle service was run by First Great Western between Taunton and Bishops Lydeard on 7 and 8 October *(RM December)*. A Virgin Trains *Voyager* provided a similar service on 6 and 7 October 2007 for people attending a steam gala *(Somerset County Gazette 11th)*.
Through train from stations (except Doniford Halt) on line to Bristol and Bath 2 December 2012, 102 seats available *(Somerset County Gazette, 18 October)*.
GW to run connecting shuttle service Taunton to Bishops Lydeard on fortnightly Saturdays July 27 to October 5 (inclusive) 2019. Trial to see if worth it – but significant financial problems beset line, which needs repairs following recent safety inspection *(Somerset County Gazette 11th)*. First train ran as planned *(ibid 1 August)*.
2007 December 23. Closure of East London Line. Last train ran Saturday 22 December *(RM January 2008)*. Line closed for reconstruction as part of London Overground Network; due to reopen in 2010. Note that line has had a varied history. It opened as the East London Company, using Marc Brunel's tunnel under the Thames, to provide a link between the GE and LBSC. From 1870 it was worked and managed by the LBSC; from 1892 a Joint Committee took over; the last steam train ran on 30 March 1913 and then the Met took over as sole user; it became SR property in 1925 and was transferred to London Transport in 1948. For a long time Underground maps showed it simply as 'Met'; about 1970 this became 'Met (East London Section)'; more recently just East London (Line).

2009 October 4. Manchester Victoria to Rochdale via Oldham closed for conversion to Metro *(RM December)*.

2010 May 23. Full reopening of East London line from Dalston Junction, now operated by London Overground. Limited public 'preview' service from 27 April 2010. Preview service ran only as far as New Cross and New Cross Gate; From 23 May service was extended to Crystal Palace and West Croydon *(RM July)*.
2010 June 1 (Tuesday). Reopening of North London line from Gospel Oak to Stratford (platforms 1 and 2). Had closed Saturday 20 February *(TfL.gov.uk webpage)* for work in connection with item above (2010 May 23) and replaced temporarily by a bus service.
2010 July 24: HC line west of Edgware Road due to close to allow work in conjunction with Crossrail at Paddington. Due to reopen 15 August 2010 *(RM August)*.

2013 November 3. All stations from Tygwyn to Pwllheli (inclusive) clo 3 Nov 2013 (Pont Briwet bridge damaged). Although official reop was 1 September 2014, fare-paying passenger trains used the line earlier but exact stopping arrangements unknown; Llandecwyn on a new site at reopening.

2015 September 6 (Sunday): Edinburgh Waverley to Tweedbank: public opening. Line made up of new stretch between Newcraighall and Eskbank, to serve planned new housing estate, and reopening of part of old 'Waverley' route, closed 6 January 1969. On 5th 1,600 chosen winners had 'golden tickets' to travel line prior to public opening.

2015/16: casualties of winter storms *(RAIL 795)*:
Llandudno Junction to Blaenau Ffestiniog clo on 27 December 2015 by flood damage at more than 100 locations; reop 22 February 2016.
Carlisle to Glasgow direct route clo on 31 December 2015 by damage to viaduct at Lamington; reop 22 February 2016; services diverted but no stations closed.
Carlisle to Appleby clo 9 February 2016 as a result of embankment slip 8 miles south of Carlisle; replacement buses. Appleby to Lazonby reopened briefly 3 to 5 June 2016 *(BLN 1259)*. Lazonby to Armathwaite reop 27 June 2016 *(BLN 1260)*; temporarily closed again 22 March 2017 *(BLN 1278)*. All expected to reopen 31 March 2017 *(ibid)*.

2017 August 13. Bescot Stadium to Rugeley Town (inclusive) closed for electrification; Bescot and Walsall closure lasted to 21st (last day), remainder to 28th (last day) *(London Midland website and leaflet)*.

2021 February 5. Closure of Largs line owing to landslips, worst south of Fairlie. Initially service cut back to Kilwinning; reop to Ardrossan South Beach 8 February, West Kilbride 22 February *(Sou'West 193, Spring 2021)*. Fully reopened 27 March 2021 *(Network Rail Press release)*.

SECTION 6

METRO LINES and BLACKPOOL TRAMWAYS

This section is used to cover lines which run partly on dedicated track and partly on public roads shared with other types of traffic. Where these use the sites of previous 'normal' railway stations, cross-references are provided in Section 4. These services are put here and treated in outline only because the close spacing of their stops means that they would occupy far greater relative space than their importance warrants, especially considering that there might well be a considerable increase in this sort of service in the next few years. Furthermore, they are all recently opened services which have received considerable coverage in the railway press so that it should be far easier for anyone wanting more detail to find it.

Tyne & Wear not included – fully covered in Section 4 (wholly on dedicated track).
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 renaming 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.

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 Road#
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

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23 May 2000 *(RM July 2000)*. [CROYDON] to BECKENHAM JUNCTION*:

Addiscombe (on site of earlier Bingham Road)*
Blackhorse Lane
Woodside*
Arena

Harrington Road
Birkbeck*
Avenue Road
Beckenham Road

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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*
Dundonald Road

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11 – 31 August 2009: temporary terminus west of East Croydon: DINGWALL ROAD.

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Edinburgh Trams 31 May 2014 *(AB Chron April 2016)*

EDINBURGH AIRPORT to YORK PLACE

Ingliston Park & Ride
Gogarburn
Gogar Depot Staff Stop
Edinburgh Gateway added 11 December 2016
Gyle Centre
Edinburgh Park Central
Edinburgh Park
Bankhead
Saughton
Balgreen
Murrayfield Stadium
Haymarket
West End – Princes Street
St Andrews Square

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 MANCHESTER VICTORIA*.

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 not closed until 16 December 2013 (last use Friday 13th, by when had only Monday to Friday off peak service).
Queens Road: Staff station
last used 10 November 2013 and replaced by Queens Road public station to north , which was used as temporary Staff Halt until opened to public 16 December 2013 *(Metrolink website; BLN 21st).*

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27 April 1992 *(BLN 684)*:
[MANCHESTER VICTORIA] to G MEX (interchange for Deansgate) renamed Deansgate/Castlefield 20 September 2010 (and thus local publicity, though still G Mex map 14 May 2012 tt); within area of former Manchester Central and linked to Deansgate [MSJA] by footbridge.
High Street (southbound only; clo 10 August 1998, replaced by platform at Market Street, previously northbound only – *Rly Obs December*).
Mosley Street (southbound only); clo 18 May 2013 (last tram 17th *(AB Chron April 2016)*.
St Peters Square (temporarily clo 28 June 2015 for rebuilding and re-siting – *AB Chron April 2016)*
Shudehill (31 March 2003)

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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

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21 July 2000 *(RM September 2000)*.
[BROADWAY] to ECCLES* (about ¼ mile from main station):
Langworthy
Weaste
Ladywell

---

20 September 2010 branch to MEDIACITYUK, only stop, op; briefly closed by accident next day *(BLN 1123.886, 894)*; shuttle from Piccadilly started 29 April 2011 *(BLN 1141)*.

---

7 July 2011.
Op [TRAFFORD BAR] to ST WERBURGHS ROAD *(BLN 1141; RM September)*:

Chorlton* (C-cum-Hardy)
Firswood

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13 June 2012:
Op [MANCHESTER VICTORIA] to OLDHAM MUMPS*[1] *(Oldham Evening Chronicle 12th)*

Monsall
Central Park

Newton Heath & Moston (previously Dean Lane*)
Failsworth*
Hollinwood*
South Chadderton
Freehold

See 18 and 27 January 2014, below.
[1] = a temporary station a little south of previous one; it and line through to be replaced at a later date.
Note that Oldham Werneth was not replaced.

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16 December 2012 *(Manchester Evening News 17th)* [OLDHAM MUMPS] to SHAW & CROMPTON*

(on opposite, south, side of level crossing at Beal Lane)
Derker*

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11 February 2013[1] *(Metrolink website)*
[PICCADILLY]– DROYLSDEN

New Islington
Holt Town

Etihad Campus
Velopark
Clayton Hall
Edge Lane

Cemetery Road

[1] = free travel for residents 8th, 9th, 10th.

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28 February 2013 *(Manchester Evening News 28th)*
[SHAW & CROMPTON] to ROCHDALE RAILWAY STATION*[1]

Newhey * (now one word)
Milnrow*
Kingsway Business Park

Newbold
See 18 and 27 January 2014, below.
[1] = signed thus, immediately in front of main station.

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23 May 2013 *(Metrolink website*
[ST WERBUGHS ROAD] – EAST DIDSBURY*)*

Withington
Burton Road

West Didsbury (on opposite side of Palatine Road to previous Withington & West Didsbury*)

Didsbury Village (on opposite side of School Lane to previous Didsbury*)

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9 October 2013 *(Tameside Reporter and Chronicle 10th)*
[DROYLSDEN] – ASHTON-UNDER-LYNE

Audenshaw
Ashton Moss
Ashton West

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18 January 2014 *(Metrolink web-site 13th; Manchester Evening News 27th)*:
Central Park to Rochdale closed for diversion of line from original BR line to street running through Oldham and new station for Oldham Mumps.

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27 January 2014 *(sources as 18 January)*:
Line reopened, now:

[FREEHOLD]
Westwood
Oldham King Street

Oldham Central
Oldham Mumps (new site)
[DERKER]

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31 March 2014 *(Transport for Greater Manchester website)*

[ROCHDALE RAILWAY STATION] to ROCHDALE TOWN CENTRE (stop in Smith Street) .

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3 November 2014 *(as previous)*
[ST WERBURGHS ROAD]

Barlow Moor Road
Sale Water Park
Northern Moor
Wythenshawe Park

Moor Road
Baguley
Roundthorn
Martinscroft
Benchill

Crossacres
Wythenshawe Town Centre
Robinswood Road
Peel Hall
Shadowmoss
MANCHESTER AIRPORT

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28 June 2015: St Peter's Square on First City Crossing closed for extension of line.

6 December 2015: northern part of First City Crossing op [Victoria]; Exchange Square.

2 August 2016: new St Peter's Square on First City Crossing opened.

2 February 2016: Second City Crossing op [Exchange Square] to [new St Peter's Square].

22 March 2020 [Pomona]; Wharfeside; Imperial War Museum; Village; Parkway; Barton Dock Road; INTU TRAFFORD CENTRE.

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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
Old Market Square
Royal Centre
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

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27 July 2015
STATION STREET replaced by NOTTINGHAM STATION

25 August 2015: two lines south from [NOTTINGHAM STATION]:

a) to TOTON LANE
Meadows Way West
NG2 (named from postcode and Business Park)
Gregory Street
Queens Medical Centre
University of Nottingham
University Boulevard
Middle Street
Beeston Centre
Chilwell Road
High Road Central College
Cator Lane
Bramcote Lane
Eskdale Drive
Inham Road
b) to CLIFTON SOUTH
QueensWalk
Meadows Embankment
Wilford Village
Wilford Lane
Compton Acres
Ruddington Lane
Southchurch Drive North
Rivergreen
Clifton Central
Holy Trinity
Summerwood Lane

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Sheffield Supertram.

	Hyde Park	Arena/Don Valley Stadium (22 August 1994); renamed Arena/Olympic Legacy Park 1 January 2017.
21 March 1994 *(T 22nd)*. Opened FITZALAN SQUARE/PONDS FORGE to MEADOWHALL INTERCHANGE:	Cricket Inn Road	
	Nunnery Square (opened with line for Depot staff, non-tt, unnamed; public and named 12 May 1997)	Meadowhall South/Tinsley
	Woodburn Road	Carbrook
	Attercliffe	Valley Centertainment (5 November 1998)

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

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

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

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

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

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

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23 October 1995 *(RM January 1996)*. [SHALESMOOR] to MIDDLEWOOD and branch to MALIN BRIDGE:	Infirmary Road	Hillsborough (branch to Middlewood from here)
	Langsett/Primrose View	
	Bamforth Street	Hillsborough Park
		Leppings Lane
25 October 2018 *(A. Brackenbury Chron 105)*.	[MEADOWHALL/SOUTH TINSLEY] to ROTHERHAM PARKGATE	Rotherham Central

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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 pevious*)
Loxdale
Bradley Lane (north of old Bradley & Moxley)*
Wednesbury Parkway
Wednesbury G W Street (Wednesbury*)
Black Lake
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

All clo ? – reop 15 April 2013 after two-week closure for updating *(RM June)*

25 October 2015: Snow Hill closed, leaving St Pauls as terminus.

6 December 2015: [St Pauls] to Bull Street.

30 May 2016: new stop at Snow Hill* (renamed St Chads 1 January 2017) and line extended to Grand Central, with stop at Corporation Street,
* = also used 25-28 March 2016 During engineering work at Bull Street.

11 December 2019: extended to Town Hall and Library (Centenary Square).

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Blackpool Tramways

Originally Blackpool and Fleetwood Tramway; first section op 29 September 1885; Blackpool to Fleetwood op 14 July 1898 (P. H. Abell & McLoughlin, *Blackpool Trams*, Oakwood, undated); included in *Returns*, e.g. 1910. Now included here because mostly on dedicated track and has been shorn of many minor stopping places. Last trams ran 6 November 2011 under the old arrangements; reopened 4 April 2012 under the new ones. Stops now:

Fleetwood Ferry
Victoria Street
London Street
Fisherman's Walk
Stanley Road
Lindel Road
Heathfield Road
Broadwater
Rossall Square
Rossall School
Rossall Beach
Thornton Gate
West Drive
Cleveleys
Anchorsholme Lane
Little Bispham
Norbreck North
Norbreck
Sandhurst Avenue
Bispham
Cavendish Road
Lowther Avenue
Cabin (alias Uncle Tom's Cabin)
Cliffs Hotel
Gynn Square
Wilton Parade
Pleasant Street
North Pier (northbound platform)
Junction for line to Talbot Square and North Station to open 2020
North Pier (southbound platform)
Tower
Central Pier
Manchester Square
St Chad's Road
Waterloo Road (for Blackpool South station)
South Pier
Pleasure Beach
Burlington Road West (for Pleasure Beach Station)
Harrow Place
Starr Gate (for Squires Gate Station)

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SECTION 7

SOME MARGINAL ITEMS

The aim is to give an outline idea of some of the great variety of services that have carried passengers but do not qualify for inclusion in the earlier parts of this book. Sometimes the difference could be described as a minor technicality. Catterick Camp's service, included in Section 4, only differed from that of RAF Cranwell, listed below, in that it appeared briefly in *Bradshaw*; the miners' services shown below were similar to many listed in Section 4, but were provided by companies that did not run 'normal' passenger services. Others were far removed in kind from services listed earlier. In these matters one should try to think in terms of an infinity of shadings rather than clear-cut definitions. Lines and stations just used by the occasional excursion or works outing are omitted, as are the many instances where contractors building lines provided services of a sort for their workmen once some portions of the line were in place. In most cases details are either not known or known only in very general terms and the complications involved in attempting to list them would fill a lot of space, much of which would be taken up with variants of 'not known'. More can be found out about many of them from *U*, which should be regarded as the source if nothing else is shown; for some, books containing much fuller information are cited, though inevitably only small portions of these works deal with passengers. It can be safely assumed that many lines not listed here carried comparable services.

See also:

G. Body & R. Eastleigh, *Cliff Railways*, D&C, 1964; R. W. Rush, *Horse Trams of the British Isles*, Oakwood, 2004;
K. Turner, *Pier Railways and Tramways of the British Isles*, Oakwood, 1999 edition;
K. Turner, *Cliff Railways of the British Isles*, Oakwood 2002;
K. Turner, *The Directory of British Tramways*, Patrick Stephens, 1996 .

1: Lines used by the general public

ALFORD & SUTTON Tramway. 2 ft 6 in line. Op 2 April 1884; clo at/near start of December 1889 (that it had closed, officially for winter, but probably in reality for ever, announced in paper of 7 December, G. Dow, *The Alford & Sutton Tramway*, Oakwood, 1947).

BLACKPOOL & FLEETWOOD Tramway. Now in Section VI.

BRIGHTON & ROTTINGDEAN Seashore Electric Tramway**.** Included in *Returns*. That for 1896 says: 'Only open 30 November to 4 December 1896 and was closed in consequence of damage caused by a gale'. Reop 20 July 1897. In both 1898 and 1899 more than 100,000 passengers were carried. Numbers then fell drastically, perhaps because service was not continuous: 1900 – 42,000; 1901 – 9,000; 1902 – 18,000. In 1903 return, the entry was 'line not working'. Cars on stilts so that they could run when line covered by the sea. For fuller details see chapter in book on Volk's Railways, below.

BURTON & ASHBY Light Railway**.** 3 ft 6 in line. Op Burton to Swadlincote 13 June 1906; on to Ashby 2 July 1906; Swadlincote to Gresley 24 September 1906; Woodville to Gresley 15 October 1906. Gresley arm clo November 1912; passenger cars last ran on rest 19 February 1927. Owned by Midland Railway. (C. T. Goode, *The Burton & Ashby Light Railway*, Burstwick Print & Publicity Services, Hull, 1994).

CAIRNGORM MOUNTAIN RAILWAY: owned by Highlands & Islands Enterprise, 'government-sponsored development agency', leased to CairnGorm Mountain Ltd and operated as 'CairnGorm Mountain Railway'. 2 km (1¼ mile) funicular, 2 metre gauge; base station at Coire Cas (6 miles south-east of Aviemore) to top at Ptarmigan. Opened 23 December 2001. December to April inclusive is high-speed ski-lift. May to November runs slower so tourists can enjoy views; during this period passengers are restricted to top station (has viewing and other facilities) – fears that mountain paths would suffer excessive wear if let passengers walk down. Operates weather permitting (wind up to 85 m.p.h.). *(Rail 20 March 2002* plus internet items via G Boyes).

CHATHAM & DISTRICT Light Railway. Incorporated 1899 under Light Railways Act. Street tramway but in *Brad Sh* by 1913.

CRUDEN BAY: hotel op 1 March 1899, railway about mid-June 1899; latter free for residents, others 3d. Passenger used ceased with closure of Boddam branch (K. Jones, *The Cruden Bay Hotel and its Tramway*, Grampian Transport Museum/GNS Railway Society, 2004).

FAIRBOURNE Railway**.** Narrow gauge line Fairbourne to Barmouth Ferry. Opened 1890; still open.

GREAT ORME Tramway. 3' 6" cable-hauled. Victoria – Halfway – Great Orme. Lower half op 31 July 1902, upper 8 July 1903. Tickets issued for intermediate points – request stops at Black Gate and Tyn-y-Coed Road. Originally G O Tramways (two sections); renamed G O Railway after change of ownership in 1935. Compulsorily acquired by local authority 1949; 1977 renamed G O Tramway. According to *RM October 1952* then operating April to end of October. Still open. See: R. C. Anderson, *The Great Orme Tramway*, Light Rail Transit Association, undated; K. Turner, *The Great Orme Tramway: over a century of service*, author, 2003; *RM July 1976.*

HYTHE & SANDGATE Tramway**.** Op 18 May 1891 from Sandgate to Seabrook Hotel; on to Hythe 1 June 1892; extended at other end to Sandgate Hill 1 August 1892. SE was driving force behind line. Last worked in summer of 1921. *(SE, SEC)*.

ISLE OF THANET LIGHT RAILWAYS. Light Railway Order granted 1898, extended 1900, amended 1901 (C. R. Clinker, *Light Railway Orders*, AvonAnglia, 1977). Appeared in railway *Return* 1901, for period 4 April (opening date?) to 5 October 1901 (end of its financial year?); 11 miles long; nearly 3 million passengers carried, only one class of ticket. In 1902 return, for year ended 30 September 1902, 4½ million passengers carried. No further entries; no railway book seen makes any reference; tramway entered in wrong *Return* for a couple of years? *Thanet Advertiser 13 July 1901* gave details of BoT inspection of extensions, still calling it a railway, though description better fitted a street tramway. Keith Turner's *Directory of British Tramways*, Patrick Stephens Ltd, 1996. confirms opening date and points out that the name had been changed to 'Tramways' in 1899; did some legal point leave it as a railway until 1902?

JAYWICK: 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*).

KEMSLEY PAPER MILL: narrow gauge line built to move goods around site was used by public 18 August 1925 when members of Kent Automobile Club came to mill by road, joined Mill train at Power House Siding and were given tour of works by train *(East Kent Gazette 25th)*.

KINVER Tramway near Stourbridge. 3' 6" electric; from Fish Inn on northern side of Stourbridge to Kinver via Stewpony; part at Coalbournbrook along public road. Operated under Light Railway Order; op Good Friday 5 April 1901 (1st was date of inspection); clo 8 February 1930. (K. & S. L. Turner, *The Kinver Light Railway*, Oakwood, 1974; *RM January and February 1910);* B. T. Challoner, *Railways of Wolverhampton).*

LINCOLNSHIRE COAST LIGHT RAILWAY: 2 foot gauge line built by local enthusiasts to connect holiday camps near Cleethorpes to nearest bus routes. Opened in sections between 27 August 1960 and 24 March 1967; closed in instalments, last day of final one 31 August 1985. See *RM May 1970*, A. Brackenbury, *Chron* and *Railway World* July 1983, page 355 on.

MULL & WEST HIGHLAND NARROW GAUGE: Craignure (ferry terminal) to Torosay Castle estate. Opened 1981; last run 4 December 2010 (resulted from sale of estate and inability to make new agreement). Regarded as public transport and given relief from VAT because it had a clear destination (Glasgow *Herald*, 3rd).

PLYNLIMON & HAFAN Tramway**.** 2 ft 3 in line. Service Talybont to Llanvihangel, (main station later Llandre), Mondays only, 28 March 1898 to 15 August 1898 (inclusive), to connect with market train to Aberystwyth. (see *Montgomeryshire Echo 2 April*, Dr J. Gough *List of closed lines Chron April 2004* and N. J. Hill, *Chron April 2015*). No BoT sanction; no BoT Return. According to L. Cozens's booklet on line passenger excursions occasionally ran beyond Talybont to Pontbrengeifr (alias Goat's Bridge) and Foot of Incline at Hafan mine (advertisement *Cardigan Bay Visitor 28 June 1898* offered this as possibility from 4 July)..

PORTSDOWN & HORNDEAN LIGHT RAILWAY: Operated under Light Railway Order of 1898, later ran through service with Portsmouth Corporation Tramways, via Cowplain, Waterlooville, Purbrook. 4 ft 7¾ inch 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; Tramways of Portsmouth*, S. E. Harrison).

PWLLHELI to 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; D&C 11)*.

RAMSGATE tunnel Railway. After 1926 rationalisation tunnel to the Harbour was abandoned. 2 foot 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, page 74).*

ROTHESAY Tramway. Originally horse-drawn from Rothesay to Port Bannantyne. Op ? Clo for electrification and relaying ? Reop 19 August 1902; later extended to Ettrick (decision taken 1905). Photo in *RM January 1914 p 27* shows that at least part ran on enclosed track.

SOLOMON ANDREWS TRAMWAY: horse-drawn service in summer 1899/1900 to 1906 (some use to 1911) from end of spur to Barmouth Viaduct to Gefn Ffordd on what is now A493 (CC Green, *Coast Lines of the Cambrian Railways*, Wild Swan, 1966).

VOLK'S Electric Railway. At Brighton. Op 4 August 1883 on; stops – Aquarium (originally adjacent to present Palace Pier, replaced to east June 1930), Halfway (originally Paston Place*, later Peter Pan's Playground), Black Rock; still open. (AA Jackson, *Volk's Railways, Brighton,* Plateway Press, 1993; *Back Track February 2013*).
* = perhaps originally Banjo Groyne.

WANTAGE Tramway. Wantage Road (where it connected with GW services) to Wantage; standard gauge: intermediate stops at Grove Bridge and Oxford Lane. Op 11 October 1875; last passenger use 31 July 1925 (R. Wilkinson, *The Wantage Tramway*, Oakwood, 1995).

WOLVERTON & STONY STRATFORD Tramway. Op 27 May 1887; various closures, reopenings and changes of terminus; taken over by LNW; finally clo 4 May 1926. (F. D. Simpson, *The Wolverton & Stony Stratford Steam Trams*, Omnibus Society, 1982).

2: Military lines

Some were linked to the main system and could provide through services; others were self- contained, sometimes narrow gauge, lines, designed to take workers from a 'station' near a main line one to their place of work or to take personnel from one part of the site to another. Some ran to regular timetables, others provided occasional services.
Also see 6: Hospitals.

Letter *(120/Home/6082/Q(Maint)1c, 31 January 1968)* Ministry of defence said passenger carrying stock was maintained at following Army establishments, but not all operated scheduled service: Bicester, Bramley (Hants.), Kineton, Long Marston, Longmoor, Ludgershall (Central Vehicle Depot), Marchwood, Shoeburyness. No details known for Kineton.

There was a complex systems of lines for munitions workers in the **DORNOCK – GRETNA GREEN** area, linked at several points to the main system; map in *U* shows Dornoch Depot, Gretna Township, Wyllies Platform; also connection to main system at Longtown. Terminus from Broomhills at Cotton Store Platform; used 1910s. Also in this area was the ng line providing the **Broomhills** Ordnance Depot with an internal service.

There were many lines on and around **SALISBURY PLAIN**.
Branches from Dinton to **Chilmark** (ng) and **Fovant** (standard, opened 15 October 1915 – see *RM June 1919*). Heaviest use of Fovant was for demobilisation (ceased 16 January 1920) *(LSW)*.
Larkhill Camp (branch from near Amesbury). **Porton Down**. Main station linked by 2 ft gauge.
Winterbourne Gunner (ng): used c 1916 – c 1928.
Various **other branches** on the Plain were perhaps used for troops.

BETWEEN SALISBURY PLAIN AND LONDON were lines at/to:
Blackdown Camp: branch from Brookwood via BISLEY CAMP (which see in Section 4), camps at Pirbright and Deepcut (to which military passenger services began 1 August 1917) to Blackdown Camp (December 1917); LSW worked from 8 August 1918; passenger services ceased 22 December 1918 *(LSW)*. After 1939 extended again for troops to new station at Pirbright Camp, just east of earlier one; dates ?; (P. Harding, *Branch Lines from Brookwood*, Middleton Press).
Bramley, near Reading: internal Ordnance Depot service; 1922 – 1960; full details of network not known. However a service was still running June 1978: Main Gate via B line, 4 Post, D line and return to Yard (morning); reverse in afternoon (R. Maund).
Calshot (RAF): 2 foot gauge; Eaglehurst (terminus plus stop at Officers' Mess) to Calshot Spit; 1919 – 1945. (F. W. Cooper, *The Calshot and Fawley Narrow Gauge Railways*, Plateway 1989).
Longmoor Military (Bordon to Liss, mainly a line for training army personnel to run railways) *(Melbourne)*. 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? Longmoor West Platform opened 1923*. Ran regular passenger service Longmoor to Liss, last 31 October 1962.
* = from *Longmoor Military Railway*.
Marchwood Military (near Fawley, Southampton). Stops: Mulberry Halt – Port Gate Platform – Model Room Platform – Jetty Halt; last train Tuesday, 27 August 2013 *(BLN)*.
Winnall Down (near Winchester).

KENT had:
Chatham Dockyard (branch from Gillingham); 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 Light (Davington – Oare – Uplees, near Faversham); November 1916 to 1918; 3' 3"; munitions workers – see M. Minter Taylor, *The Davington Light Railway*, Oakwood, 1986 reprint; *RM May 2004, p 21)*.
Lydd Camp (branch from Lydd). 1883 – 1927.
See R. M. Lyne, *Military Railways in Kent*, North Kent Books, 1983 (especially helpful for sketch-maps of lines).
Royal Arsenal Woolwich: branch from Plumstead op about 1875; 18 inch gauge provided passenger services from Dial Square to Berber Junction with 10 intermediate stops including Central Stores and Mugby Junction; began? (certainly by late 1890s) to 1923. Standard gauge services: from about 1914 Third Gate – Mugby Junction – Berber Gate – Berber Junction, with branch to Tripcock Pier; 1941 Fourth Gate – CF6(F109) – Wood Yard (Q.F.C.F4). Clo? See O. F. G. Hogg, *The Royal Arsenal, Its Background*, 1963 and *The Royal Arsenal Railways*, M. Smithers, 2016. Also see WOOLWICH entry in Section 4.
Trench Warfare (see Section 4).

ELSEWHERE, well scattered, were lines at/serving:
Bicester Military Railway: services began February 1942 and ended (apart from specials) 1967. Main camp line: 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).
Through trains to Oxford May 1943 to winter 1959/60 and to Euston October 1944 to February 1945, calling at Bicester.
* = no platforms.

Bishopton, Royal Ordnance Factory: internal passenger service (narrow gauge) from Fullwood, near Georgetown station; 1940 - ?; stations were Netherfield; South Crook; Rockbank; North Brae (R. N. Forsyth, *Back Track*, April 2005, p 248-9).
Cairnryan (naval base near Stranraer); trains ran from London Road Bridge at Stranraer to Cairn Main use by passengers, who had to pay for travel, was to enable personnel working at the camps along the line to go to Stranraer at weekends; service began May 1942; perhaps closed 1945 (D Pedley). A Bell, *Stranraer in World War II* and Bill Gill, *The Cairnryan Military Railway*, both published by Stranraer & District Local History Trust, give details of stations at Transit (i.e. for military transit camp), terminus at London Road Bridge, and YMCA, about half-way along line. Also mention of stations (stops?) at Innermessan, Leffnoll North, Rubble Bank (northern terminus); see *RM* January 1971.
Cannock Chase (Hednesford area); Hednesford – Brocton Camp – Milford & Brocton; 1910s.
Catterick (see Section 4).
Clipstone Camp (see Section 4).
Devonport Dockyard (P. Burkhalter, *Devonport Dockyard Railway*, Twelveheads, 1996). 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 regular service, North Yard Extension No 29 Store – South Yard Saw Mills, ran 13 May 1965. Also see *RM November 1951*, article by Lt. R. A. Butler, R.N.V.R.
Draycott Camp (branch from Chiseldon): op September 1914; clo by 1932.
Faslane Port (Naval base, branch from Shandon): used WW1.
Faslane Bay Military Port No. 1 (Army) was WW2 installation, first passenger train 5 August 1943, then 60+ others until August 1945; clo as military port 31 March 1946 (*British Railway Journal 43, 44)*. Platform for troop trains at western extremity was over 300 yards long (S. Noble, *The Vanished Lines of Western Dumbartonshire*, History Press, 2010 p. 115).
Fauld (RAF narrow gauge line, near Tutbury).
Lenabo Airship Station: (2½ mile line from Longside, GNS), built by Royal Naval Air Service during First World War; provided passenger service for personnel c 1916 to c 1920) *(Tales of the Buchan line)*.
Long Marston (internal service at Ordnance Depot).
Melbourne Military (*Melbourne*); military service operated from Smisby Road, north of Ashby-de-la-Zouch to Melbourne(?); see CHELLASTON EAST JUNCTION (Section 4).
Portsmouth Dockyard: were internal services to carry men to various sites: 23 April 1880 workman jumped off 'truck train' taking men between 'ticket station' and *Inflexible* in the docks, seriously hurt *(Hants Telegraph 24th)*. This 'ticket station' was at entrance to docks, where men signed in.
RAF Cranwell (branch from Sleaford, sometimes using nearby Slea River Platform); original contractor's line replaced by permanent 1919. Built for Navy, later to RAF. At first used by workmen, later regular trains for servicemen, ended November 1926 (answer to Parliamentary Question, *Hansard 23 March 1927)*. Later occasional through trains from main system, last 1953 for Coronation (most from D. Love, *RM October 2003, p 32*; A. J. Ludlam, *The RAF Cranwell Railway*, Oakwood, 1988).
Rosyth Dockyard – see entry in Section 4.
Royal Arsenal Woolwich: branch from Plumstead op about 1875; 18 inch gauge provided passenger services from Dial Square to Berber Junction with 10 intermediate stops including Central Stores and Mugby Junction; began? (certainly by late 1890s) to 1923. Standard gauge services: from about 1914 Third Gate – Mugby Junction – Berber Gate – berber Junction, with branch to Tripcock Pier; 1941 Fourth Gate – CF6(F109) – Wood Yard (Q.F.C.F4). Clo? See O. F. G. Hogg, *The Royal Arsenal, Its Background*, 1963 and *The Royal Arsenal Railways*, M. Smithers, 2016. Also see WOOLWICH entry, Section 4.
Saundersfoot. Narrow gauge line took miners to work at Bonville's Court colliery (closed 1930) in Pembrokeshire *(Connop Price)*.
Shoeburyness (army firing ranges). 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 (coastguard and military). 1916 to March 1951; Spurn Head – Kilnsea Fort; lifeboat crew and lighthouse staff *(RM December 1940)*.
The southern part of the **Strabathie Light** Railway (see under 5, below), from Murcar Golf Club to the Bridge of Don was used during the First World War. The Admiralty took over the clubhouse for wireless use and railway was used to carry its personnel (until September 1920).
Trecwn. Internal narrow-gauge 2ft 6inch line in RN Armaments Depot in Pembrokeshire carried workmen. Depot built about start of Second War; carriage of workers ended 1979 *(Connop Price)*. Also see entry in Section 4.

3: Lines used in dam construction

These, many narrow gauge, were built primarily to transport materials to sites. However, men building dams were often housed in hutted camps far from towns and villages so services were also run to carry workmen from camps to sites; in some cases there were also services to take children to school and wives to shops and markets. H. D. Bowtell wrote much on this topic and is main source for entries below: *Reservoir Railways of Manchester & the Peak*, Oakwood, 1977; *Lesser Railways of Bowland Forest*, Plateway, 1988; *Lesser Railways of the Yorkshire Dales*, Plateway, 1991; *Dam Builders' Railways from Durham's Dales to the Border*, Plateway, 1994; article, *Railways to Cowgill, Culter Waterhead and Camps*, Journal of Stephenson Locomotive Society, March 1971; *Reservoir Builders of South Wales*, Industrial Locomotive Society, 2006 (enlarged and prepared for publication by G. Hill).
By their very nature these services were subject to changes of route as the work progressed and were short-lived. Services are known for:

SCOTLAND

Camps: line from siding at Crawford [Cal]; no regular service for workmen (originally prisoners of war) since most lived at site; operated within period 1917-30. Letter from late Tom Jackson, who lived at Moffat, to Bryan Wilson, recounts how he met a couple of elderly ladies then living in Moffat who told him that they had travelled by train (sometimes on the engine) to yard at Crawford and then on to school. One's father had been a shepherd in the valley and the other's had worked on reservoir (her grandfather drove the engine).

Culter Waterhead (Motherwell & Wishaw Corporation Waterworks); pupils taken daily from here to Coulter school, service terminating at Causewayend Siding Biggar. Also A. K. McCosh (later a director of LNE) lived at Culterallers House near Coulter; he had use of engine and a wagon or two with seats installed to take shooting parties (usually Saturdays) up to Waterhead, whence they walked into the hills; line active within period 1903 – 1907 (when line lifted – *Peebles*).

Talla (Edinburgh Waterworks); line from Broughton [Cal]; to Victoria Lodge at proposed reservoir edge and Crook Inn; locals also allowed to use; work began on line 1895; passenger service withdrawn 28 September 1905 (date dam came into use); locals asked for line to be kept for their use – refused (G. Stansfield, *Lost Railways of the Scottish Borders*, Stenlake, 1999). Special train for about 200 invited guests ran from Edinburgh Caledonian to Broughton and thence by private line for stone laying ceremony on dam site 29 September 1897 *(Glasgow Herald 30th, Steam Days, December 2002)*. Another trip 16 September 1898 mentioned a platform (only only reference seen) for use of Polmood House where train stopped to collect and drop off Lord Provost of Edinburgh *(Edinburgh Evening News 17th)*; paper called it temporary platform but said it 'is' here, implying perhaps other use. Article by H. Bowtell *(SLS Journal October 1996 pp 300 – 317)* listed four platforms: for Depot at Ford Road, op March 1897?; Crook Inn, op March 1897?; at Main Camp, op 29 September 1897?; Victoria Lodge, op 29 September 1897: all closed with line. See OS background *Cobb Atlas p 508* for line (Crook Inn there as Crook Hotel).

NORTHERN ENGLAND

Angram Dam site (a continuation of the Nidd Valley Light Railway); 14 July 1904 – c 1919; Lofthouse-in-Nidderdale – Scar Village – Angram Village; (see *Nidd*). Ticket exists for Scar Village, site unknown.

Blakedean (for Halifax Corporation; line from Hebden Bridge); 3 foot 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.

Brearey Banks (2 ft gauge; c 1909 – c 1925; War Department operated 1915 – 1922) and **Roundhill** (lines from Masham, for Leeds Corporation).

Catcleugh (Newcastle & Gateshead Water Company); 3 ft gauge; about 1896 to 1904.

Derwent & Howden (from sidings at Bamford [Mid]). In May 1903 it was agreed that occasional trains would run from Birchinlee to Bamford for workmen and families; worker's trains from Bamford Sidings (for men living at Hope and Bamford) – Derwent Dam – Birchinlee – Howden Dam 1903-1912; Saturday trips became a regular feature. Still taking passengers April 1912; line 'died slowly' in 1914 *(SLS Jour*, September / October 2007, pages 189-90).

Ewden Valley (Sheffield Water): 1914 – 1929; Ewden Village – More Hall – platform where line reached main road near Ewden Sidings.

Geltsdale (Carlisle Water): 3 ft gauge; c 1904 – c 1906.

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

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

Langsett and **Stocksbridge** Railways (Sheffield Water): 1898 – 1903.

Longdendale (Manchester Corporation); normally carried workmen and equipment between Bottom Yard at Tintwistle and Woodhead Dam at Crowden; 3 foot gauge; workers' trains Tintwistle – Hollins – Woodhead; op 1871; electrified 1905; closed by 1968. Sunday School trips and special outings to 1939.

Royd Moor Reservoir (Barnsley Water): 3 ft gauge to Scout Head.

Stocks Reservoir (Fylde Water Board): c 1922 – c 1932; from Tosside.

WALES

Beacons site (from Cefn Coed, for Cardiff's water supply): work on building railway began about April 1886. Notice given September 1895 that workmen's train would be withdrawn, though work not finished until September 1897. Southern part of route used again for Llwynon Reservoir. Party to celebrate start of work travelled on line 28 June 1911; reservoir inaugurated 23 June 1926.

Elan Valley (for Birmingham's water supply). 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 Passenger services ran to carry workmen to various sites and children to school at Caban Coch (see *RM August 1907, p 121;* C. W. Judge, *The Elan Valley Railway*, Oakwood, 1987).

Grwyne Fawre Reservoir Railway, running from Abergavenny: line laid February-September 1913. At first workers used road transport between Llanfihangel and Cwmyoy, about 1½ miles north; later rail through. Trains from Blaenycwm Village ran Tuesdays (wives on shopping trips to Abergavenny market), Thursdays (cashier to Newport) and Saturdays (men's recreation) *(RAC)*. Dam inaugurated 29 March 1928. Booklet history mentions Pont Escob (same as Cwmyoy?); 3 foot gauge; workmens' trains ran beyond Blaen-y-Cwm to dam site at Grwyne Fawr.

Ystradfellte: line from Hirwain (Neath Reservoir). Work began October 1907; contract completed end 1914. Workmen's train from Hirwain to Penderyn taken on to site by contractors' engine – at least 6 second-hand carriages bought for this.

4: Colliery lines

Most of those listed below only provided services to take miners to and from work; some also provided services for children, whole families on Saturdays and even the occasional excursion.
C. E. Mountford, *Rope & Chain Haulage ...*, Industrial Railway Society, 2013, includes information on coal and iron mine workers' services.

SCOTLAND

Broomfield Colliery: miners' service from here to Canderside Sidings (connection to [Cal] between Stonehouse and Dalserf).
Callendar Coal Co: south of Falkirk (High). Advert in *Falkirk Herald 14 December 1876* said that had formed private railway to Canal and to main line of NB at Falkirk. At one time provided passenger service (probably very primitive) from Glen village to pits. Fatal accident (31 July 1914) to miner at No 14 Pit who had fallen off buffer of wagon in which he was travelling while standing on it ready to jump off *(Scotsman 1 August*).
Variously privately-owned lines in area between Thornton Junction and Methil (see *Wemyss*, especially for detailed maps):
From near brickworks in Cowley Street **Denbeath,** north of Methil where new houses had been built, to isolated **Earlseat Colliery**, some distance east of West Wemyss station; service began late 1903? (work on line began July, finished in four months); ended May 1926 when outcome of General Strike was decision not to reopen colliery.
From **Denbeath** to **Scott's Road**, just north-west of Wemyss Castle station; dates?
From Cowley Street Depot, **Denbeath** to **Michael Colliery** and **Lochhead Colliery**, both west of Wemyss Castle station (at earlier time reached from Scott's Road?); March 1937 to ? for miners when bus strike deprived them of usual transport to work – timetable issued.

NORTHERN ENGLAND

Ashington Coal Company: miners 1895 to 1964; (Linton – New Moor – Ashington). Regular passenger services available to all from Hirst (Ashington) to Linton Colliery and Ellington Colliery, last ran 15 May 1966.
Backworth Colliery: line to Percy Main carried miners and wives 1914 to 1918.
Brampton Railway: network of services for miners on line from Brampton to Lambley; line originally to Midgeholme, extended to join Alston branch near Haltonlee Gate 5 January 1852 (for goods). Kirkhouse was one of the places served. There were connections with the NE at Milton/Brampton Junction at the western end, and the Alston branch at the eastern. (JN Charters, *The Brampton Railway*, Oakwood, 1971; B. Webb & D. A. Gordon, *Lord Carlisle's Railway*, Railway Correspondence & Travel Society, 1978). See Brampton Town entry, section 4 for public use history.
Broomhill Colliery: 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).
Londonderry Waggonway: ? - 1896 Colliery Row to Rainton Colliery *(@JF).***Low Laithes Colliery**: colliery at Gawthorpe near Ossett, connecting line to Flushdyke; colliery dates 1892-1928; 'it is said that' excursion trains were run on this line (J Goodchild, *Images of England, The West Yorkshire Coalfield*, Tempus, 2003.
Dalton Main (near Rotherham) *(Minor)*.
North Walbottle Colliery: line to Lemington; ? to 1968.
Seaton Burn Waggonway (alias Brunton & Shields Railway): Gosforth to Hazlerigg Colliery (variant spellings seen); op ?; included stop at Jubilee Road, Coxlodge (A. Young, from *Subterranean Britannica: Disused Stations* website, including information from locals, referring to use certainly in late 1950s).
Sheffield Coal Co: Beighton to Birley Vale, Birley East and Birley West Collieries.
Wallridge: Kirkheaton Colliery Co built 7 mile line from colliery (north of Hexham) to Darras Hall in 1927. Used for 1 mile passenger service (using old NB coach) from Kirkheaton to short platform serving miners' cottages at Wallridge. Colliery closed 1929 *(NE Express August 2006, p 102)*.
Waterloo Main Colliery near Leeds: Cross Green to Temple Pit (op 1860; clo 22 August 1959). intermediate stops at Park Pits and Pontefract Lane.

Mountford mentions these in Durham:
Bowes Railway, for employees (p 62);
Chopwell & Garesfield – in November 1899 agreed would buy passenger carriage; not known if did (p 68).
Rainton to Seaham – 'according to one local source' Saturday only service along branch of Londonderry from 1831 to ? (line closed altogether 1896) (p 226).
Whittonstall – service ended 1961 (p 98).

Miners' passenger services operated on the **Bridgewater or Central Railways** of the Manchester Coalfield until the 1920s, using ex-North London carriages (G Hayes, *Collieries & their Railways in the Manchester Coalfield*, Landmark, 2004); on p 164 there is a photo of one at Ashton Field's Colliery, north of Walkden.

MIDLANDS

Apedale Colliery – see APEDALE in Section 4.
Brereton Colliery near Rugeley.
Cannock and Rugeley Colliery Company: Hednesford to Cannock Wood Colliery; 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 Company: branches from Chatterley to Bradwell Wood Sidings and Talk o' th' Hill; ? to c 1900.
Whitfield Colliery Company: Greenhead Wharf at Burslem – Chatterley – Chell – Whitfield line; this also carried ordinary passengers in open wagons from 1887 to 1923 *(NS; U)*; also stops at Pinnox Crossing and Pittshill Halt; see CHELL JUNCTION (Section 4).

Apedale and last three were all linked to the NS system.
Plumbley Colliery in Moss Valley, near Eckington, was connected to Mid just north of Eckington & Renishaw by 'the penny engine line' – named after charge for passenger use (in coal trucks); closed by 1909 (K. Grainger, *Scenes from the Past No 43, Sheffield Victoria to Chesterfield Central*, Foxline, 2002, p 89).
Nailstone Colliery: used for Freemasons' Party from Bagworth to Nailstone Colliery 10 June 1909 (first-class ticket shown p 41 of M. I. Bray's *Railway Tickets*, Moorland, 1986).

SOUTH WALES
Blaenavon Co: ? - 1960 from Kay's Slope Colliery to Milfraen Colliery *(@JF).*
Blaensychan / Blaenserchan: to Talywain Navigation Colliery until at least January 1967.
Graig Merthyr Colliery: ran regular service between platform at level crossing over A48 at Pontardulais (over ½ mile east of main station where there was a small platform) and colliery from ?; still running 3 July 1970 but ceased soon after; intermediate platform at Banc-y-Bo. (See *Railway Bylines April/ May 2007; internet item on South Wales paddy-trains)*.
Plymouth Railway, Merthyr area: colliers' trains ran ? to ? *Merthyr Express 2 August 1879* reported fatal accident on Friday morning to man who jumped off colliers' train before it had stopped at the Duffryn Crossing (not same as Section 4 entries); mention of colliers' train in prosecution, *ibid 14 June 1894*. Earlier than either, *Cardiff Times Saturday 10 May 1873*, reported fatal accident on Tuesday when labourer at Plymouth works riding on top of a loaded wagon was killed when train derailed (but this was probably common practice on many such lines). *Merthyr Express 1 February 1908*: letter about Merthyr danger spot from 'One of the workmen' said trains twice daily each way between South Duffryn Pits and Twyn-Glo. Sometimes out-going (about 300 men) and incoming (500 men) shifts crossed in narrow 'pitch' between Mountain Ash Inn, Plymouth Street and train terminus with much jostling. Presume stop anywhere line. From description in internet items on Plymouth or South Duffryn Pits line was a separate one to east of TV one, but connected to it by sidings; pit between Pentrebach and Troedyrhiw; modern street map of Merthyr shows Plymouth Street, Tramroadside Street and Twyn Community Hub to east of station, fitting 1908 letter complaint; would be line listed previously as **Powell Duffryn.**
Powell Duffryn see above.
Tredegar Iron Company: Tredegar Yard to Ty Trist Colliery. Intermediate platform at Whitworth Colliery. Colliery ceased production in 1922 but shafts retained for ventilation of Ty Trist, which ceased production 31 January 1959 so service would have ended then or earlier (S. Berry).

Minor also lists **Shirley**: site, details?

5: Other lines that carried workmen

AVIEMORE. Forestry workers taken to work sites from a yard near the south end of Aviemore station, 1917 to 1919.

BOWATER'S paper works. Workers' service began 1924, ceased from 30 September 1968: Sittingbourne – Kemsley Mill – Ridham Dock *(Course; RM October 1969)*.

BROMBOROUGH PORT. Branch from Port Sunlight operated by Lever Brothers when public station op 4 May 1941; ceased 1959 *(Birkenhead)*; also used for centenary celebrations in 1988. (M. Lister, *The Industrial Railways of Port Sunlight*, Oakwood, 1988).

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

DOLGARROG LIGHT RAILWAY: linked station to aluminium works; by February 1917 operated free workmen's service along 1½ mile line; operated until about 1932 (see Industrial Railway Society's *North Wales*, p 241).

FAWLEY oil refinery. Passenger service from Jetty to Workshops; began before 1926; after 1945 ran only as required (source as Calshot, Military section).

GUEST, KEEN & NETTLEFOLD – from *Minor*, no details.

HENDRE-DDU TRAMWAY: 1890s to 1939; quarrymen to/from Aberangell *(Mawddwy, especially photograph p 96)*.

IRLAM soapworks. Branch from Irlam operated by Manchester Ship Canal Company, 9 January 1893 to Friday 26 June 1959 (last train) *(RM October 1959)*.

KINLOCHLEVEN: 'Pig Express' transported workers around site – Blackwater Reservoir, for aluminium smelting plant; photo suggests also used for showing guests around. Dates ? (B. Fairweather, *A Short History of Kinlochleven*, Glencoe & North Lorn Folk Museum, late 1970s?).

LINCOLNSHIRE Potato Railways. Many short lines in the Boston, Spalding and Epworth areas provided potato pickers with transport to the fields (S. S. Squires, *The Lincolnshire Potato Railways*, Oakwood, 1987).

LOCHABER aluminium works. Narrow gauge line from Fort William to Loch Trieg carried workers from 1925 to after 1952 (*RM January 1929;* P. Howat, *The Lochaber Narrow Gauge Railway*, Northern Books from Famedrame, 1980 and *The Puggy Line* ...,(special issue 197 of *The Narrow Gauge*, Narrow Gauge Railway Society, 2007). *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.

MANCHESTER Ship Canal (Trafford Park Estate). Extensive internal system for moving goods about dock system; passenger coach took dockers from one site to another. (D. Thorpe, *Railways of The Manchester Ship Canal*, OPC, 1984).

OXFORDSHIRE ironstone quarries near Banbury; workmen's service, Banbury Penhill – Wroxton, ceased from 2 October 1967. Entry should be deleted since no supporting evidence has been found. Date given is that of closure of quarries and press accounts of that make no mention of passenger use. *(@JF)*

PADARN Railway. Slate quarries. Two 1 foot 10¾ inch gauge lines arranged so that 4 ft wide trucks could be employed on them; velocipedes (hand- or foot-powered) from opening, 3 March 1843. A regular workmen's all days, travelling at own risk, service started 25 November 1895 *(North Wales Chronicle 30th)*; (1892 just talk of one) with stops at Penscoins; Bethel; Pontrythallt; Staba/ Craig Dinas; Penllyn; Gilfach Ddu. Map 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 Ponttrythallt Mill East and P M West; likely that there were changes over time? Temporary platforms in use at Gilfach Ddu 10 May 1902 for visit of Prince and Princess of Wales; Assheton-Smith (quarry owner) brought his guests along his 'private' line from Port Dinorwic *(Wellington Journal 17th)*. Service ceased 8 November 1947. (S. Turner, *The Padarn and Penrhyn Railways*, D&C, 1975; also see *RM August* and *September 1974)*.

PENARTH Railway & Dock Company ran trains from No 4 Tip at Penarth to 'The Grange' for workmen and others connected with dock business. Service started before 26 January 1866, when there was a mention in *The Cardiff Times (RAC)*.

PENRHYN Railway. Slate quarries. Workmen's service began 2 February 1879; ended 9 February 1951; stops were Port Penrhyn, Llandegai, Felin Hen, Tyn-y-Lon, Tregarth, Corrig-Llwydion, Penrhyn Quarries; (Source as Padarn). However J. I. C. Boyd, *Narrow Gauge Railways of North Caernarvonshire*, Vol 2 (1985 edn p 2) gives start date of workers' service as 16 January 1880.

PETERHEAD ADMIRALTY: 2½ mile line from Peterhead Admiralty station to Stirling Hill; about 1884 to 1920. Government-owned line used for carrying granite to make breakwater at Peterhead Harbour. Work done by inmates of Peterhead prison, who travelled to/from work, with warders, on regular service of two trains each way daily *(Aberdeenshire)*.

REDLAKE Tramway from near Ivybridge into central Dartmoor for china clay. Took men to and from work; 3 foot gauge; opened 11 September 1911 for goods; firm operating in 1932 failed and stock then sold. (M Smith, *The Railways of Devon*, Ian Allan, 1983; *RM June 1952*).

ROSEDALE branch. 27 March 1861 to 13 June 1929. As well as iron miners, carried railwaymen, families, schoolchildren, some local residents by goods train in brake van. Passengers on shopping trips were carried from Blakey Junction to Incline Top, walked the incline, train again to Battersby, then joined ordinary passenger trains. Children of workers at Incline Top taken to Blakey Junction and walked down to Farndale East where they went to school; they lodged the week with locals. (See *Rounthwaite*; R. H. Hayes and J. G. Rutter, *Rosedale Mines and Railway*, Scarborough Archaeological and History Society, Research Report No 9, 1977 reprint.) Also used for miners' demonstrations – special trains e.g. to Normanby (near Ormesby) 19 July 1873 *(Northern Echo 19th)*, to Saltburn via Ingleby incline 5 September 1874 *(York Herald 7th)*.

SCOLE: built standard gauge from Diss by W Betts, owner of local estate, mainly for farm produce. Passenger use by parties of visiting students – temporary wooden seats in square wagons. In use about 1850-85. (Article by NA Brundell & KA Whittaker, *RM April 1955)*.

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

STOCKSBRIDGE Railway. Line opened 14 February 1887 *(Return)* and passenger service provided from start. Workmen's service from Deepcar, bay platform at main station (but track not connected to main line) to Stocksbridge Lower Yard, mostly used by Fox's steelworkers and pupils of Penistone Grammar School; these travelled free but others charged. Service ended 1931. (No passengers shown in *Returns* and, despite evidence, *Brad Sh*, e.g. 1916, said 'does not carry passengers'). See article by Martin Connop Price, *Railway Bylines*, April 2007.

STRABATHIE (alias Blackdog) Light Railway. 3 ft gauge. Aberdeen area. Seaton Brick & Tile Co workmen from about 1900 to 1924 *(U)*; also see end of 3 (Military) for Admiralty and for golfers see Murcar Railway, under 'miscellaneous'.

TORRINGTON & MARLAND Light Railway. Description of formal opening, 5 February 1881 *(Trewman 9th)*, hinted at full public use in future, but in the event used only by workmen at Marland clay pits and brickworks. Part of route was later used for the Torrington to Halwill line. Visitors were sometimes allowed to travel on the line, free and at their own risk. One such journey was described in *Bideford, 1 June 1909*. On the way from Torrington, sacks on the floor of an empty wagon provided the seating; on the way back, boards on top of the load of clay. Item in the paper gives impression that permission for such trips was readily granted. Regular workmen's service Torrington – Dunsbear works and pit from January 1881 (before formal opening). From 27 July 1925 (opening of 'regular' line) cut back to service from Dunsbear Halt, connecting with trains between Torrington and Halwill. Narrow gauge system closed entirely 6 November 1971, but not known if passenger use survived closure of line to Halwill, 1 March 1965. Also see R. Garner, *The Torrington & Marland Light Railway*, Kestrel, 2006.

WEATHERHILL & ROOKHOPE Railway. Workers taken to Bolts Down. Operated by Weardale Iron Co; c 1880 – c 1921.

WINCHBURGH Railway: built for carrying oil-shale mined by Oakbank Oil company; had passenger coaches for carrying workmen. Dates of opening of various parts of works: Duddingston No. 1 to Mine Niddry Castle refinery, 2 ft 6 in, electrically powered, 1902-1904; Duddingston No. 3 Mine, on short branch off this, 1907; Totleywells Mine, also on short branch, 1938; Philpstoun (later Whitecraigs) 1 and 6 at Whitequarries opened 1938, cable-hauled. Closures: Duddingston No. 1 during WW II; Duddingston No 3 about 1956, Totleywells 1960; remainder Friday 17 February 1961 [last day?]. See articles in *Railway Bylines February 2004* and *January 2012*.

6: Miscellaneous lines

HOSPITALS (see *Hosp*):
a) **Cheddleton** – see LEEK BROOK section 4.
b) **Whittingham Hospital Railway** to Grimsargh: op about 1889 *(Hosp*) to 29 June 1957 (last) *(Rly Obs Nov 1958 p 359)*. See *RM April 1934* and *May 1957*: passengers free; 12 trains daily each way in 1934, mostly workers. Ran from Whittingham. Hospital as Lancashire County Mental Asylum, County Asylum Whittingham and County Mental Hospital over time.
c) from Hellingly to **Hellingly Asylum/Hospital**, July 1903 to 1931;
d) **Haslar Royal Naval Hospital Portsmouth**: standard gauge tramway from jetty to hospital opened in 1877; carried patients and senior visiting officers. Propelled by naval personnel. Removed after 1918 *(Hosp)*;
e) **Joyce Green** and **Orchard**: 4 ft horse-tramway from LONG REACH, on Thames near Dartford, opened 1897 on. Patients brought by boat, then tramcars to wards. Originally all for smallpox sufferers, later Long Reach kept for these, others used for general infectious diseases. Orchard used for Australian troops during First War. Converted to petrol-powered haulage 1925; decision taken to move patients by road 1930 *(Hosp)*;
f) Newcastle City Lunatic Asylum **at Coxlodge** was taken over by the military on 14 February 1915 as a military hospital (previous patients dispersed to other places). Some patients taken along line from West Gosforth directly into hospital grounds, others taken from West Gosforth station by ambulance. Site handed back to city 15 February 1921. (M. Walker, *St Nicholas Hospital at Coxlodge, The Bulletin of the Fawdon and Coxlodge Local History Group*, 10th Anniversary edition, 1997, via A. Young).
g) **Hellingly Hospital / East Sussex County Asylum**: patients, visitors, staff; op about 1900; clo 1931; {tramway branch from main station} *(Course)*.
h) also see *Hosp* for information about ambulance trains and maps of Bulford, Codford and Larkhill (Fargo) in section on English Temporary Military Hospitals.
HYTHE PIER: (2 ft gauge) line opened July 1922 for passengers on ferry to Southampton *(RM October 1929 and June 1980)*. Still open, primarily for ferry passengers, but visitors to pier (who have to pay toll) can use. No separate pier toll for ferry passengers. (E Vaughan).

MARKETS:
a) occasional enterprising locals allegedly used **Gorseddau Mineral Tramway** (Portmadoc to Tremadoc) to carry produce part of the way to and from market *(NGSC 1)*;
b) **Wissington** to West Dereham Abbey Sidings, 1905 to 1919 ?, for Tuesday and Friday market trips to Kings Lynn and Dereham.

PRIVATE ESTATES: to connect these to main lines:
a) Balderton to the Duke of Westminster's estate at **Eaton Hall** – item in *GW Mag July 1910* includes specific reference to passenger use by visitors to the Hall; 15 inch; see *RM November 1898.*
b) **Blakesley** to Blakesley Hall; 15 inch gauge; 1903 – 1943.
c) **Roundway**, near Devizes. Possible re-use of Caen Hill rails to give route bypassing Devizes for visitors to Roundway Park in period 1811-41 – see case made by Bill Crosbie-Hill, article, *The Caen Hill Horse Railway, RCHS Journal, November 2003, p 362-3.*
d) **Carstairs House** Tramway – electric, built late 1880s by Joseph Monteith to link his house to Carstairs station; included six-seater passenger carriage; became horse-drawn, goods only about 1895 (see K. Turner's Tramway Directory).

SCHOOLS: Newton/Fayles/Goathorn Tramway (built to carry china clay) took schoolchildren to Norden, for school at Corfe, 1920 – 1936 (R. W. Kidner, *Railways of Purbeck*, Oakwood, 3rd edition, 2000). One of clay wagons was adapted with seats and corrugated iron roof; local education authority paid 7/6 per day for this 'school train'. Stop at Newton Village. Also see T. Fairclough and E. Shepherd, *Mineral Railways of the West Country*, D Bradford Barton, 1975, which contains photograph (p 90) of train being made ready in August 1935 for use of local scout troop.

SPORT and RECREATION:
a) **Murcar Railway** (previously Strabathie, which see under 'Workmen') for golfers; near Aberdeen; golfers carried on southern part of Strabathie, from their course at Berryhill (northern terminus) to Bridge of Don, by arrangement with Seaton Brick & Tile Co, from 5 June 1909; at first Saturdays only, but all week-days by April 1910. Original Murcar Links Golf Club officially wound up 27 December 1917; reborn (temporarily without 'Links') March 1918. Seaton Company went into voluntary liquidation June 1924 and golf club bought the southern part of the railway. Railcar withdrawn 31 January 1950, replaced by W. G. Pirie's taxi from 1 February. He sold taxi on 15 June 1950 so railcar back, last run 30 June 1950. (See article by A Gordon Pirie, *Railway Archive 17)*.
b) line from **Dalmunzie Lodge**, in the Highlands of Scotland, for deer hunting; 2' 6" line laid out 1920 for Sir Archilbald Birkmyre; by time of *RM January 1934* was in hotel use for guests. Ran to Glenochsie Lodge; closed April 1978 (via D. Lindsay).
c) **Pensnett Railway** (west of Dudley):
Earliest uses: on opening day 2 June 1829, when called Kingswinford Railway, many official passengers were carried in 'carriages' and unofficial ones in coal wagons. In the summer of 1912 those attending meeting of The Iron & Steel Institute at Round Oak Steel Works were taken to newly-opened Baggeridge Colliery in washed-out coal wagons with clean straw on floor; Earl of Dudley and guests made occasional pleasure [sic] trips over parts of system. (W. K. V. Gale, *The Pensnett Railway*, Goose & Son, 1975).
Later, service for a few days over August Bank Holiday every year 1928 to 1937 for Himley Fetes held for Earl of Dudley's Estate work-people; joined train by temporary platform at 'The Wallows', then went via Barrow Hill incline, Askew Bridge and Baggeridge Colliery line to temporary platform at High Arcal, where line passed through corner of Himley Estate; intermediate stop on top of Barrow Hill. First year used mineral wagons fitted with benches; later South Wales colliery workmen's sets borrowed from GW. Carried free, at own risk but had to have tickets (headed Round Oak Steel Works, Ltd) so that numbers could be controlled; numbers varied from 4,050 to 8,968.
d) shooting parties on **Nocton Fen**.

e) **Kerry Tramway**: 2 ft line built by J. Naylor to carry timber cut on his estates to Kerry [Cam]; about 1887-91 one wagon fitted so that family and visitors could be taken on picnics to New Pool or nearby hills (D. Cox & C. Krupa, *The Kerry Tramway and other Timber Light Railways*, Plateway, 1992).
f) also see **Camps**, under dam construction.
g) **Stanhope and Rookdale** (old Weatherhill & Rookhope): from 1924 used for grouse shooting; ticket (souvenir?) lists Weatherhill Terminus, Whiteley Rigg, Meadows Wall, Bells Hill, Bolts Law Terminus *(@JF)*.
h) **Duchal Moor Grouse Shooting Railway**: 2 ft. Gauge; 1922 – 1970s; built by Sir James Lithgow on Duchal Moor near Kilmacolm; train could carry 20; began at Hardridge Farm with branches to Laverock Stone, Laird's Seat and Smeath Hill. *(BLN 13 April 2016, Wikipedia)*.
i) **Prize fights** – now under 'P' in Section 4.
j) **Saundersfoot**. Director's carriage carried C. R. Vickerman (died 1897) and friends shooting *(Connop Price)*.

NON-RAIL ITEMS

The Clearing House Hand-books included a number of places shown 'P' which were not directly served by rail but took passengers in close connection with rail services. Below is a list of those so shown; since it merely provides information from the Hand-books it cannot make any claims to comprehensive treatment. The place-names, with counties (sometimes abbreviated), are followed by the names of the companies listed as connecting with them, the overall dates they appeared and the points from which the connections were provided. The earliest possible date is 1877, when the Clearing House first provided such information; unless otherwise stated dates are inclusive (i.e. 1912 – 1929 would mean that it was included 1929 but omitted from the next book, 1938); 'on' means that the service was still shown when the Clearing House ceased to provide it (last amendment leaflet was issued in November 1964); xxxxa means that the information was provided in an appendix or amendment leaflet. The dates are those of appearance in the Hand-books, not the actual dates of use. The aim is to give a general idea of what was available so the listing of a particular company or connecting rail point does not mean that it was shown for the whole period shown for the destination. However, in one set of cases '/' is inserted; these places were originally shown as served by the Highland Railway from Strome Ferry and from 1904 on were served by three companies from Oban [Caledonian], Kyle of Lochalsh [Highland] and Mallaig [North British]. Some of the September 1957a items were summer only. The list is divided into STEAMER, FERRY and ROAD services; the road (very occasional) items were probably the result of someone misunderstanding what sort of information should be sent to the Clearing House.

STEAMERS

AMBLESIDE PIER Westmorland; [Fur]; 1890 on; Windermere Lake Side [LNW]; 1899a, 1910a 'cancelled'; Bowness
ARDRISHAIG Argyll; [BR]; September 1957a on; Gourock
ARMADALE Skye, Inverness; [High / Cal NB]; 1883 on; Strome Ferry / Oban, Kyle of Lochalsh, Mallaig.
AULTBEA Ross; [High / Cal NB]; 1877 – 1938; Strome Ferry / Oban; Kyle of Lochalsh; Mallaig.
BADEN TARBERT Ross; [BR]; added *hba* September 1948, deleted May 1950; Oban, Kyle of Lochalsh, Mallaig.
BALMACAR(R)A Ross; [High / Cal NB]; 1883 – 1938; Strome Ferry / Oban, Kyle of Lochalsh, Mallaig.
BLAIRMORE Argyll; [BR]; September 1957a on; Gourock.
BOWNESS PIER Westmorland; [Fur]; 1890 on; Ambleside.
BROADFORD Inverness; [High / Cal NB]; 1877 – 1938; Strome Ferry / Oban, Kyle of Lochalsh, Mallaig.
BRODRICK ARRAN Bute; [BR]; September 1957a on; Ardrossan, Fairlie.
CAMPBELTOWN Kinyre; [BR]; September 1957a on; Gourock, Fairlie.
CANNA Inverness; [High / Cal NB]; 1904 on; Oban, Kyle of Lochalsh, Mallaig.
CARSAIG Argyll; [Cal]; 1904 on; Oban.
CORRAN ARDGOUR Argyll; [Cal]; 1904 – 1938; Oban, Kentallen.
COWES IoW; [LSW]; 1904 on; Southampton.
CRAIGNURE Argyll; [Cal]; 1904 on; Oban.
CROGAN Argyll; [Cal]; 1904 on; Oban.
DUNOON Argyll; [BR]; September 1957a on; Craigendoran.
EIGG Inverness; [Cal High NB]; 1904 on; Oban, Kyle of Lochalsh, Mallaig.
FERRY Lancashire; [Fur]; 1904 on; Windermere Lake Side
GAIRLOCH Ross; [High / Cal NB]; 1879a on; Strome Ferry / Oban, Kyle of Lochalsh, Mallaig.
GLENELG Inverness; [High / Cal NB]; 1883 on; Strome Ferry / Oban, Kyle of Lochalsh, Mallaig.
HUNTERS QUAY Argyll; [BR]; September 1957a on; Gourock.
INNELAN Argyll; [BR]; September 1957a on; Gourock, Wemyss Bay.
INVERARAY Argyll; [BR]; September 1957a on; Gourock.
INVERASDALE Ross; [BR]; added *hba* September 1948, deleted May 1950 ; Oban, Kyle of Lochalsh, Mallaig.
INVERIE Inverness; [Cal High NB]; 1904 – 1938; Oban, Kyle of Lochalsh, Mallaig.
IONA Argyll; [Cal]; 1904 on; Oban.
ISLEORNAY Inverness; [High / Cal NB]; 1890 – 1938; Strome Ferry / Oban, Kyle of Lochalsh, Mallaig.
KILCREGGAN; [BR]; September 1957a on; Gourock.
KILMUN HOLY LOCH; [BR]; September 1957a on; Gourock.
KINLOCHLEVEN Argyll; [Cal]; 1910a on; Ballachulish.
KIRN Argyll; [BR]; September 1957a on; Gourock.
KYLEAKIN Argyll; [High / Cal NB]; 1883 – 1938 and September 1957a on; Strome Ferry / Oban, Kyle of Lochalsh, Mallaig.
LOCH HOURN Inverness; [Cal High NB]; 1904 – 1938; Oban, Kyle of Lochalsh, Mallaig.
LOCH POOLTIEL Inverness; [Cal]; 1904 – 1938; Oban.
LOCHALINE Argyll; [Cal]; 1904 on; Oban.
LOCHBUIE Argyll; [Cal]; 1904 – 1938; Oban.
LOCHGOILHEAD Argyll; [BR]; September 1957a on; Gourock.
LOCHINVER Sutherland; [High / Cal NB]; 1883 – 1938; Strome Ferry / Oban, Kyle of Lochalsh, Mallaig.
LOCHMADDY Inverness; [High / Cal NB]; 1883 on; Strome Ferry / Oban, Kyle of Lochalsh, Mallaig.
LOCHRANZA ARRAN; [BR]; September 1957a on; Gourock.
LOW WOOD Westmorland; [Fur]; 1904 on; Windermere Lake Side.
MILLPORT CUMBRAE Bute; [BR]; September 1957a; Wemyss Bay, Fairlie.
ONICH Inverness; [Cal]; 1938 only; Kentallen.
PLOCKTON Ross; [High]; 1877 – 1895; Strome Ferry. See Section 4 for station.
POOLEWE Ross; [High / Cal NB]; 1883 – 1938; Strome Ferry / Oban, Kyle of Lochalsh, Mallaig.
PORTREE Inverness; [High / Cal NB]; 1877 – 1938; Strome Ferry / Oban, Kyle of Lochalsh, Mallaig.
RAASAY Inverness; [High / Cal NB]; 1879a – 1938; Strome Ferry / Oban, Kyle of Lochalsh, Mallaig.

ROTHESAY Bute; [BR]; September 1957a; Wemyss Bay, Gourock, Craigendoran.
RUM Inverness; [Cal High NB]; 1904 on; Oban, Kyle of Lochalsh, Mallaig.
SALEN LOCH SUNART Argyll; [Cal]; 1904 – 1938; Oban.
SALEN MULL Argyll; [Cal]; 1904 on; Oban.
SCAPA Orkney; [High]; 1883 to 1894a 'cancelled'; Scrabster.
SCORRAIG Inverness; [BR]; added *hba* September 1948, deleted May 1950; Oban, Kyle of Lochalsh, Mallaig.
SHIELDAIG Ross; [High]; 1904 – 1938; Kyle of Lochalsh.
SHIELDAIG LOCH TORRIDON Ross; [NB]; 1904 – 1938; Mallaig.
STORNOWAY Ross; [High / Cal NB]; 1877 on; Strome Ferry / Oban, Kyle of Lochalsh, Mallaig.
STORRS HALL Lancashire; [Fur]; 1904 on; Windermere Lake Side.
STROMNESS Orkney; [High]; 1883 to 1894a 'cancelled'; Scrabster.
STRONTIAN Argyll; [Cal]; 1904 – 1938; Oban.
TARBERT Argyll; [Cal GSW NB]; 1890 on; Wemyss Bay, Gourock, Largs, Helensburgh, Greenock Princes Pier.
TARBERT HARRIS Inverness; [High / Cal NB]; 1890 on; Strome Ferry / Oban, Kyle of Lochalsh, Mallaig.
TIGNABRUAICH; [BR]; September 1957a on; Gourock.
TOBERMORY Argyll; [Cal]; 1904 on; Oban.
TOTAIG Inverness; [Cal High NB]; 1904 to September 1957a 'delete; Oban, Kyle of Lochalsh, Mallaig.
TOTLAND BAY IoW; [LSW]; 1904 on; Lymington Pier.
ULLAPOOL Ross; [High / Cal NB]; 1883 – 1938; Strome Ferry / Oban, Kyle of Lochalsh, Mallaig.
WHITING BAY ARRAN Bute; [BR]; September 1957a on; Ardrossan,
YARMOUTH (SLIPWAY) IoW; [LSW]; 1890 on; Lymington Pier.

FERRIES

ALLOA NORTH; [Cal]; 1883 only; South Alloa.
DARTMOUTH Devon; [GW]; 1877 on; Kingswear.
GRAVESEND Kent; [LTS]; 1877 on; Town Pier from Tilbury. 1895 on; West, later West Street,
later Car Ferry Pier from Tilbury.
HULL CORPORATION PIER; [MS&L]; 1877 on; New Holland.
LIVERPOOL LANDING STAGE;
[Birkenhead]; 1904 on; Birkenhead. } shown from
[Wirral]; 1904 on; Seacombe & Egremont } 1877 without facilities.
ROSHERVILLE Kent; [LTS]; 1877 – 1904; Tilbury.
SHEERNESS; [SE[;1895 only; Port Victoria.
WOOLWICH ROFFS FERRY/TOWN; [GE]; 1877 – 1904; North Woolwich.

ROAD TRANSPORT

BOWNESS Westmorland; [LNW]; 1904 only; road from Windermere LNW.
DINAS Pembroke; [Maenclochog]; 1877 only; coach from Maenclochog.
KIRKWALL Orkney; [High]; 1883 to 1894a 'cancelled'; carrier from Scapa.

SECTION 8:
ROUTE DIAGRAMS and SKETCH MAPS

A: to Inverness
B: to Aberdeen
C: East Coast Main Line
D: LNW to London
E: Midland to London
F: Southern Lines
G: GW (southern portion)

1: Inverness
2: Arbroath
3: Elgin
4: Dundee area
5: Perth
6: Alloa
7: Aberdeen
8: Newtyle area
9: Dundee & Newtlye line
10: North of Forth Bridge
11: Falkirk
12: Paisley
13: South of Forth bridge
14: Manuel
15a: Glasgow 1860
15b: Glasgow 1914
16: Monklands and Morningside
17: Whithorn
18: Edinburgh & Dalkeith
19: lines to Leith
20: Carlisle
21: Lowca branch
22: Eskett
23: Morpeth
24: Jarrow
25: South Shields
26: lines to Tynemouth
27: Newcastle and Gateshead
28: Consett
29: Sunderland
30: north of Wear Valley Junction
31: Bishop Auckland
32: Durham
33: Ferryhill
34: lines to Pelton
35: Hartlepool
35a: Haswell
36: Darlington
37: Northallerton
38: Thirsk
39: Stockton
40: Sand Hutton Light (table)
41: Rainton
42: Harrogate
43: Middlesbrough to Redcar (table)
44: Preston
45: Southport
46: Birkenhead
47: Liverpool
48: Wigan
49: Widnes
50: Warrington
51: Oldham
52: Manchester
53: Ashton-under-Lyne
54: Bradford
55: Dewsbury
56: Leeds
57: Sheffield
58: Uttoxeter
59: Ashover Light
60: Trent Junction area
61: Wigston
62: west of Leicester
63: Hull
64: Immingham and Grimsby
65: Peterborough
66: Wisbech
67: Kings Lynn
68: Thetford
69: Huntingdon
70: Cambridge
71: Felixstowe
72: Hatfield
73: Haddiscoe
74: Hertford
75: Wrexham
76: Welsh Highland Portmadoc/Porthmadog
77: Ca(e)rnarvon
78: Festiniog
79: Glyn Valley
80: Llanymynech
81: Fishguard
82: Llanelly/Llanelli
83: Neath
84: Cardiff
85: Aberavon and Briton Ferry
86: Aberdare
87: Oakdale
87a: Dowlais Iron Works
87b: Cadoxton area
88: Swansea
89: Newport
90: Taffs Well
91: Abergavenny
92: Caerphilly
93: Hereford
94: Cinderford
95: Gloucester
96: line via Wombourn
97: Stourbridge
98: Wolverhampton
99: Birmingham
100: West London Railway
101: Camden to Mildmay Park
102: Willesden Junction
103: Kew
104: Hounslow
105: London Bridge
106: Waterloo to Holborn Viaduct
107: Liverpool Street
108: Bow (east London)
109: approaches to Victoria
110: Wandsworth
111: West Cornwall
112: Truro
113: Bodmin
114: Plymouth
115: Exeter
116: Torrington to Halwill
117: West Somerset Mineral
118: Yeovil
119: Wells (Somerset)
120: Templecombe
121: Bristol
122: Malmesbury
123: Weston-super-Mare
124: Marlborough and Savernake
125: Bournemouth area
126: Salisbury
127: Stokes Bay branch
128: Fawley branch
129: Medway towns
130: Lydd
131: Thanet
132: Lewes
133: Dover
134: Folkestone Art Treasures

Since a complete and adequate collection of maps would require a major volume on its own, the aim here is to supplement basic information readily available elsewhere.

Route diagrams lettered A to G give a general idea of how selected main routes developed. The later, numbered, maps are intended to be used in conjunction with the text and Ian Allan's *Pre-Grouping Atlas*. Bear in mind that all are designed to show particular passenger routes and other lines are omitted. A flexible approach has been used, varied to meet the needs of particular items. Some maps show all the stations which ever existed in a particular area, even though all were not open together; some all that existed at a particular date; some illustrate changes over time. Please note that in some cases the names shown do not exactly correspond with those in use at the time: the aim has been to make them as readily-identifiable as possible to the modern reader.

Different scales have been used to suit individual locations; north is generally at or near the top; a limited amount of distortion has been used for clarity. Most space is devoted to relatively early periods.

On the route diagrams thick lines show the original routes, thinner ones additions which provided shorter routes ('cut-off' lines). It should be noted that the dates provided for the latter are for when the section as a whole became available as a through route; parts were often in use earlier.

Services closed prior to the date given, or at a very early stage, are indicated by broken lines for routes and black infill for stations.

Airey and Clearing House maps have been used as the main basic source.

Much advice in the preliminary drafting was given by Stephen Bragg.

Please note that the text contains revisions that were made after the sketch maps had been revised; as a result, maps 16g (for Morningside and Newarthill (1st); 20g (1840** fourth paragraph); 25 (Brockley Whins); 43 (Cleveland Port, South Bank, Eston, Warrenby); 129 (Medway Towns) and 131 (Margate) should be used in connection with the information in Section 4. On Map 13 the second Dalmeny station should be shown on a separate line (as it is) but south of site of first one.

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Route diagrams

A to F

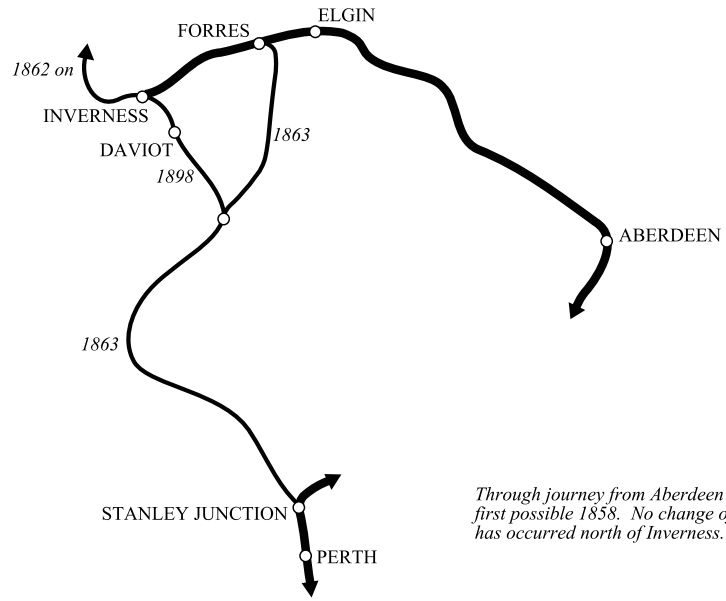
and Maps

1 to 134

are reproduced on the following pages.

Route diagram A

A: to INVERNESS



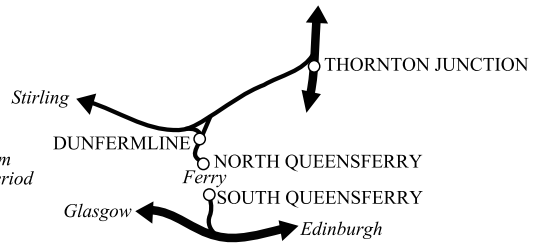
Map B

B: to ABERDEEN

North British ran from Dundee to Aberdeen via Friockheim from 1878 to 1883.

*** Note that Glasterlaw to Friockheim absent from IA since it had been closed by 1922.*

** local use only*

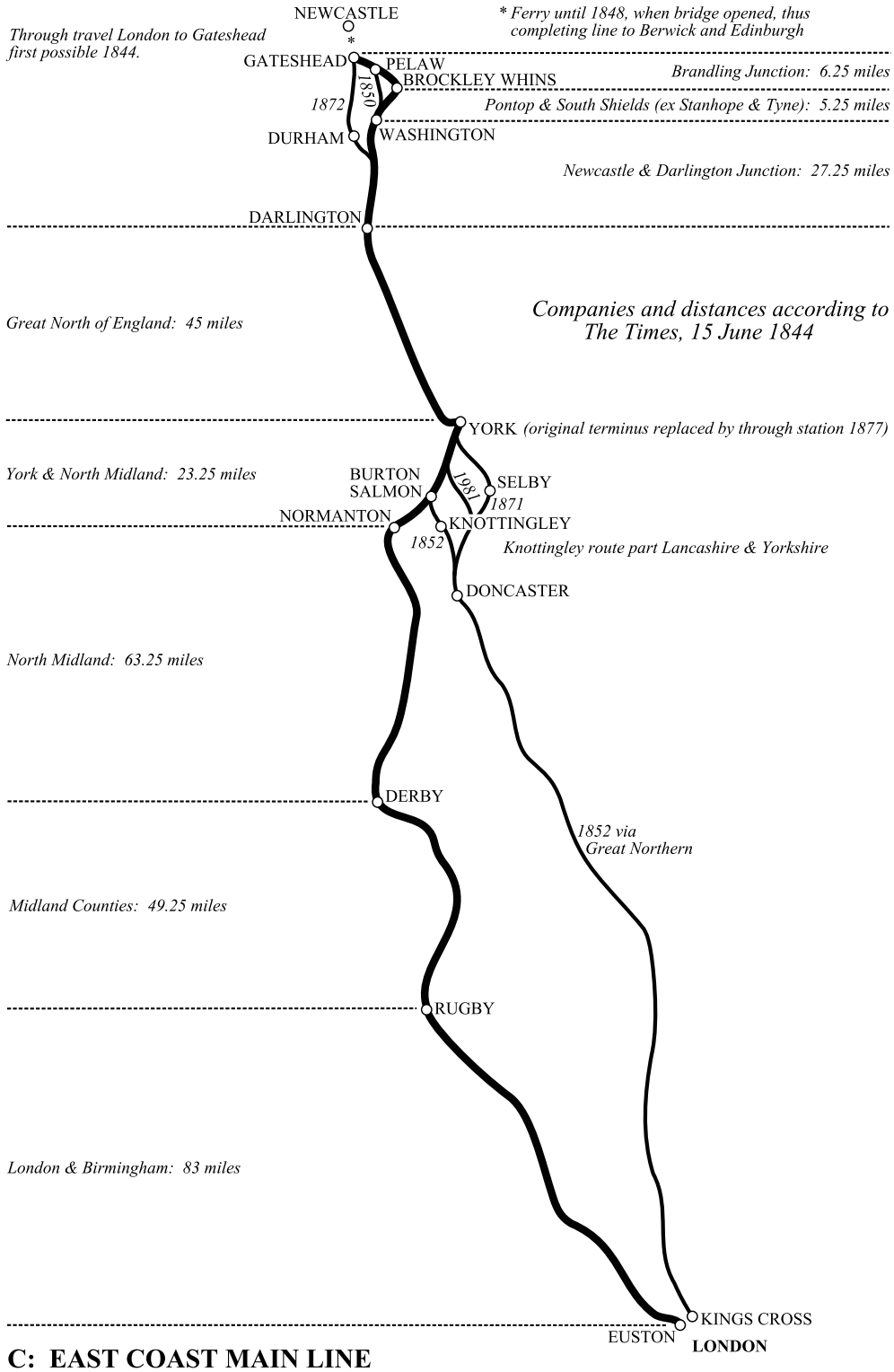


*This part of an alternative route was available from 1878 to 1883 in conjunction with ** apart from period when first Tay Bridge was in use.*

All the thick-lined routes were available in 1848 except for the last two short stretches to Aberdeen itself, completed in 1850, and the direct route from Edinburgh to Larbert, also opened 1850. Travel from Edinburgh was possible earlier by using the Edinburgh & Glasgow (opened 1842) and changing in the Greenhill area.
(a) The Granton line originally used a separate station at Edinburgh. Service diverted to Waverley 1868.
(b) Initially Stirling – Perth – Dundee – Arbroath travel required road transport between stations at both Perth and Dundee. A through service at Perth was first shown in Bradshaw October 1862. The link at Dundee was provided at the same time as the Tay Bridge was opened in 1878.
(c) See supplementary map below main area.
(d) See map 4 for details of the Dundee area.

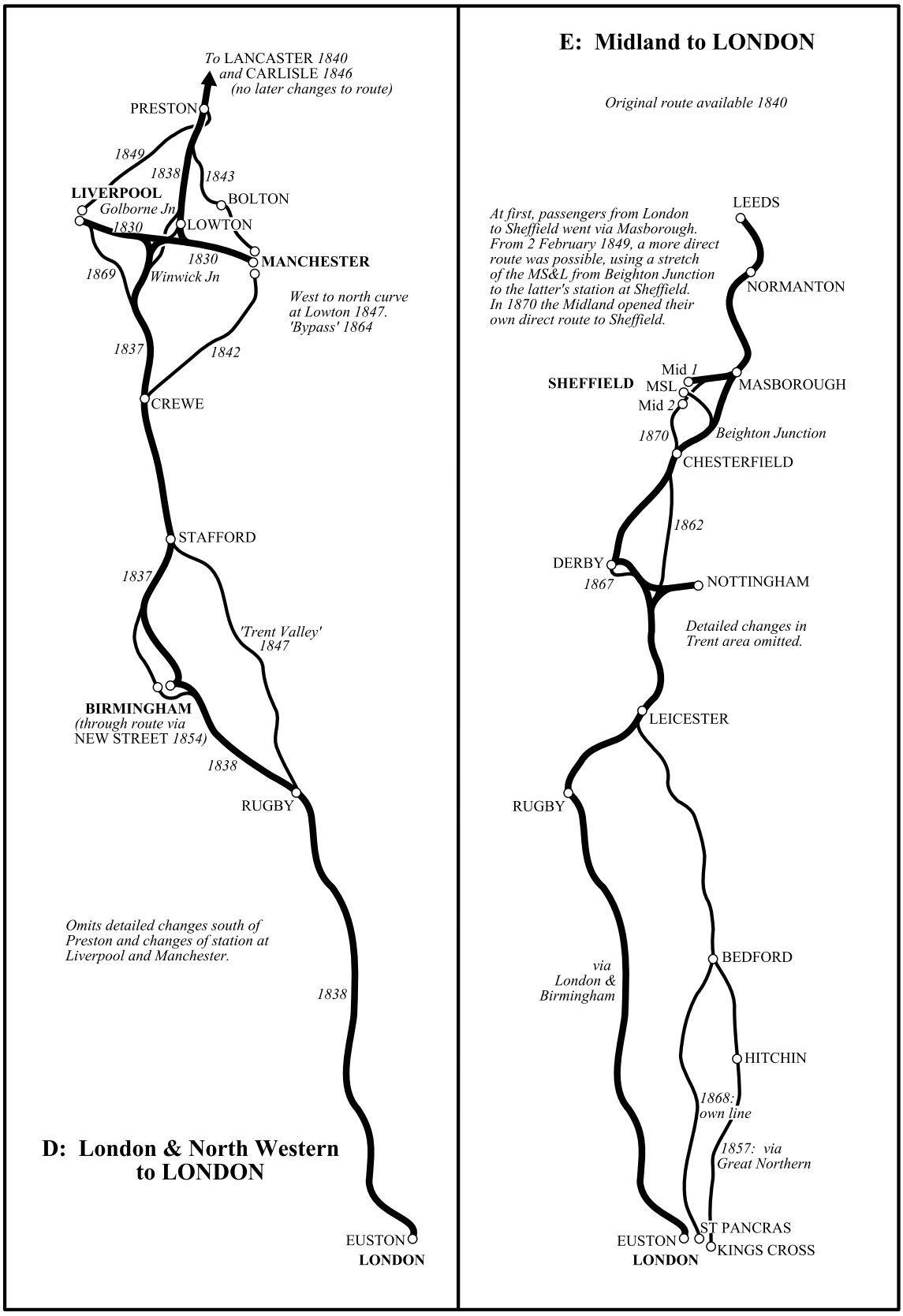
No diagram provided for southern Scotland since no material changes have occurred in the original Caledonian, Glasgow & South Western and North British main lines.

Map C



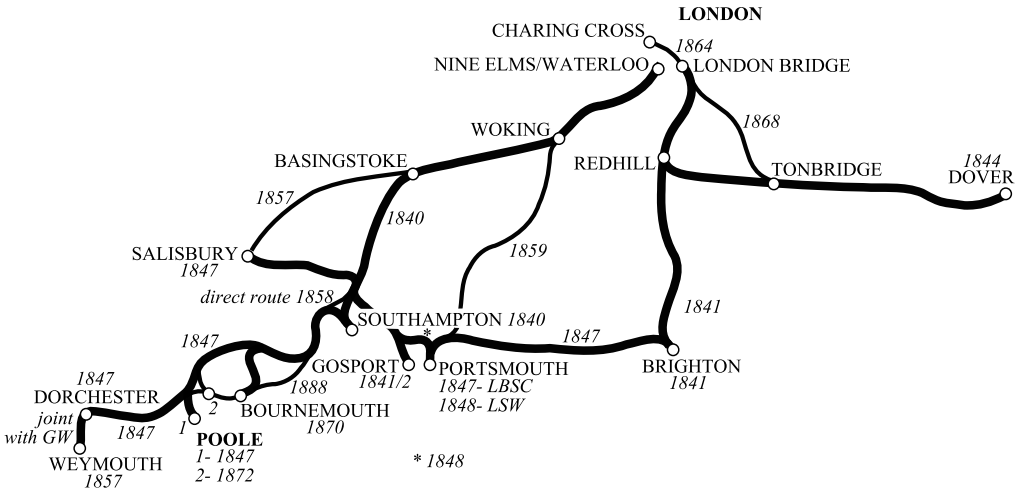
C: EAST COAST MAIN LINE

Maps D and E


To LANCASTER 1840
and CARLISLE 1846
(no later changes to route)
PRESTON
1849
1838
1843
LIVERPOOL
Golborne Jn
BOLTON
1830
LOWTON
1830
MANCHESTER
1869
Winwick Jn
West to north curve
at Lowton 1847.
'Bypass' 1864
1837
1842
CREWE
STAFFORD
1837
'Trent Valley'
1847
BIRMINGHAM
(through route via
NEW STREET 1854)
1838
RUGBY
Omits detailed changes south of
Preston and changes of station at
Liverpool and Manchester.
1838
EUSTON
LONDON
D: London & North Western
to LONDON
E: Midland to LONDON
Original route available 1840
At first, passengers from London
to Sheffield went via Masborough.
From 2 February 1849, a more direct
route was possible, using a stretch
of the MS&L from Beighton Junction
to the latter's station at Sheffield.
In 1870 the Midland opened their
own direct route to Sheffield.
LEEDS
NORMANTON
Mid 1
SHEFFIELD
MSL
MASBOROUGH
Mid 2
1870
Beighton Junction
CHESTERFIELD
1862
DERBY
1867
NOTTINGHAM
Detailed changes in
Trent area omitted.
LEICESTER
RUGBY
via
London &
Birmingham
BEDFORD
HITCHIN
1868:
own line
1857: via
Great Northern
ST PANCRAS
EUSTON
KINGS CROSS
LONDON

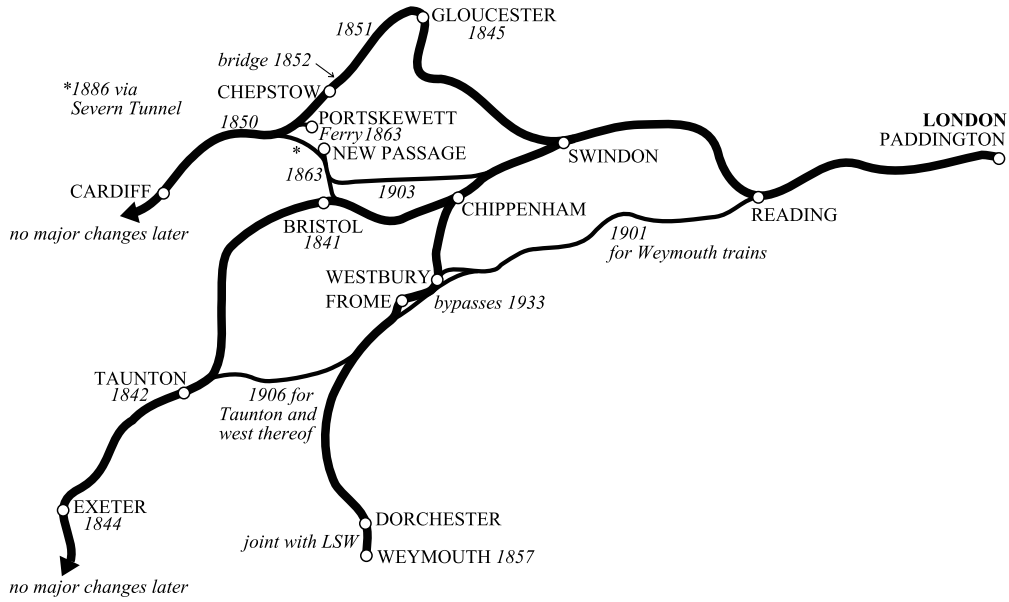
Maps F and G

F: Southern lines



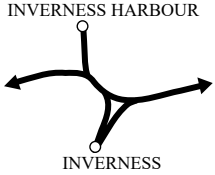
Direct running Dorchester to Southampton via Bournemouth first possible 1893 - details on map 125.

G: southern portion of Great Western

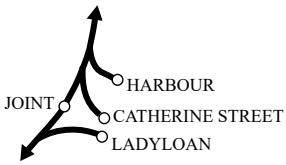


Maps 1 to 7

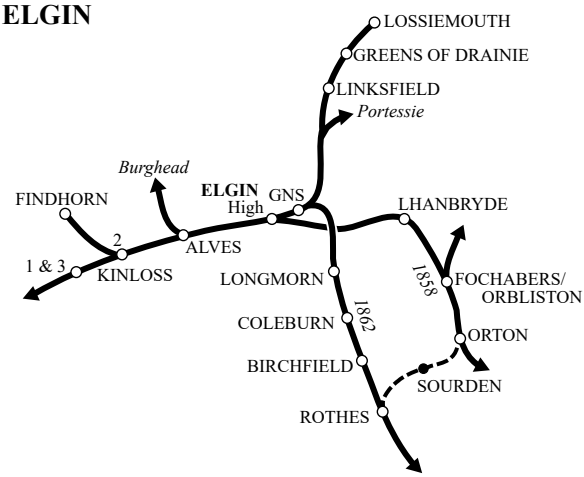
1: INVERNESS



2: ARBROATH

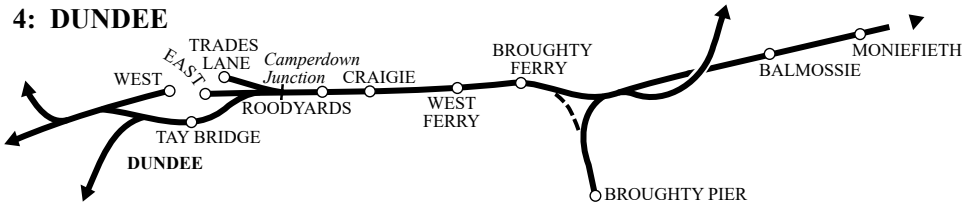


3: ELGIN



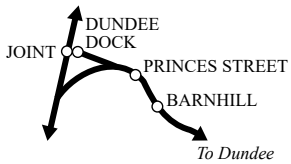
First route to Rothes was via Sourden: it closed 1 August 1866

4: DUNDEE

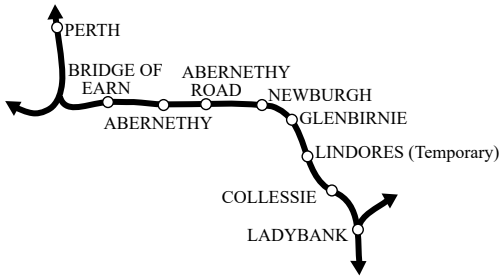


Branch originally ran to Dundee: diverted 1851

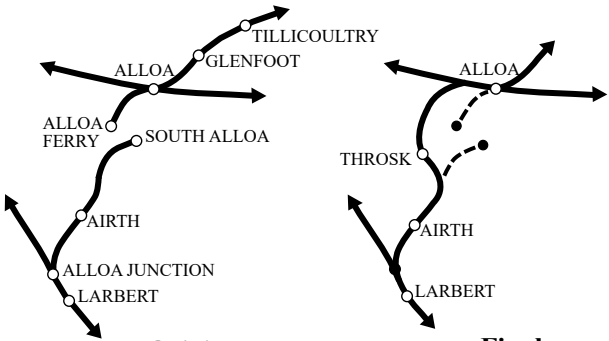
5: PERTH



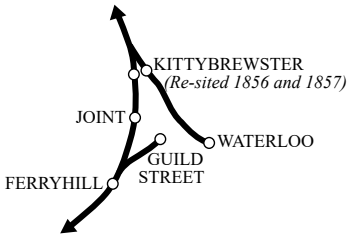
Perth before 1880s rebuild of Perth Joint/General



6: ALLOA

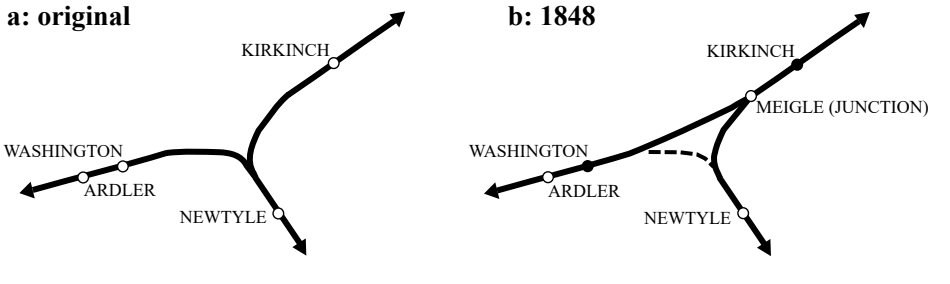


7: ABERDEEN

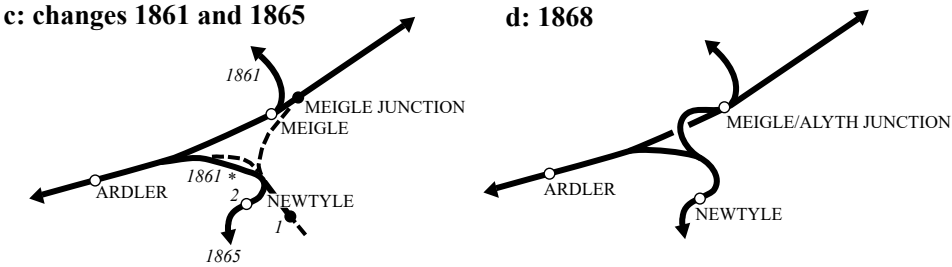


Maps 8 and 9

8: NEWTYLE area



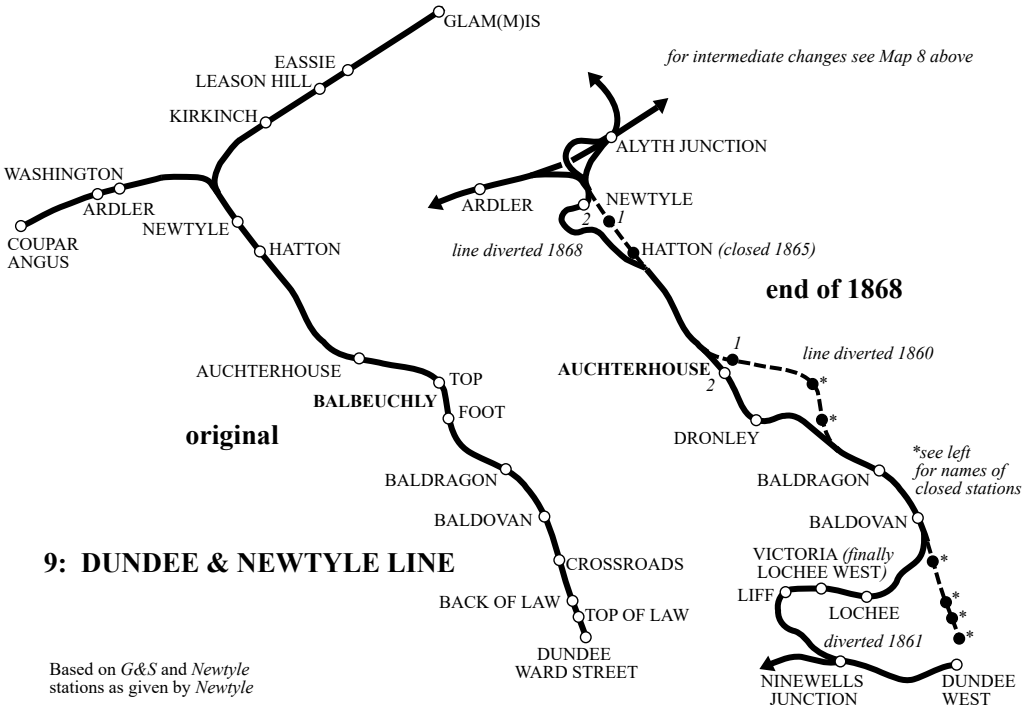
for continuation south see Map 9 below



** new line slightly south of that closed in 1847*

Based on *G&S*

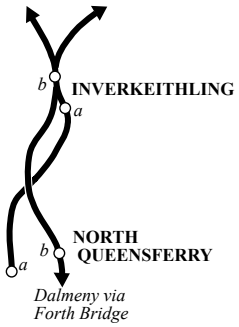
9: DUNDEE & NEWTYLE LINE



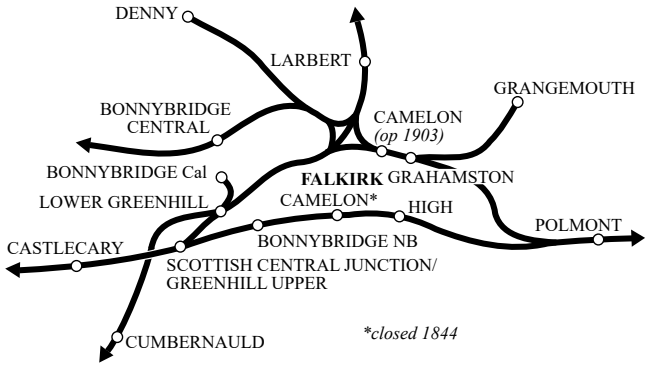
Based on *G&S* and *Newtyle* stations as given by *Newtyle*

Maps 10 to 14, and 15a

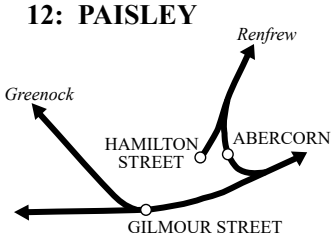
10: north of the Forth Bridge



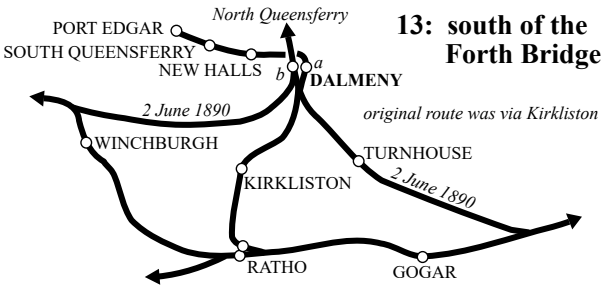
11: FALKIRK area



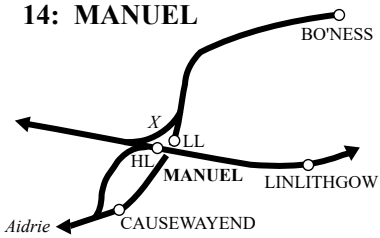
12: PAISLEY



13: south of the Forth Bridge



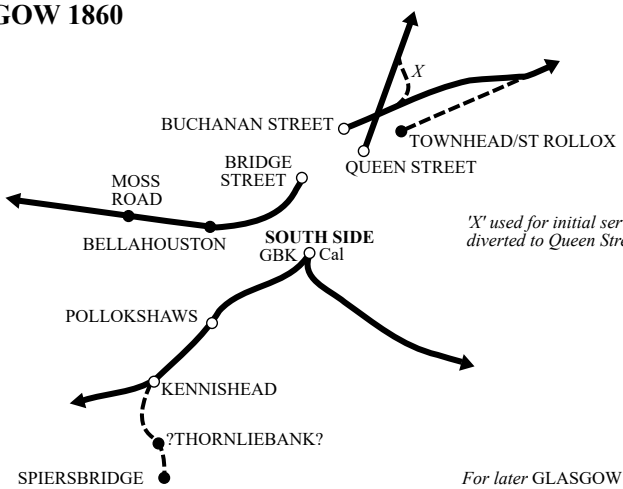
14: MANUEL



Originally the line from Airdrie terminated at Causewayend
1847: extended to Linlithgow
1856: diverted to Bo'ness
1930; line south of Manuel LL closed; Bo'ness served by detached shuttle
1933: Bo'ness served from Glasgow via spur 'X'; Manuel LL closed

Exact arrangements at Causewayend not known - see text

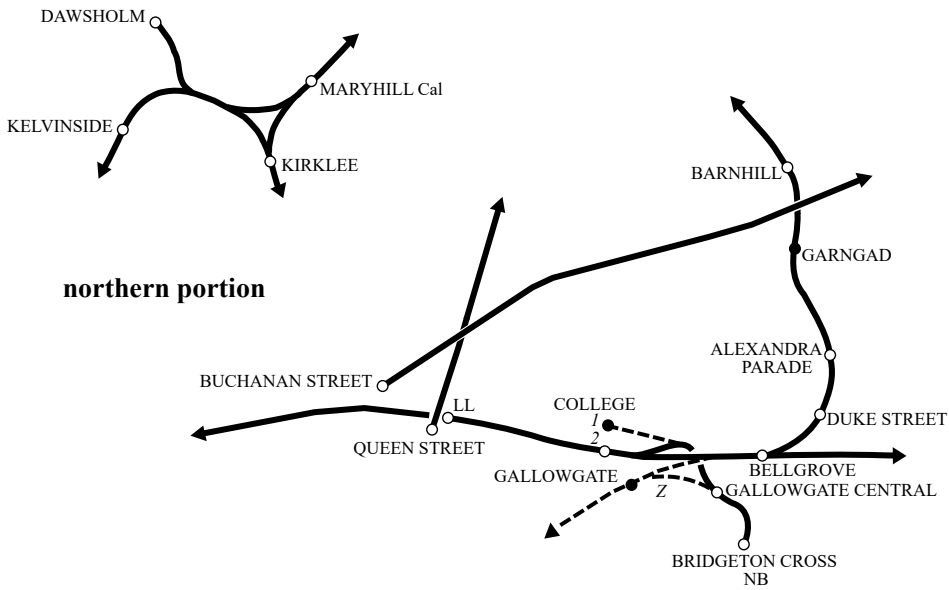
15a: GLASGOW 1860



'X' used for initial service to Helensburgh; diverted to Queen Street 30 June 1858

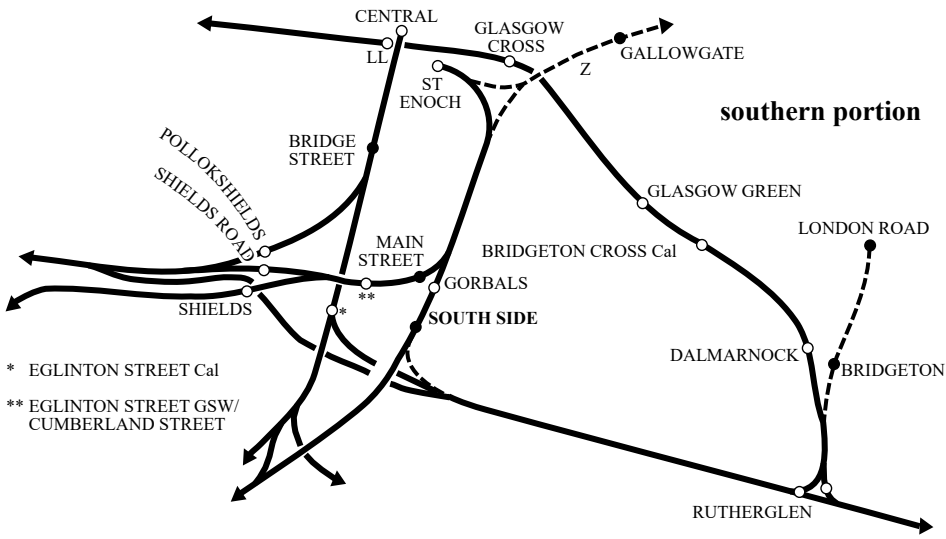
For later GLASGOW *see Map 15b, next page*

Map 15b

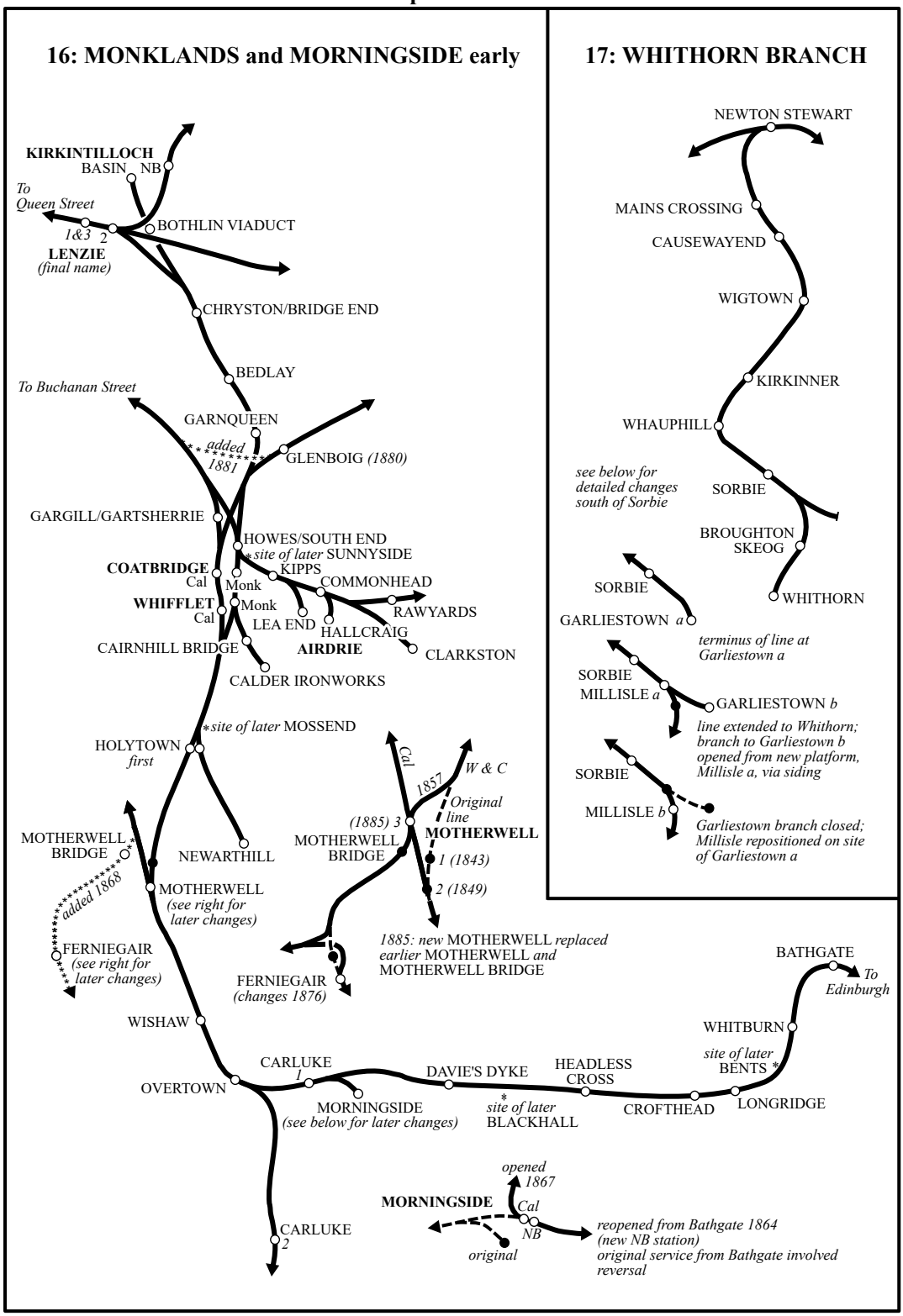


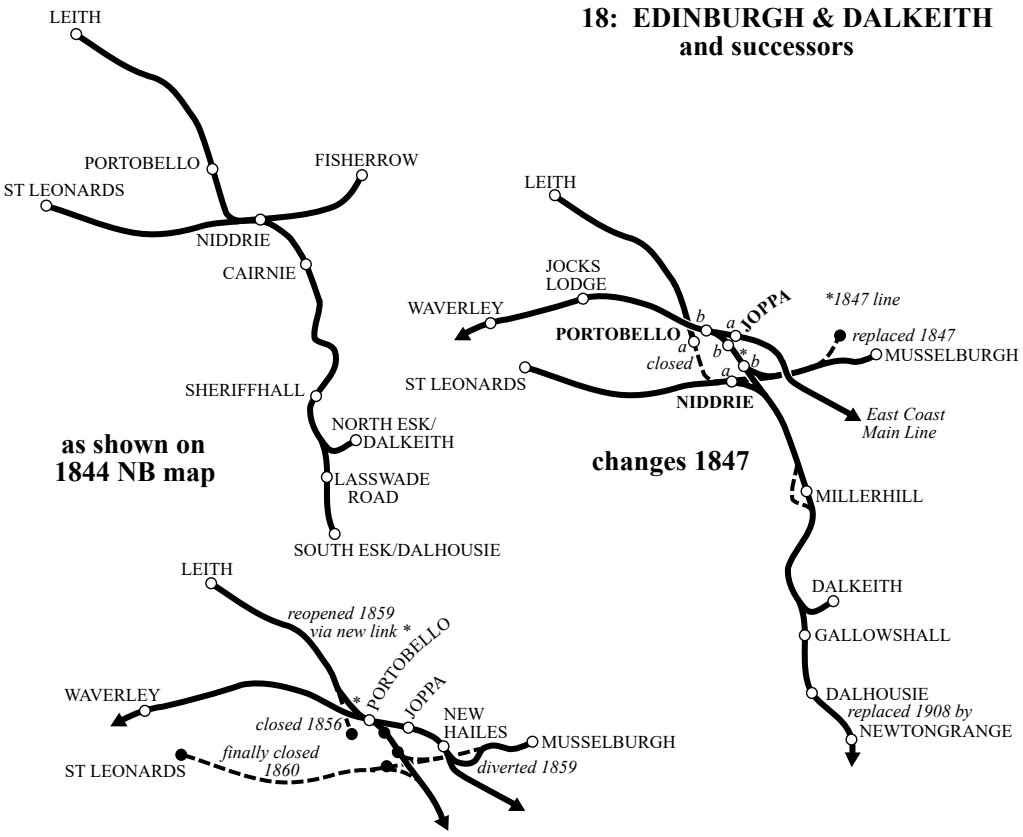
15b: GLASGOW 1914

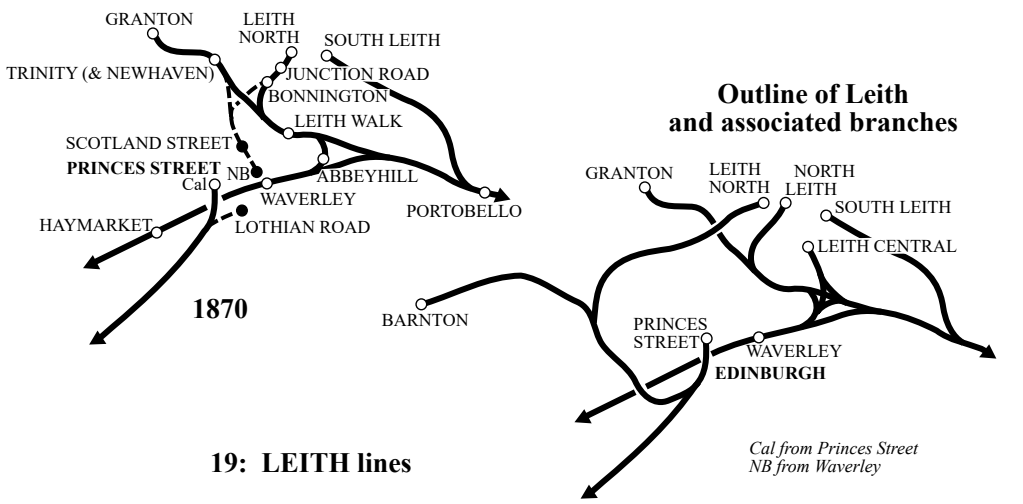
Closed lines 'Z' mostly used for short-lived services such as Greenock/Ayr/Ardrossan to Edinburgh via Coatbridge and Bathgate, and St Enoch to Barnhill; also workmen's trains.



Maps 16 and 17

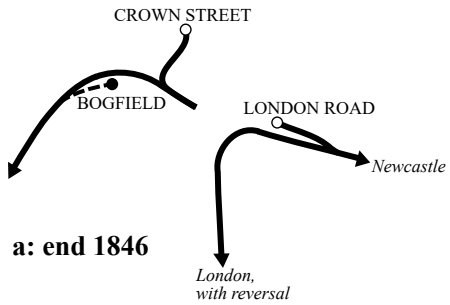



18: EDINBURGH & DALKEITH
and successors
LEITH
PORTOBELLO
FISHERROW
ST LEONARDS
NIDDRIE
CAIRNIE
SHERIFFHALL
NORTH ESK/
DALKEITH
LASSWADE
ROAD
SOUTH ESK/DALHOUSIE
as shown on
1844 NB map
LEITH
JOCKS
LODGE
WAVERLEY
PORTOBELLO
JOPPA
*1847 line
replaced 1847
MUSSELBURGH
closed
ST LEONARDS
NIDDRIE
East Coast
Main Line
changes 1847
MILLERHILL
DALKEITH
GALLOWSHALL
DALHOUSIE
replaced 1908 by
NEWTONGRANGE
LEITH
reopened 1859
via new link *
PORTOBELLO
WAVERLEY
JOPPA
closed 1856
NEW
HAILES
MUSSELBURGH
finally closed
1860
diverted 1859
ST LEONARDS
1859 - 60

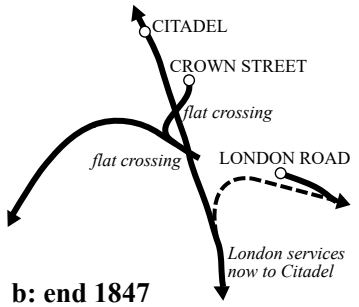

GRANTON
LEITH
NORTH
SOUTH LEITH
TRINITY (& NEWHAVEN)
JUNCTION ROAD
BONNINGTON
LEITH WALK
SCOTLAND STREET
PRINCES STREET
NB
Cal
ABBEYHILL
WAVERLEY
PORTOBELLO
HAYMARKET
LOTHIAN ROAD
1870
Outline of Leith
and associated branches
GRANTON
LEITH
NORTH
NORTH
LEITH
SOUTH LEITH
LEITH CENTRAL
BARNTON
PRINCES
STREET
WAVERLEY
EDINBURGH
Cal from Princes Street
NB from Waverley
19: LEITH lines

Map 20a to 20f

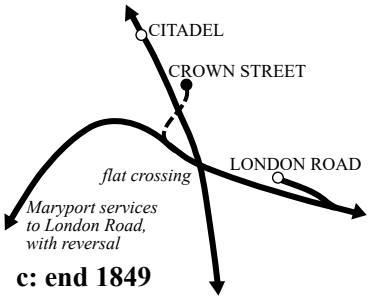
20: CARLISLE



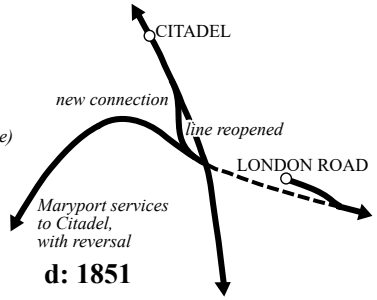
a: end 1846



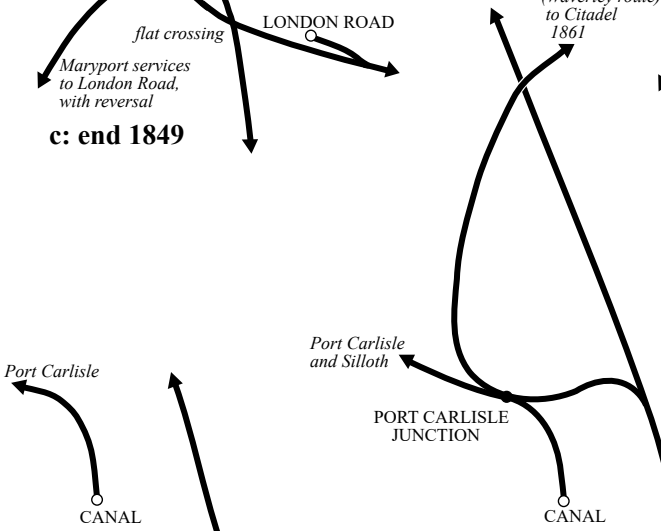
b: end 1847



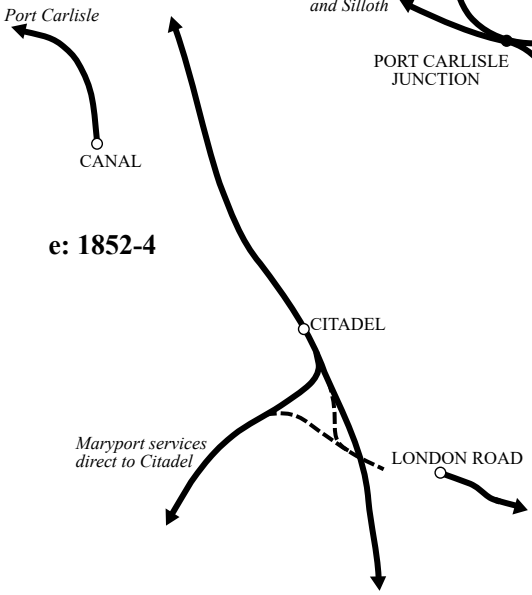
c: end 1849



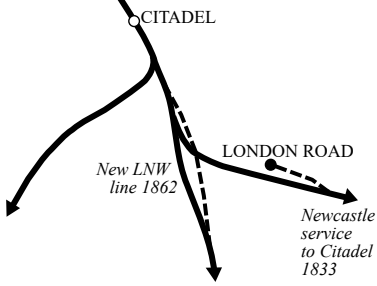
d: 1851



f: 1861-4

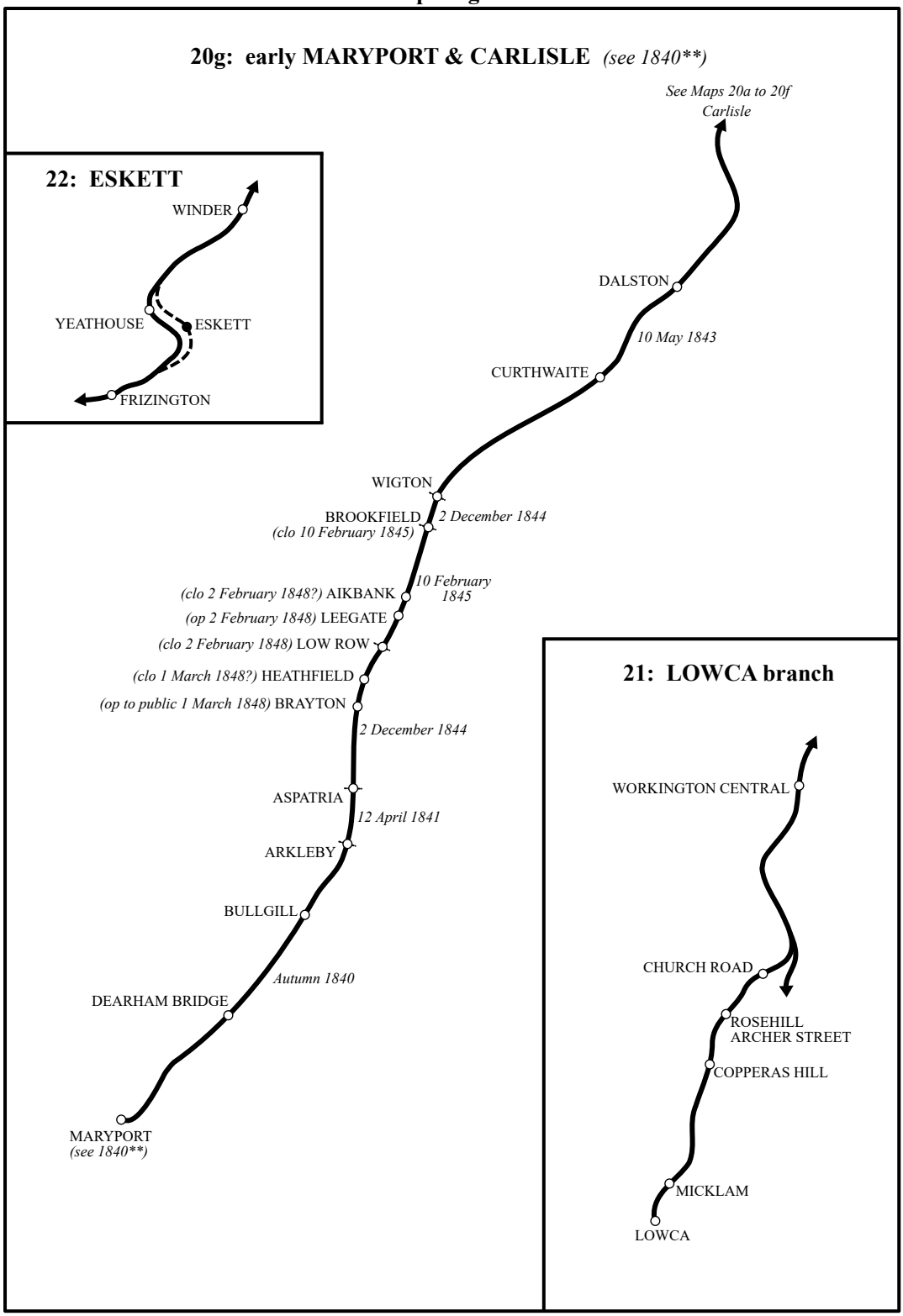


e: 1852-4



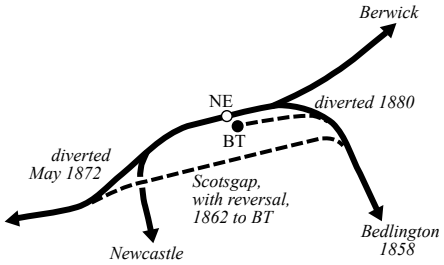
Based on *D&C 14*

later changes not shown - no new stations involved


20g: early MARYPORT & CARLISLE (see 1840**)
See Maps 20a to 20f
Carlisle
22: ESKETT
WINDER
YEATHOUSE
ESKETT
FRIZINGTON
DALSTON
10 May 1843
CURTHWAITE
WIGTON
BROOKFIELD
(clo 10 February 1845)
2 December 1844
(clo 2 February 1848?) AIKBANK
10 February 1845
(op 2 February 1848) LEEGATE
(clo 2 February 1848) LOW ROW
(clo 1 March 1848?) HEATHFIELD
(op to public 1 March 1848) BRAYTON
2 December 1844
ASPATRIA
12 April 1841
ARKLEBY
BULLGILL
Autumn 1840
DEARHAM BRIDGE
MARYPORT
(see 1840**)
21: LOWCA branch
WORKINGTON CENTRAL
CHURCH ROAD
ROSEHILL
ARCHER STREET
COPPERAS HILL
MICKLAM
LOWCA

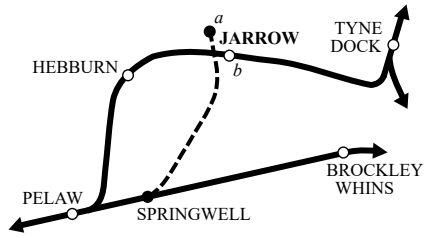
Maps 23 to 25

23: MORPETH

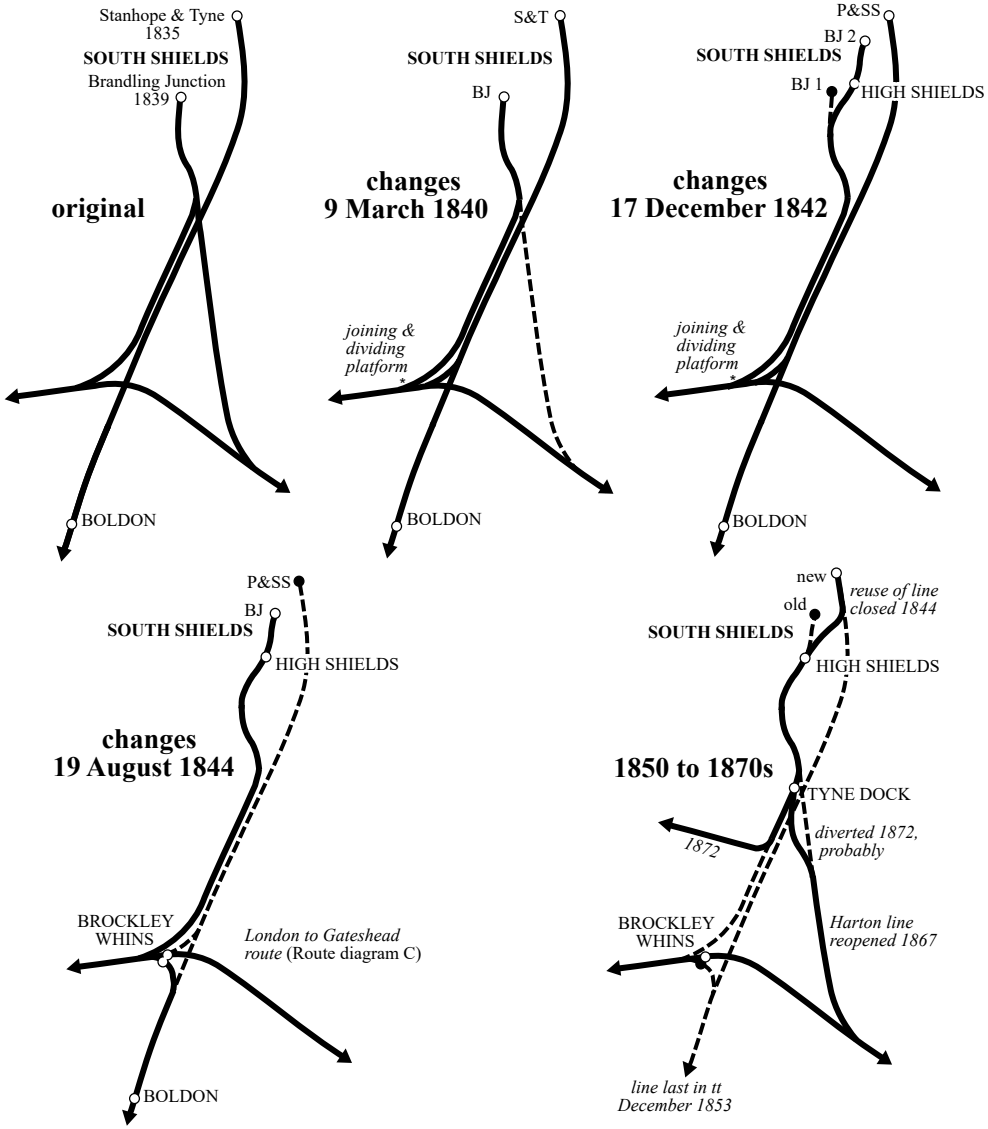


NE and BT stations adjacent

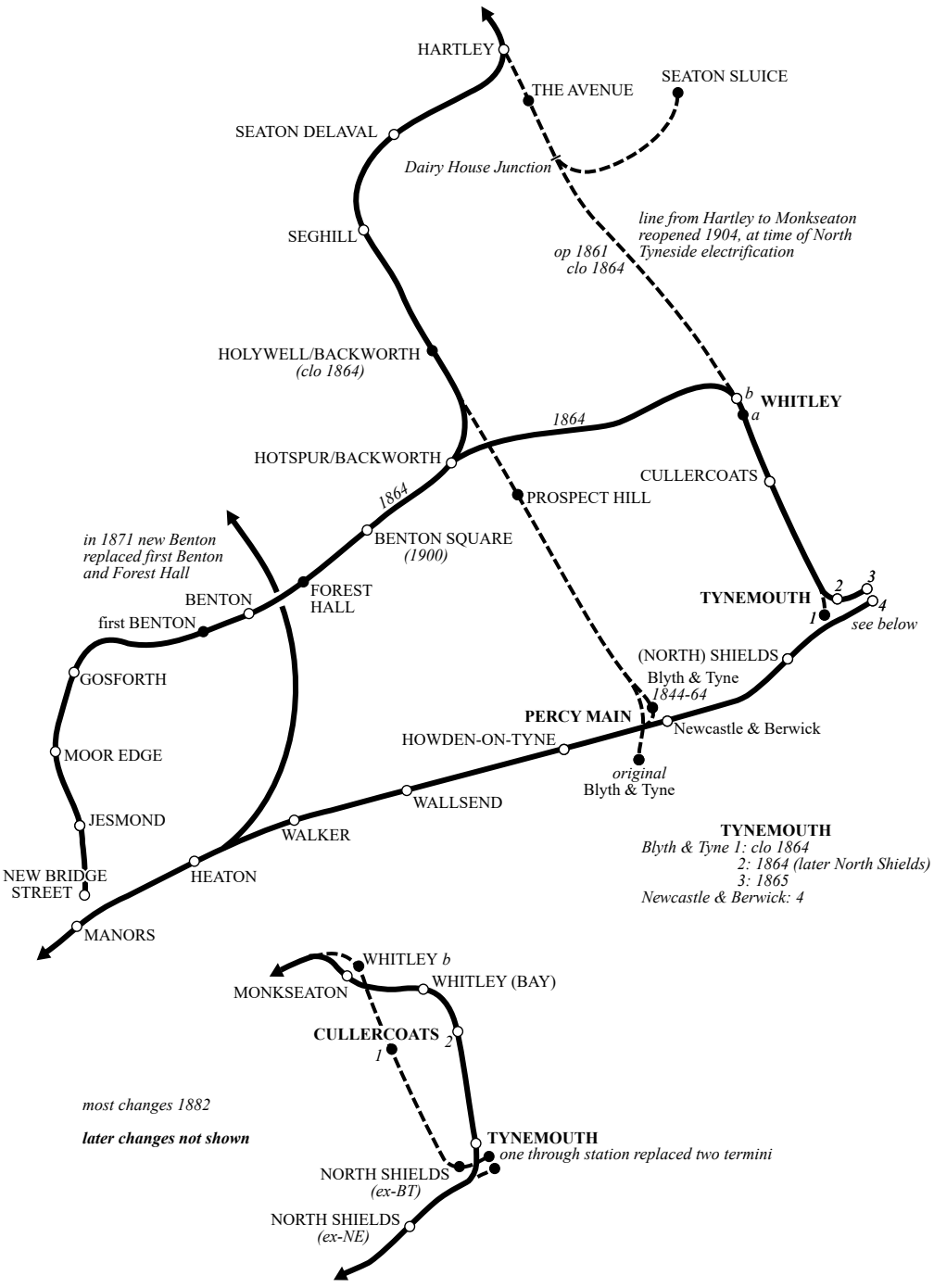
24: JARROW



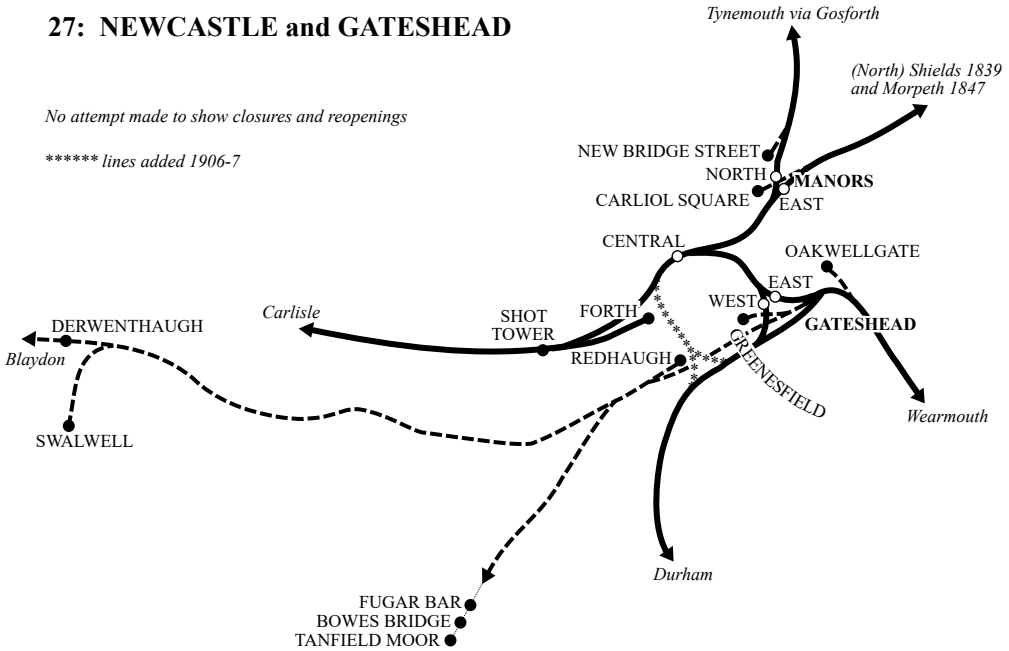
25: SOUTH SHIELDS



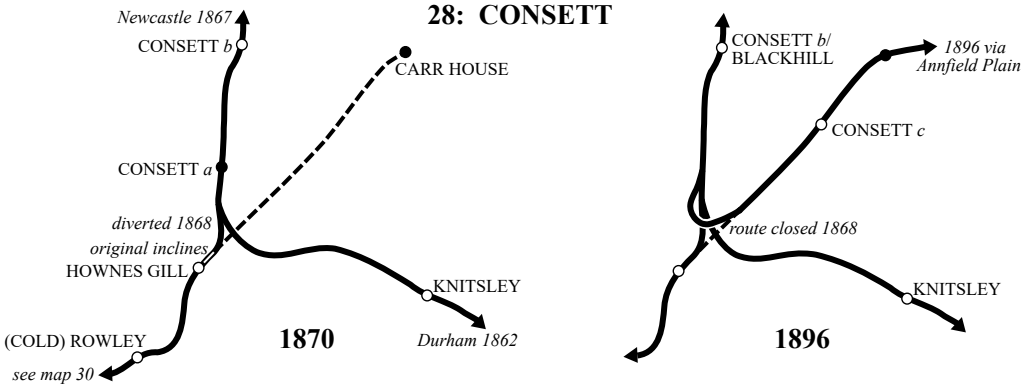
26: lines to TYNEMOUTH



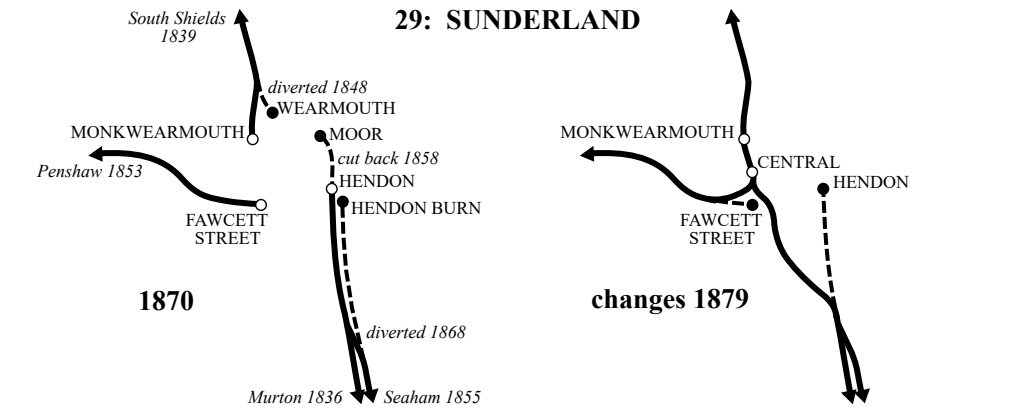
27: NEWCASTLE and GATESHEAD



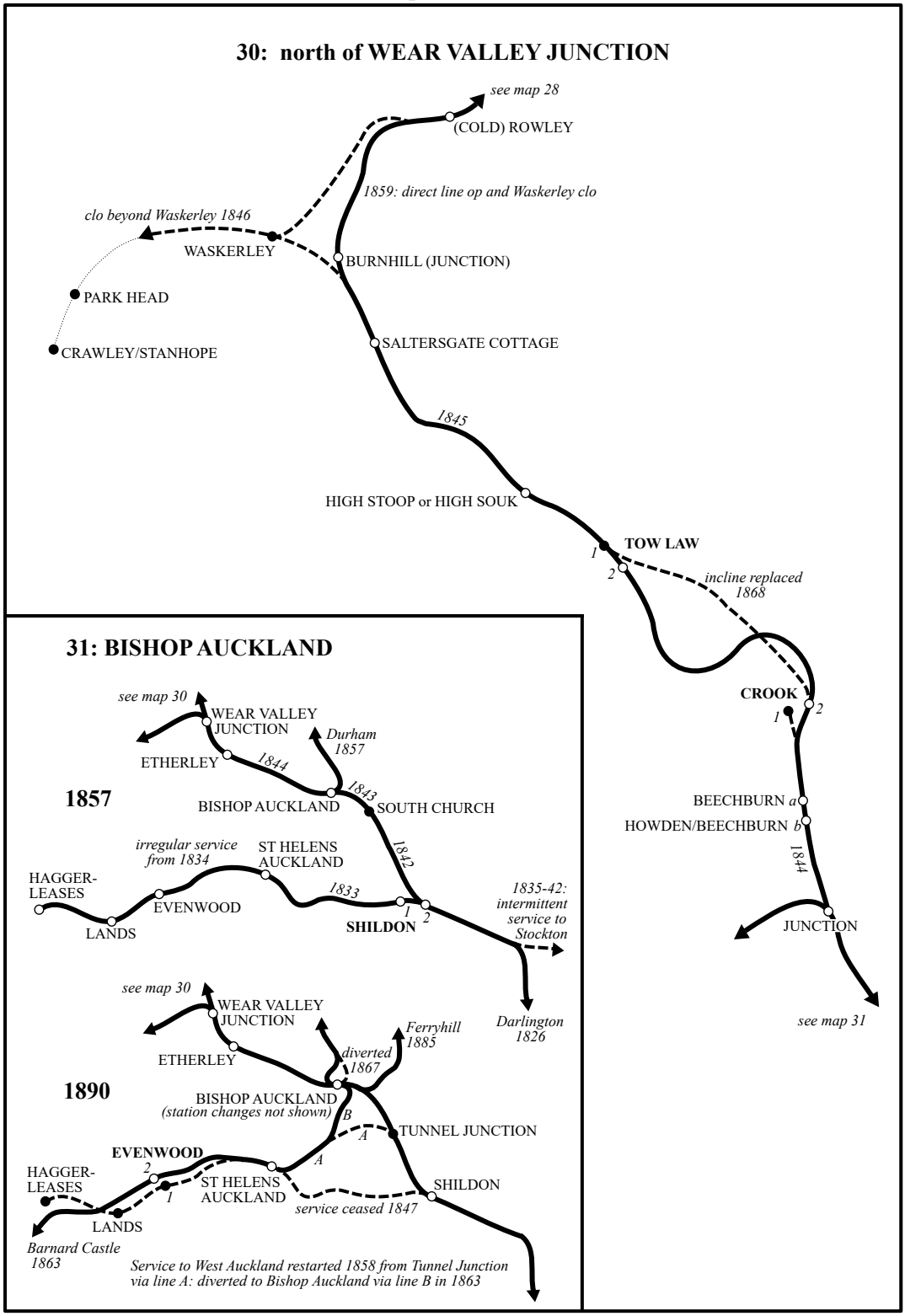
28: CONSETT



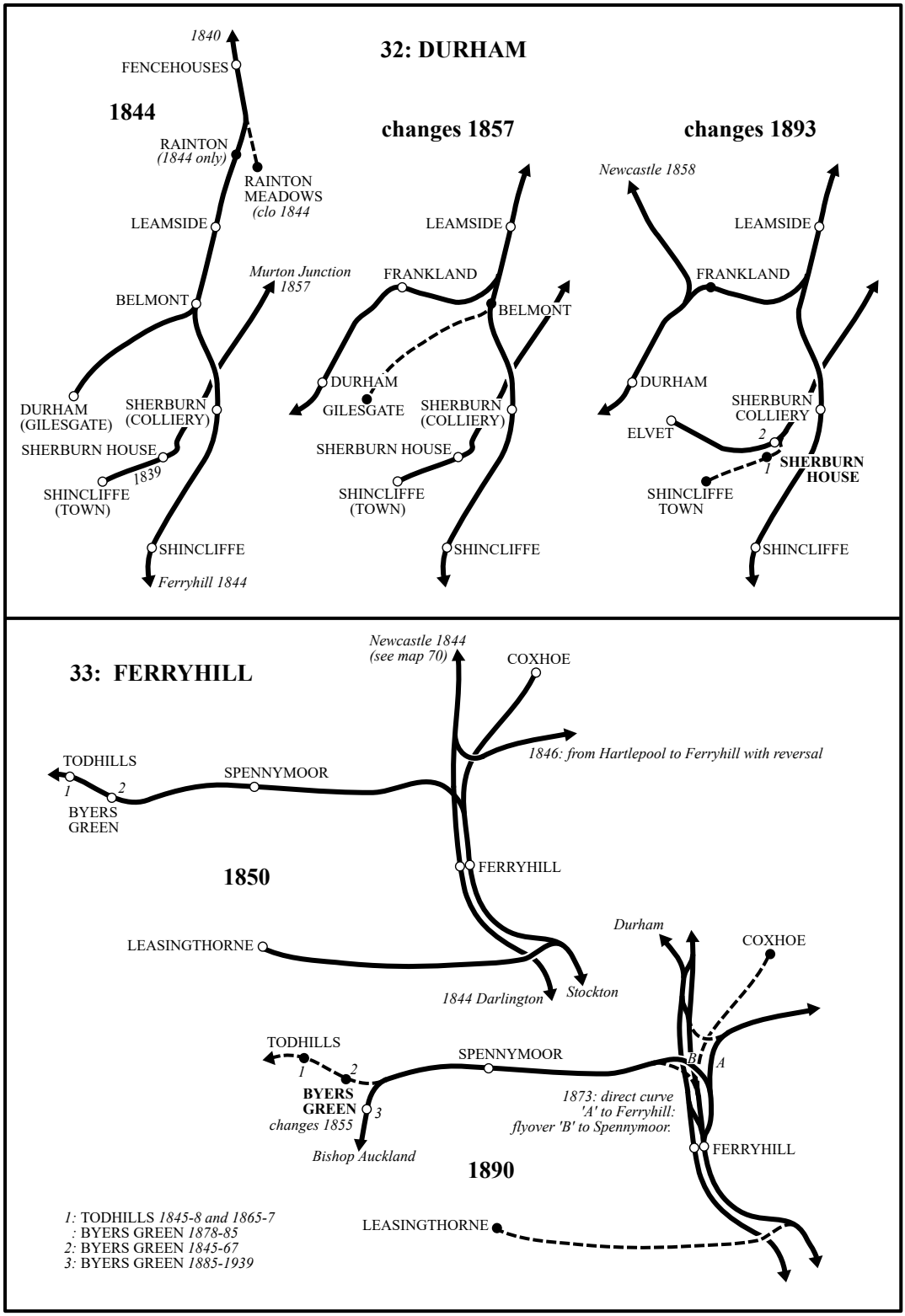
29: SUNDERLAND



Maps 30 and 31



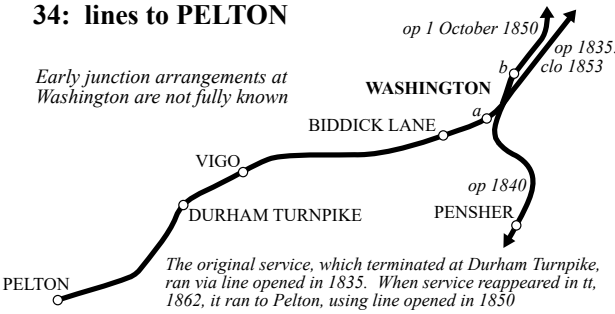
Maps 32 and 33



Maps 34 to 38

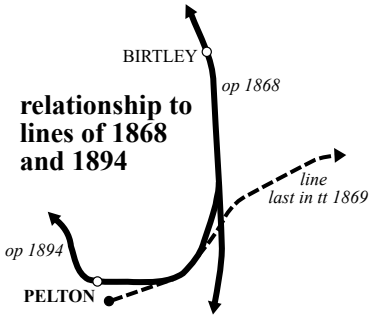
34: lines to PELTON

Early junction arrangements at Washington are not fully known



The original service, which terminated at Durham Turnpike, ran via line opened in 1835. When service reappeared in tt, 1862, it ran to Pelton, using line opened in 1850

relationship to lines of 1868 and 1894



35a: HASWELL

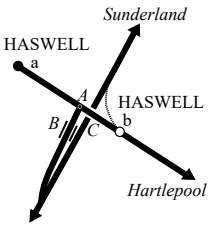
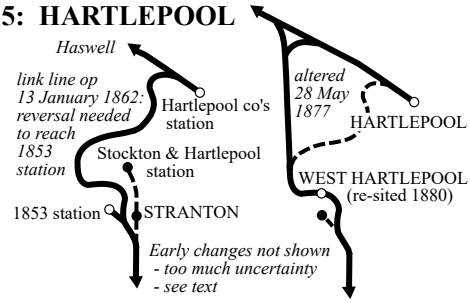
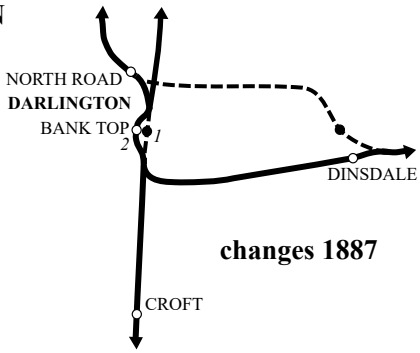


*Diagram based on Pasley's sketch map in 1844 inspection report;various minor railways waggonways lines and extensions carrying only minerals omitted. Line from Sunderland (using cable haulage) passed under that from Hartlepool a little east of Hartlepool company's station; passenger carriages ran further 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 the lines but first and second-class passengers had to change trains - Hartlepool's carriages for these were too high for bridge (C), which also precluded the 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 originall dropped?*

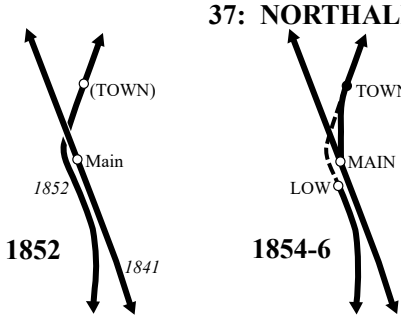
35: HARTLEPOOL



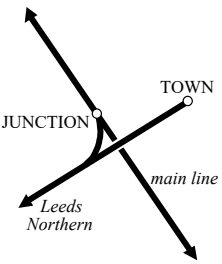
36: DARLINGTON



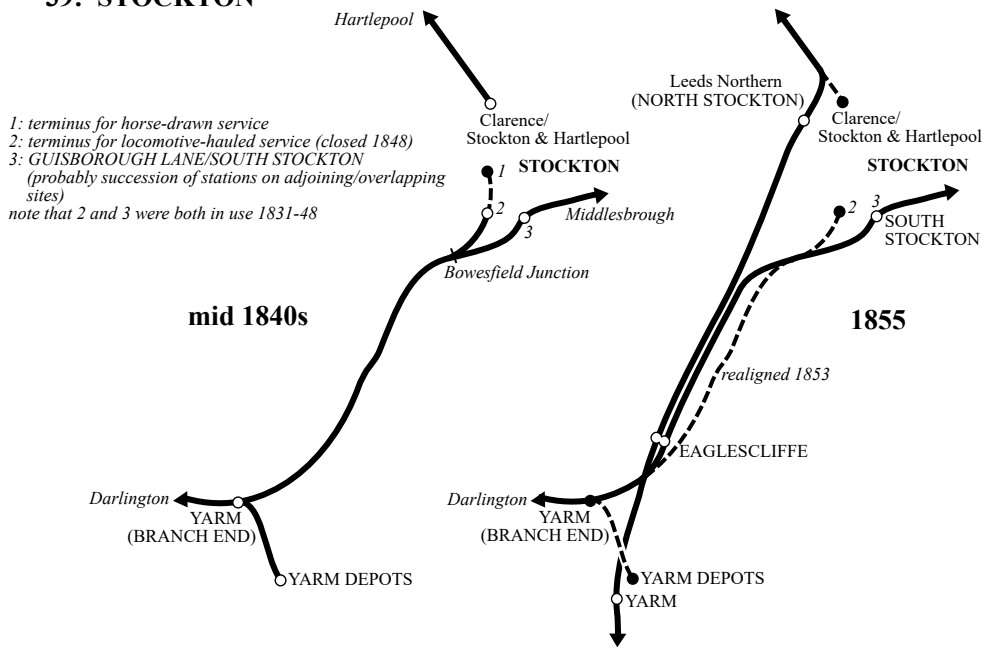
37: NORTHALLERTON



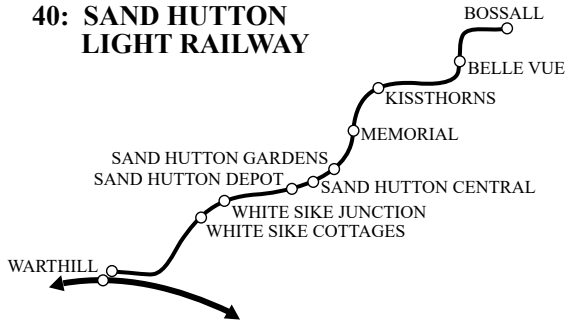
38: THIRSK



39: STOCKTON

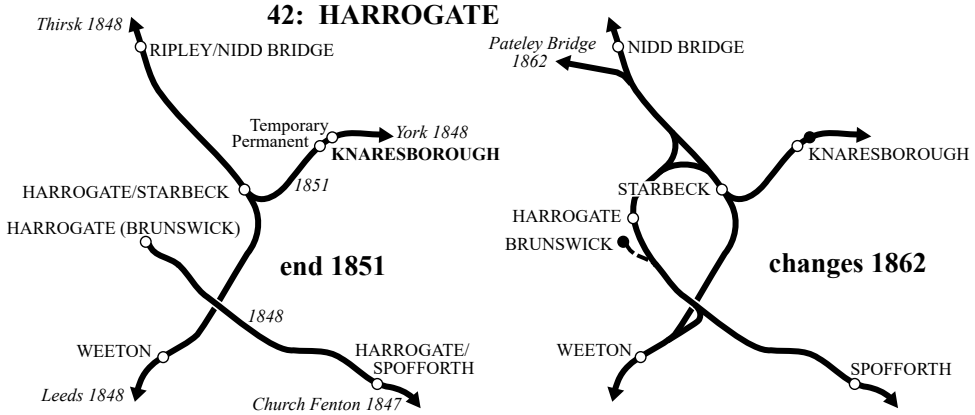


40: SAND HUTTON LIGHT RAILWAY

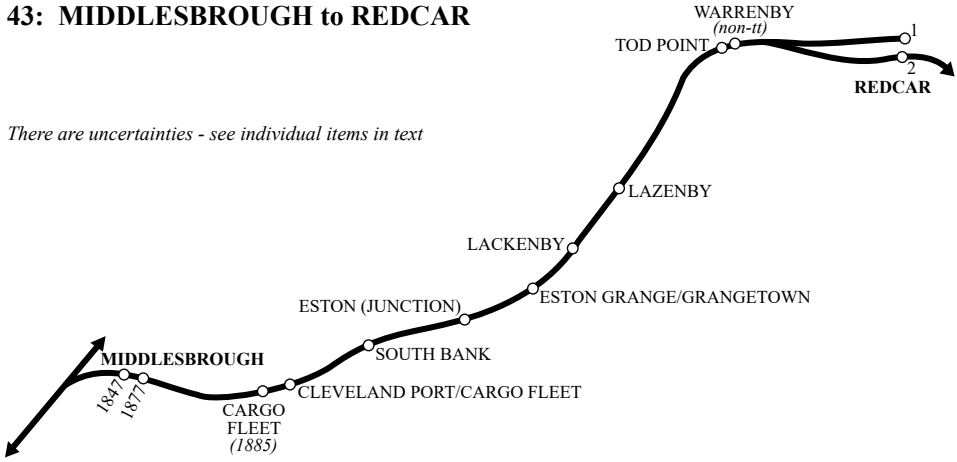


41: RAINTON

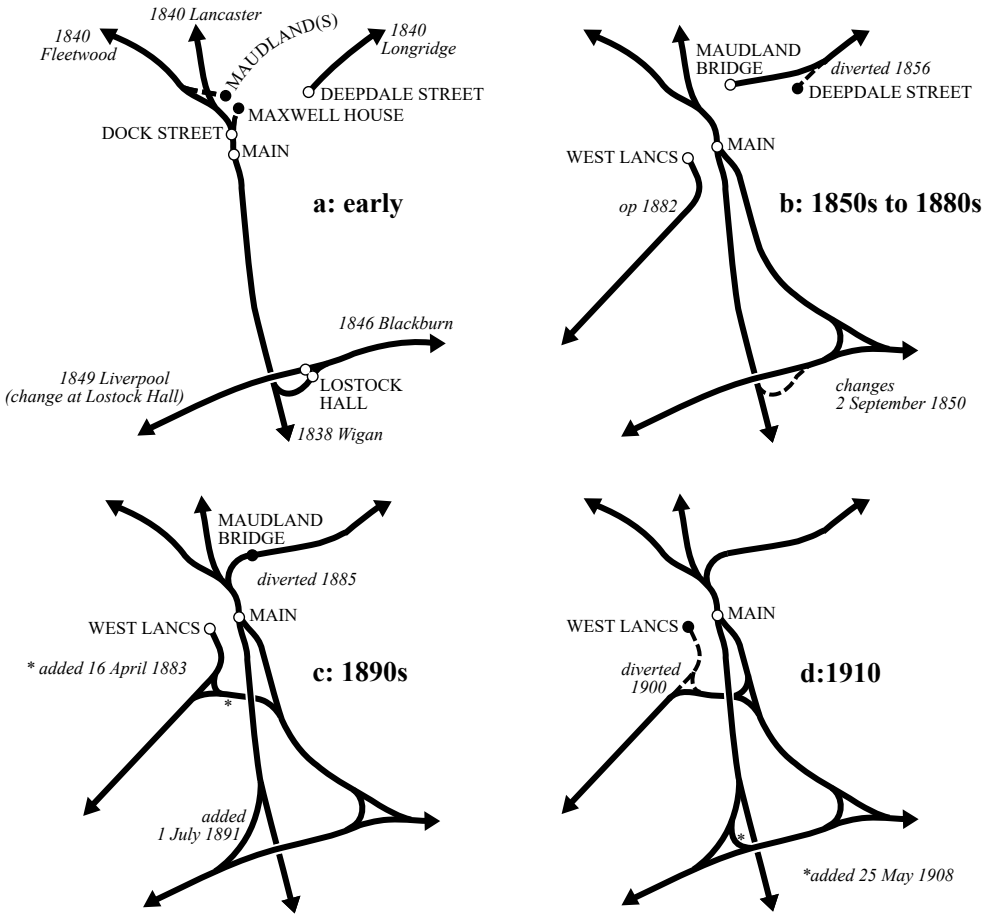
42: HARROGATE



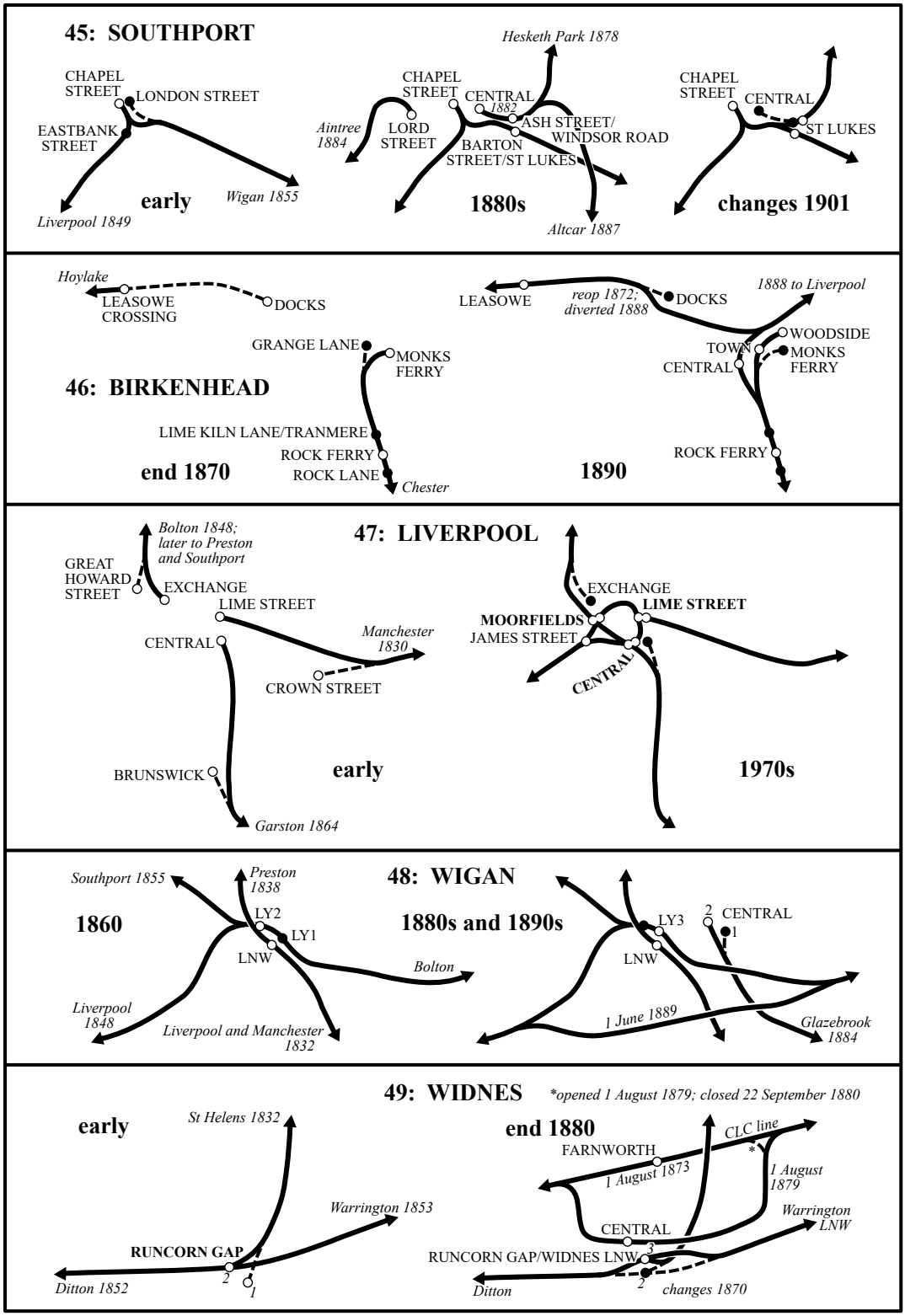
43: MIDDLESBROUGH to REDCAR



44: PRESTON



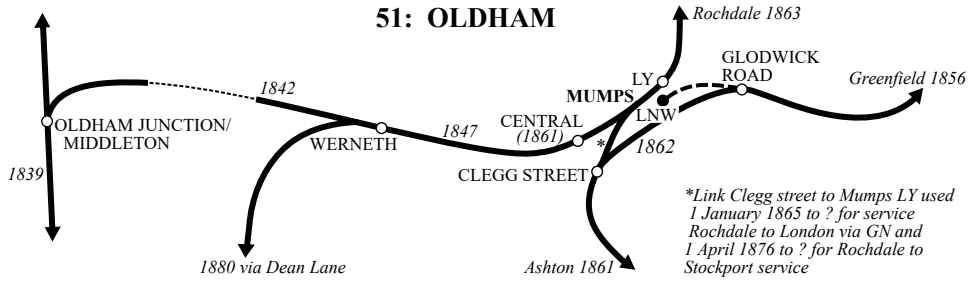
Maps 45 to 49


45: SOUTHPORT
CHAPEL STREET
LONDON STREET
EASTBANK STREET
early
Liverpool 1849
Wigan 1855
Hesketh Park 1878
CHAPEL STREET
CENTRAL
1882
Aintree 1884
LORD STREET
ASH STREET/ WINDSOR ROAD
BARTON STREET/ST LUKES
1880s
Altcar 1887
CHAPEL STREET
CENTRAL
ST LUKES
changes 1901
Hoylake
LEASOWE CROSSING
DOCKS
46: BIRKENHEAD
GRANGE LANE
MONKS FERRY
LIME KILN LANE/TRANMERE
ROCK FERRY
ROCK LANE
end 1870
Chester
LEASOWE
reop 1872; diverted 1888
DOCKS
1888 to Liverpool
WOODSIDE
TOWN
CENTRAL
MONKS FERRY
ROCK FERRY
1890
47: LIVERPOOL
Bolton 1848; later to Preston and Southport
GREAT HOWARD STREET
EXCHANGE
LIME STREET
CENTRAL
Manchester 1830
CROWN STREET
BRUNSWICK
early
Garston 1864
EXCHANGE
MOORFIELDS
LIME STREET
JAMES STREET
CENTRAL
1970s
48: WIGAN
Southport 1855
Preston 1838
1860
LY2
LY1
LNW
Bolton
Liverpool 1848
Liverpool and Manchester 1832
1880s and 1890s
LY3
2
CENTRAL
1
LNW
1 June 1889
Glazebrook 1884
49: WIDNES
*opened 1 August 1879; closed 22 September 1880
early
St Helens 1832
Warrington 1853
RUNCORN GAP
2
1
Ditton 1852
end 1880
CLC line
FARNWORTH
1 August 1873
1 August 1879
Warrington LNW
CENTRAL
3
RUNCORN GAP/WIDNES LNW
2
Ditton
changes 1870

50: WARRINGTON

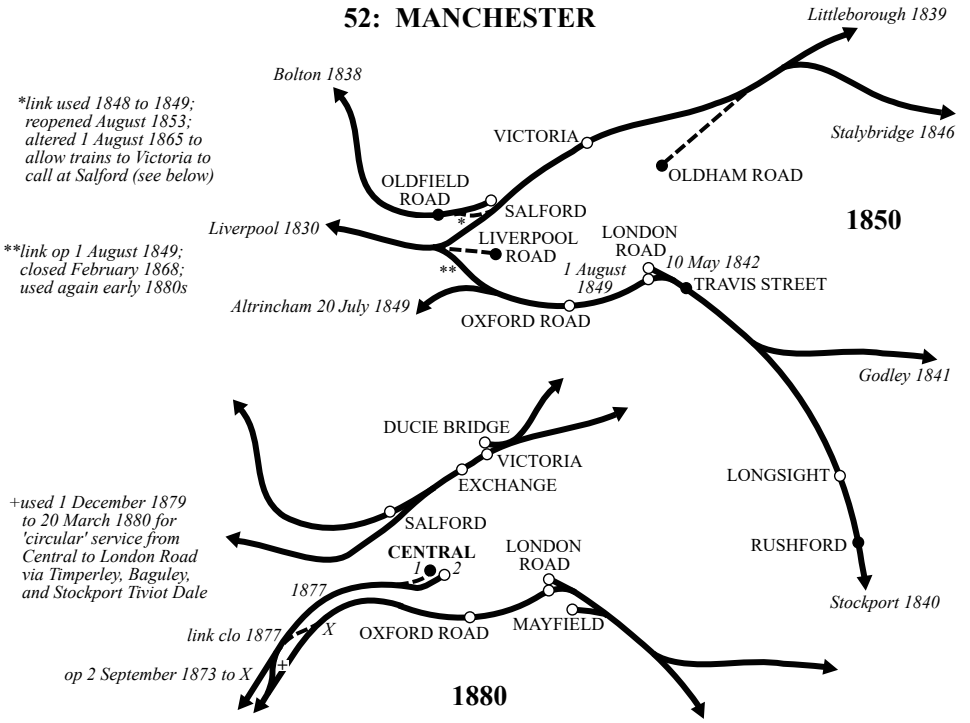
*used 1857 and 1858

51: OLDHAM



*Link Clegg street to Mumps LY used 1 January 1865 to ? for service Rochdale to London via GN and 1 April 1876 to ? for Rochdale to Stockport service

52: MANCHESTER

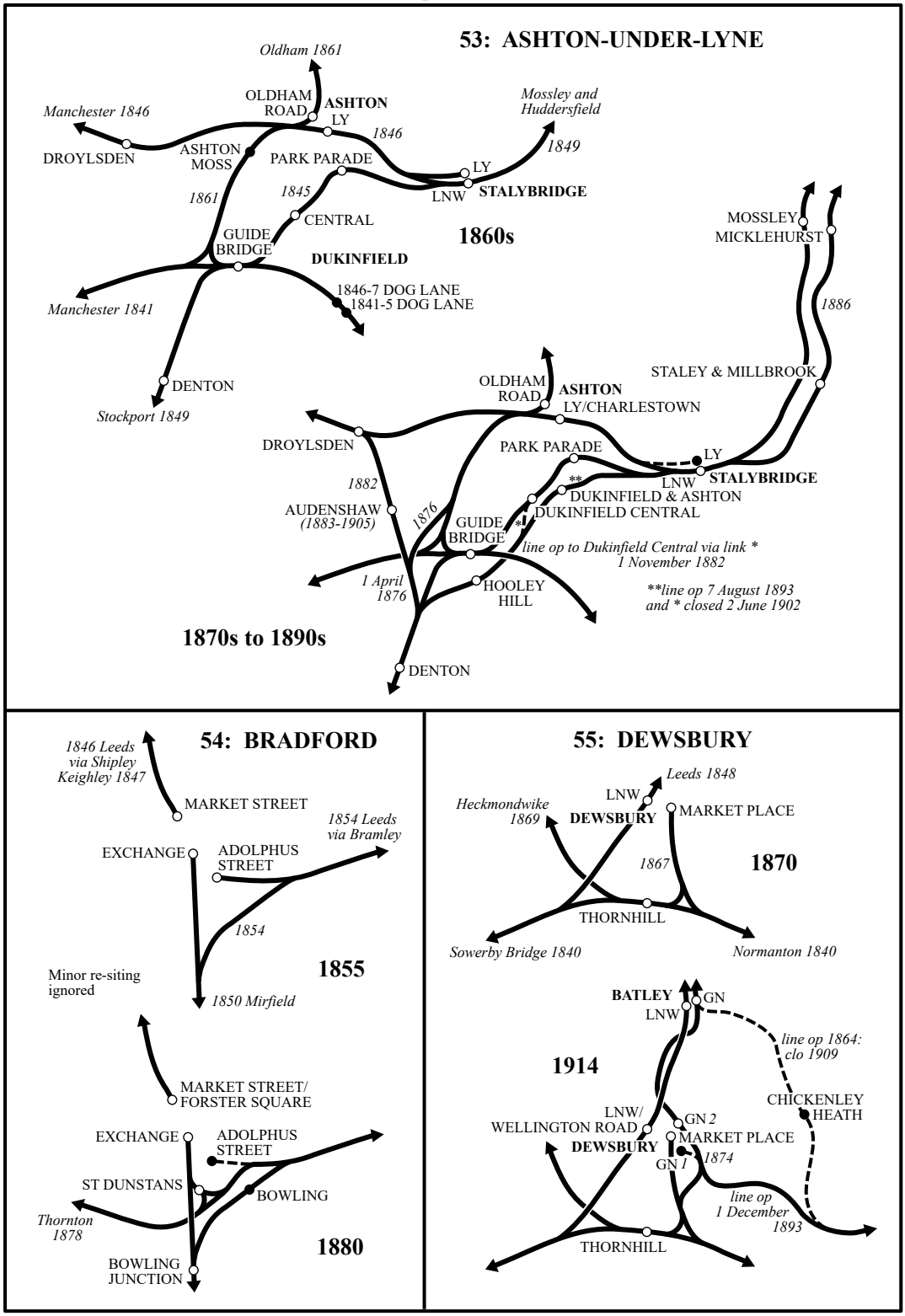


*link used 1848 to 1849; reopened August 1853; altered 1 August 1865 to allow trains to Victoria to call at Salford (see below)

**link op 1 August 1849; closed February 1868; used again early 1880s

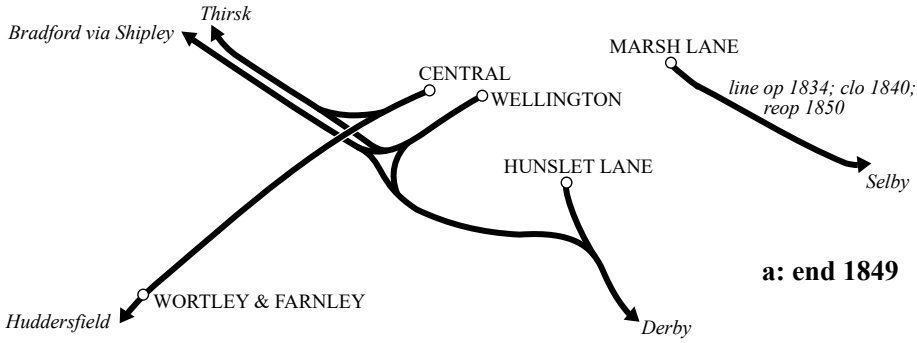
+used 1 December 1879 to 20 March 1880 for 'circular' service from Central to London Road via Timperley, Baguley, and Stockport Tiviot Dale

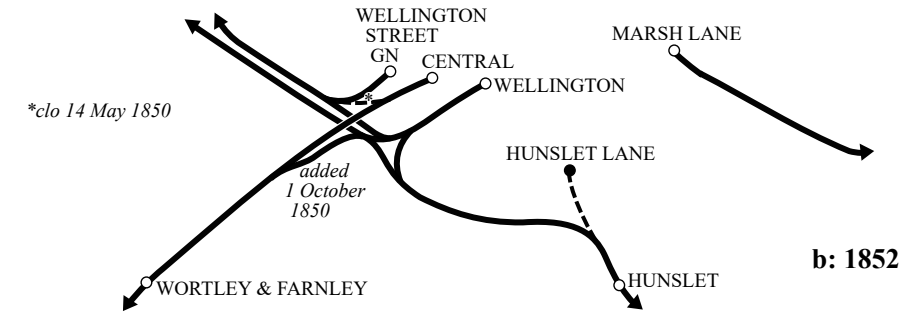
Maps 53 to 55

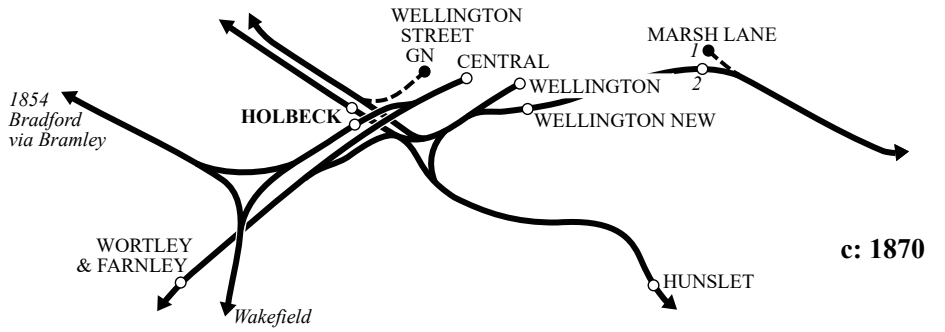

53: ASHTON-UNDER-LYNE
Oldham 1861
OLDHAM ROAD
ASHTON
LY
Manchester 1846
Mossley and Huddersfield
1846
1849
DROYLSDEN
ASHTON MOSS
PARK PARADE
LY
1861
1845
LNW
STALYBRIDGE
CENTRAL
GUIDE BRIDGE
1860s
DUKINFIELD
MOSSLEY
MICKLEHURST
1886
Manchester 1841
1846-7 DOG LANE
1841-5 DOG LANE
DENTON
Stockport 1849
STALEY & MILLBROOK
OLDHAM ROAD
ASHTON
LY/CHARLESTOWN
DROYLSDEN
PARK PARADE
LY
1882
**
LNW
STALYBRIDGE
DUKINFIELD & ASHTON
AUDENSHAW (1883-1905)
1876
DUKINFIELD CENTRAL
GUIDE BRIDGE
*
line op to Dukinfield Central via link * 1 November 1882
1 April 1876
HOOLEY HILL
**line op 7 August 1893 and * closed 2 June 1902
1870s to 1890s
DENTON
54: BRADFORD
1846 Leeds via Shipley Keighley 1847
MARKET STREET
1854 Leeds via Bramley
EXCHANGE
ADOLPHUS STREET
1854
Minor re-siting ignored
1855
1850 Mirfield
MARKET STREET/ FORSTER SQUARE
EXCHANGE
ADOLPHUS STREET
ST DUNSTANS
BOWLING
Thornton 1878
1880
BOWLING JUNCTION
55: DEWSBURY
Leeds 1848
LNW
Heckmondwike 1869
DEWSBURY
MARKET PLACE
1867
1870
THORNHILL
Sowerby Bridge 1840
Normanton 1840
BATLEY
GN
LNW
line op 1864: clo 1909
1914
CHICKENLEY HEATH
LNW/ WELLINGTON ROAD
GN 2
MARKET PLACE
DEWSBURY
GN 1
1874
line op 1 December 1893
THORNHILL

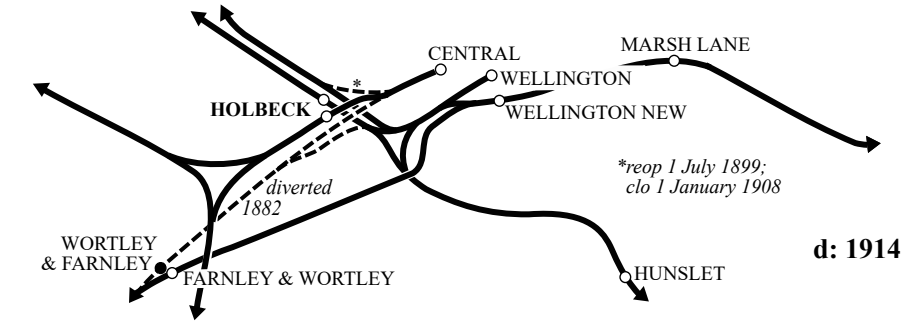
Map 56

56: LEEDS



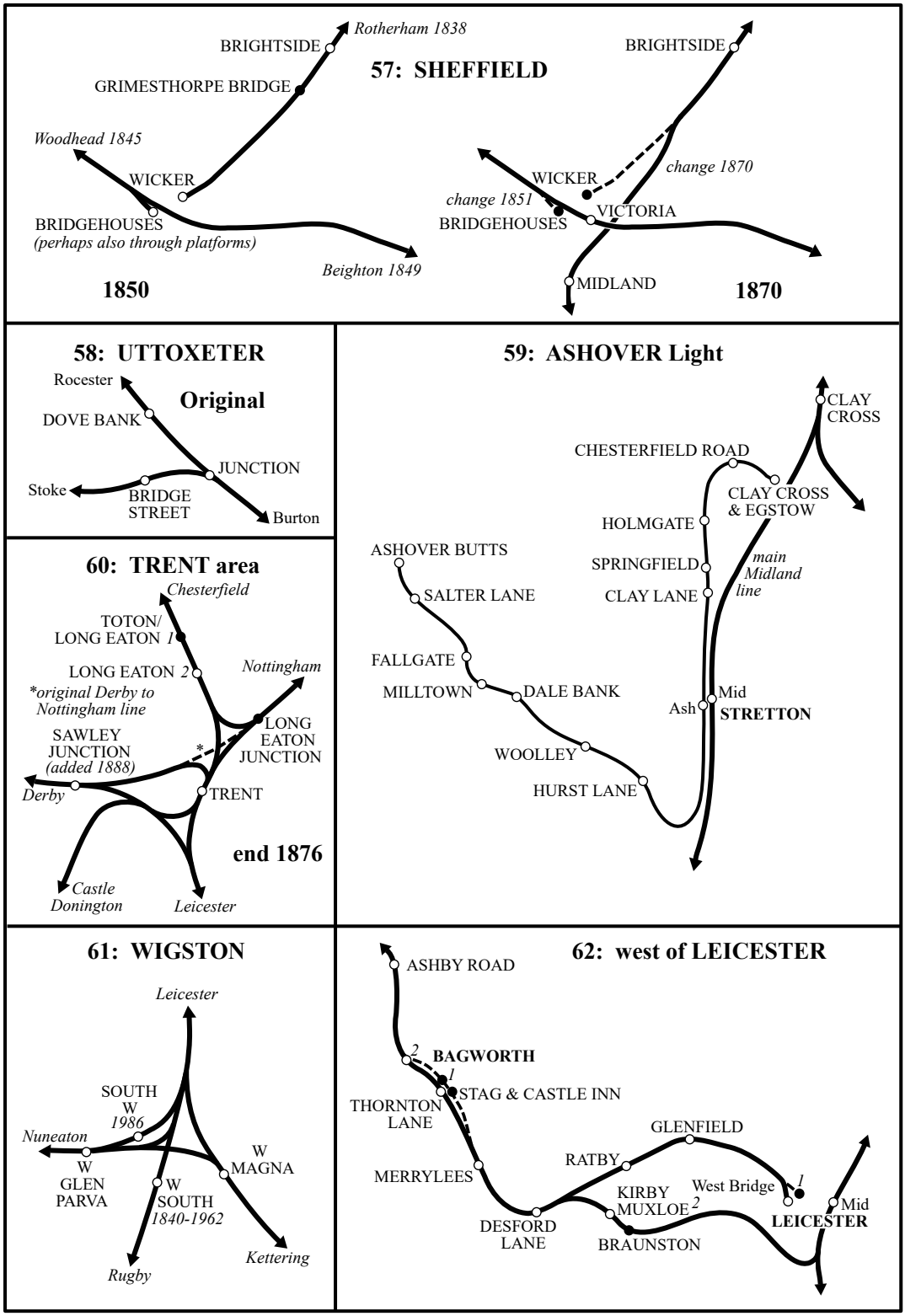






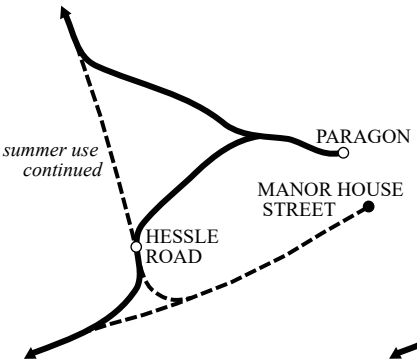
Some early points not established beyond doubt

Maps 57 to 62

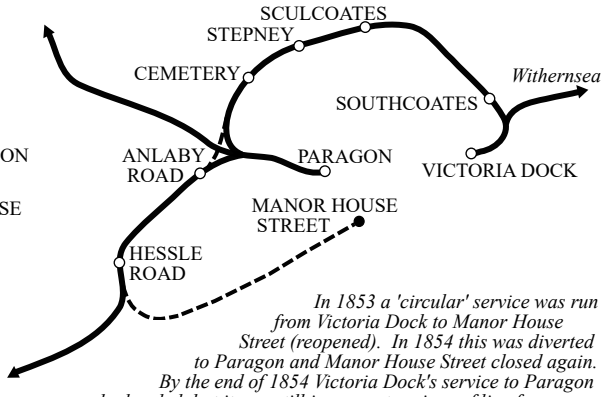

57: SHEFFIELD
BRIGHTSIDE
Rotherham 1838
GRIMESTHORPE BRIDGE
Woodhead 1845
WICKER
BRIDGEHOUSES
(perhaps also through platforms)
Beighton 1849
1850
BRIGHTSIDE
WICKER
change 1870
change 1851
BRIDGEHOUSES
VICTORIA
MIDLAND
1870
58: UTTOXETER
Original
Rocester
DOVE BANK
JUNCTION
Stoke
BRIDGE STREET
Burton
59: ASHOVER Light
CLAY CROSS
CHESTERFIELD ROAD
CLAY CROSS & EGSTOW
HOLMGATE
ASHOVER BUTTS
SPRINGFIELD
main Midland line
SALTER LANE
CLAY LANE
FALLGATE
MILLTOWN
DALE BANK
Mid
Ash
STRETTON
WOOLLEY
HURST LANE
60: TRENT area
Chesterfield
TOTON/ LONG EATON 1
LONG EATON 2
Nottingham
*original Derby to Nottingham line
SAWLEY JUNCTION (added 1888)
LONG EATON JUNCTION
Derby
TRENT
end 1876
Castle Donington
Leicester
61: WIGSTON
Leicester
SOUTH W 1986
Nuneaton
W MAGNA
W GLEN PARVA
W SOUTH 1840-1962
Kettering
Rugby
62: west of LEICESTER
ASHBY ROAD
2
BAGWORTH
1
STAG & CASTLE INN
THORNTON LANE
GLENFIELD
RATBY
MERRYLEES
KIRBY MUXLOE
2
West Bridge
1
Mid
LEICESTER
DESFORD LANE
BRAUNSTON

63: HULL

a: 1850

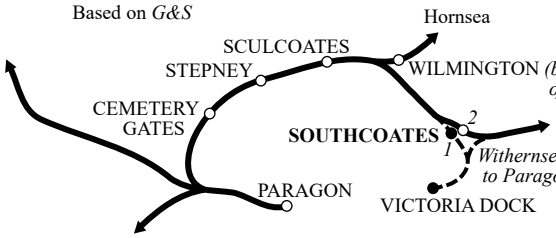


b: see note below

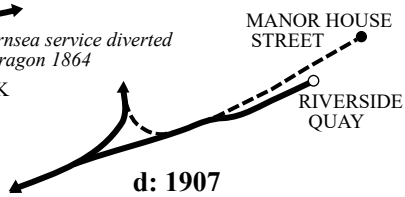


In 1853 a 'circular' service was run from Victoria Dock to Manor House Street (reopened). In 1854 this was diverted to Paragon and Manor House Street closed again. By the end of 1854 Victoria Dock's service to Paragon had ended, but it was still in use as terminus of line from Withernsea opened earlier that year.

Based on *G&S*

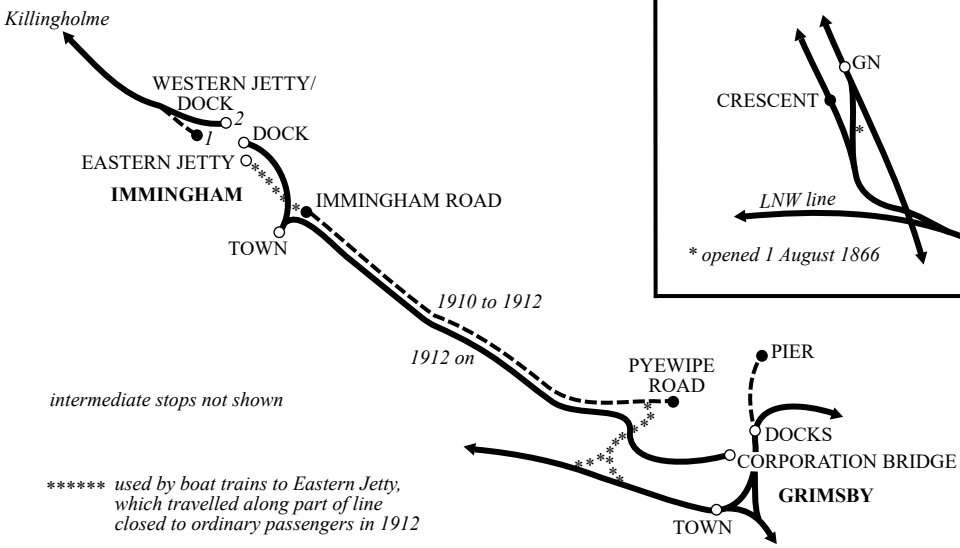


c: end 1864



d: 1907
(partial reopening)

64: IMMINGHAM and GRIMSBY



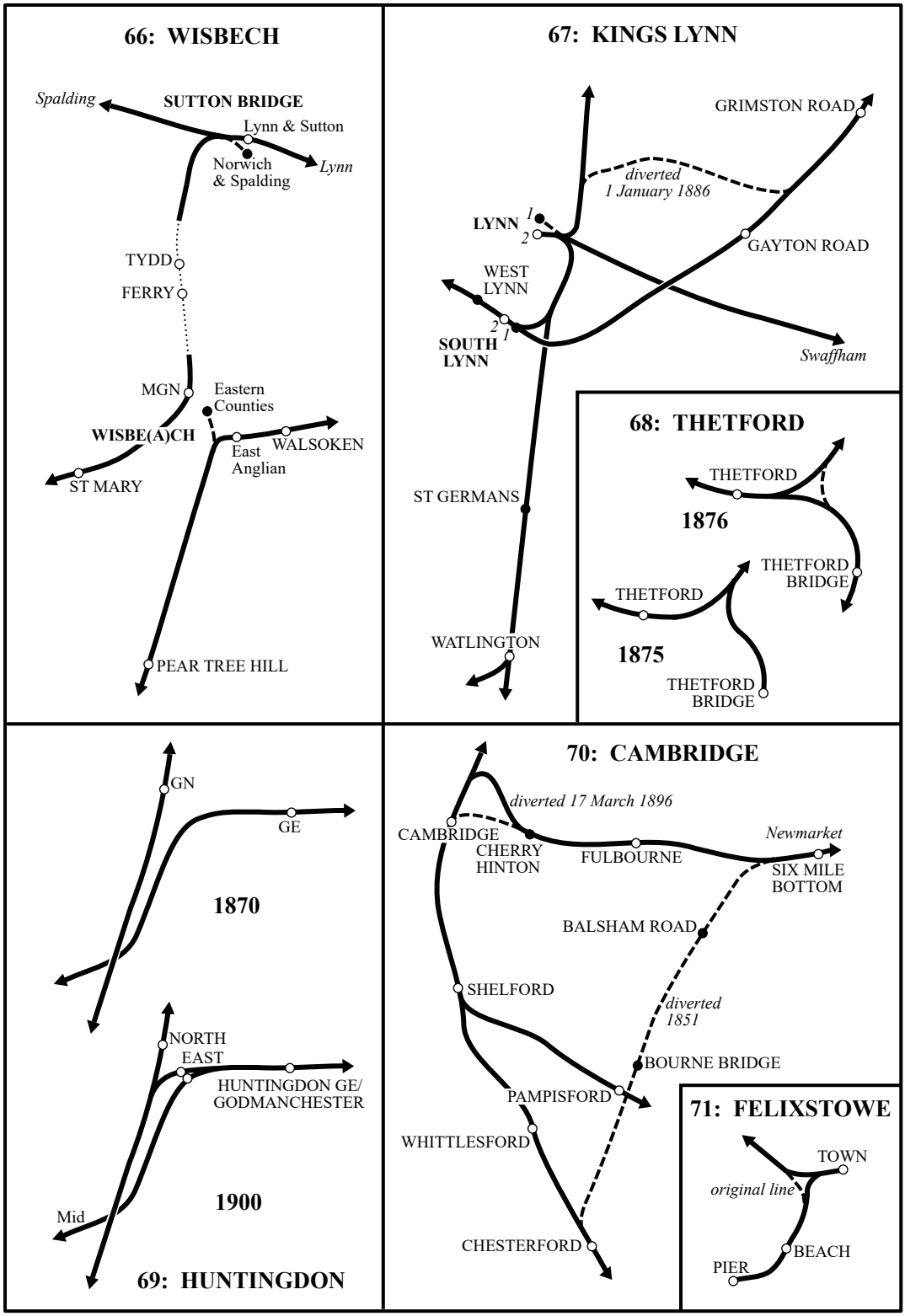
intermediate stops not shown

****** *used by boat trains to Eastern Jetty, which travelled along part of line closed to ordinary passengers in 1912*

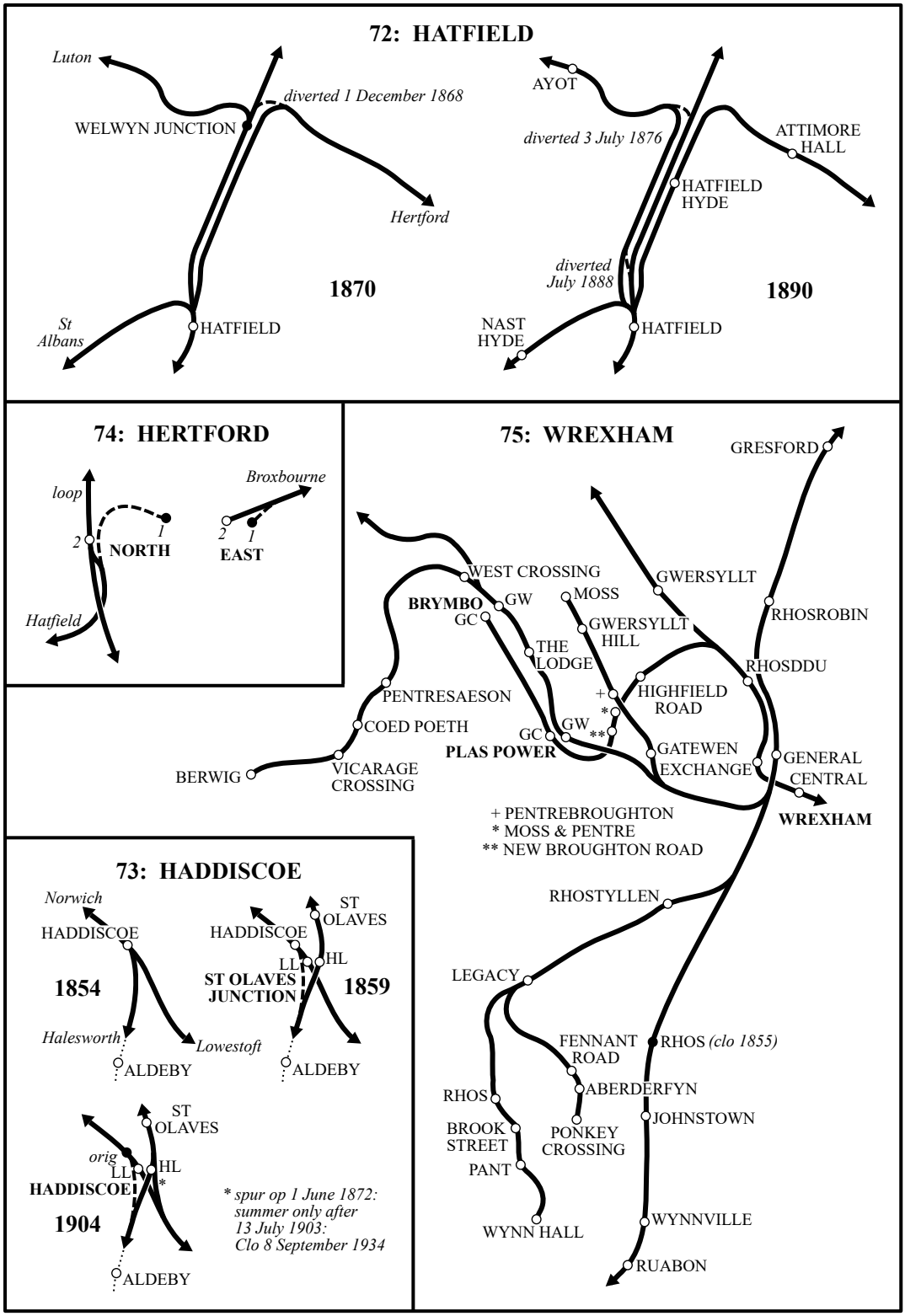
65: PETERBOROUGH

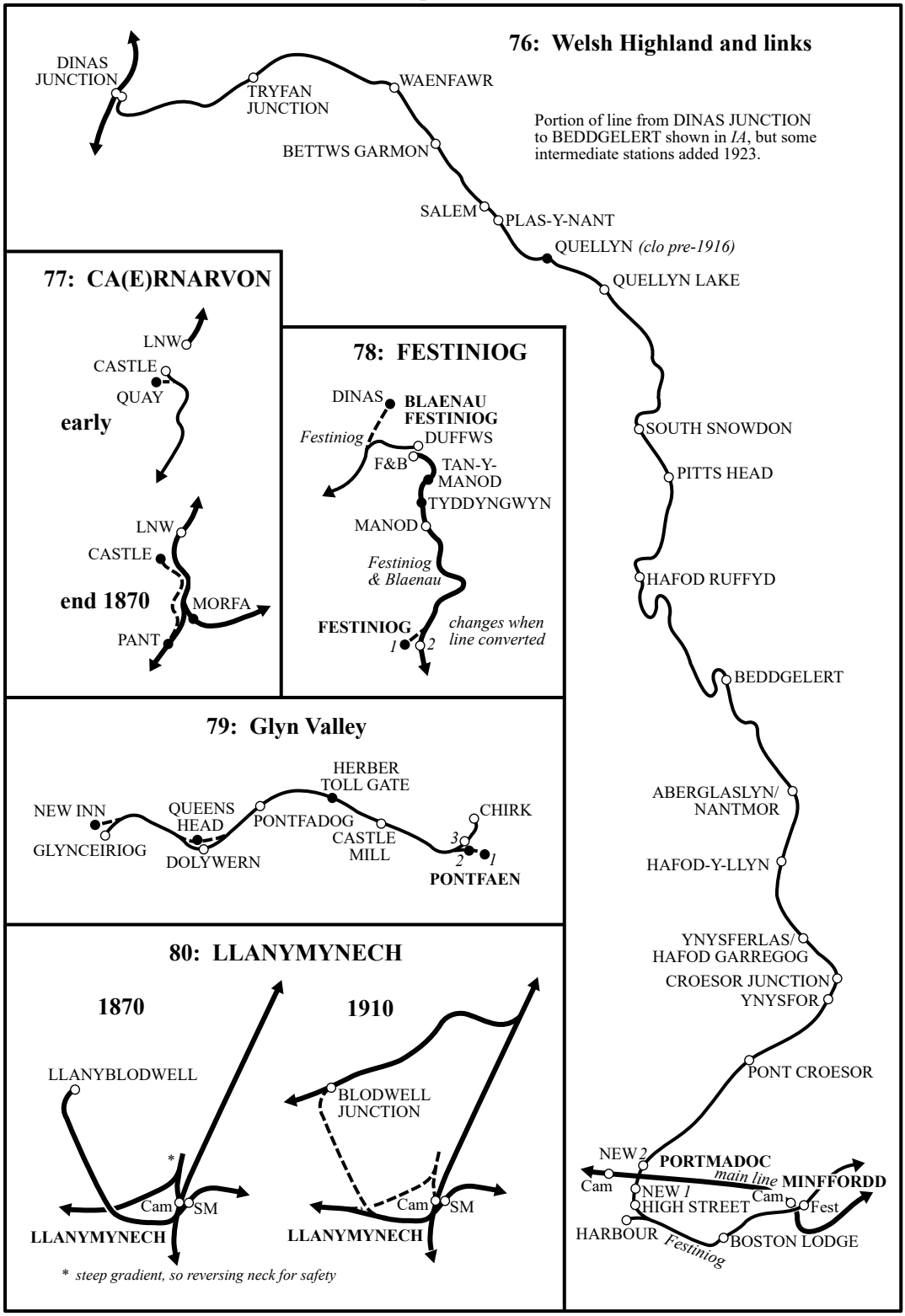
* *opened 1 August 1866*

Maps 66 to 71


66: WISBECH
Spalding
SUTTON BRIDGE
Lynn & Sutton
Norwich
& Spalding
Lynn
TYDD
FERRY
MGN
Eastern
Counties
WISBE(A)CH
East
Anglian
WALSOKEN
ST MARY
PEAR TREE HILL
67: KINGS LYNN
GRIMSTON ROAD
diverted
1 January 1886
LYNN
GAYTON ROAD
WEST
LYNN
SOUTH
LYNN
Swaffham
ST GERMANS
WATLINGTON
68: THETFORD
THETFORD
1876
THETFORD
BRIDGE
THETFORD
1875
THETFORD
BRIDGE
GN
GE
1870
NORTH
EAST
HUNTINGDON GE/
GODMANCHESTER
1900
Mid
69: HUNTINGDON
70: CAMBRIDGE
diverted 17 March 1896
CAMBRIDGE
CHERRY
HINTON
FULBOURNE
Newmarket
SIX MILE
BOTTOM
BALSHAM ROAD
SHELFORD
diverted
1851
BOURNE BRIDGE
PAMPISFORD
WHITTLESFORD
CHESTERFORD
71: FELIXSTOWE
TOWN
original line
BEACH
PIER

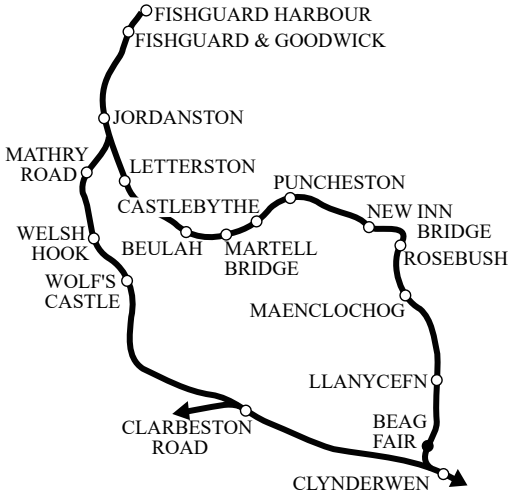
Maps 72 to 75


72: HATFIELD
Luton
diverted 1 December 1868
WELWYN JUNCTION
Hertford
1870
St Albans
HATFIELD
AYOT
diverted 3 July 1876
ATTIMORE HALL
HATFIELD HYDE
diverted July 1888
1890
NAST HYDE
HATFIELD
74: HERTFORD
loop
Broxbourne
2
1
NORTH
2
1
EAST
Hatfield
75: WREXHAM
GRESFORD
WEST CROSSING
GWERSYLLT
BRYMBO
GW
GC
MOSS
GWERSYLLT HILL
RHOSROBIN
THE LODGE
RHOSDDU
PENTRESAESON
+
HIGHFIELD ROAD
*
COED POETH
GC
GW
**
PLAS POWER
GATEWEN
GENERAL EXCHANGE
CENTRAL
BERWIG
VICARAGE CROSSING
WREXHAM
+ PENTREBROUGHTON
* MOSS & PENTRE
** NEW BROUGHTON ROAD
RHOSTYLLEN
LEGACY
FENNANT ROAD
RHOS (clo 1855)
ABERDERFYN
RHOS
JOHNSTOWN
BROOK STREET
PONKEY CROSSING
PANT
WYNN HALL
WYNNVILLE
RUABON
73: HADDISCOE
Norwich
HADDISCOE
1854
Halesworth
Lowestoft
ALDEBY
HADDISCOE
ST OLAVES
LL
HL
ST OLAVES JUNCTION
1859
ALDEBY
ST OLAVES
orig
LL
HL
*
HADDISCOE
1904
ALDEBY
* spur op 1 June 1872: summer only after 13 July 1903: Clo 8 September 1934

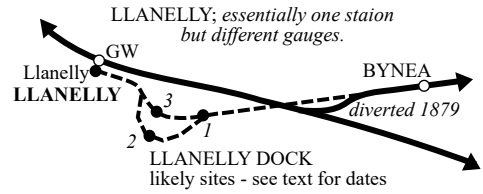

76: Welsh Highland and links
DINAS JUNCTION
TRYFAN JUNCTION
WAENFAWR
BETTWS GARMON
Portion of line from DINAS JUNCTION to BEDDGELERT shown in IA, but some intermediate stations added 1923.
SALEM
PLAS-Y-NANT
QUELLYN (clo pre-1916)
QUELLYN LAKE
SOUTH SNOWDON
PITTS HEAD
HAFOD RUFFYD
BEDDGELERT
ABERGLASLYN/ NANTMOR
HAFOD-Y-LLYN
YNYSFERLAS/ HAFOD GARREGOG
CROESOR JUNCTION
YNYSFOR
PONT CROESOR
NEW 2
PORTMADOC
main line
MINFFORDD
Cam
NEW 1
HIGH STREET
Cam
Fest
HARBOUR
Festiniog
BOSTON LODGE
77: CA(E)RNARVON
LNW
CASTLE
QUAY
early
LNW
CASTLE
end 1870
MORFA
PANT
78: FESTINIOG
DINAS
BLAENAU FESTINIOG
Festiniog
DUFFWS
F&B
TAN-Y-MANOD
TYDDYNGWYN
MANOD
Festiniog & Blaenau
FESTINIOG
1
2
changes when line converted
79: Glyn Valley
HERBER TOLL GATE
NEW INN
QUEENS HEAD
PONTFADOG
CHIRK
CASTLE MILL
GLYNCEIRIOG
DOLYWERN
3
2
1
PONTFAEN
80: LLANYMYNECH
1870
1910
LLANYBLODWELL
*
Cam
SM
LLANYMYNECH
BLODWELL JUNCTION
Cam
SM
LLANYMYNECH
* steep gradient, so reversing neck for safety

Maps 81 to 87

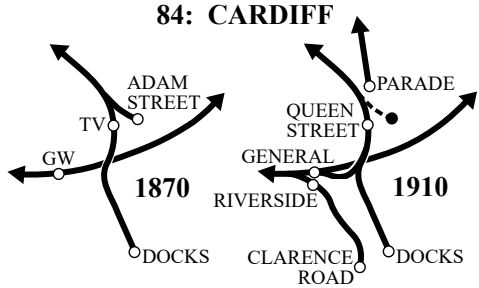
81: FISHGUARD



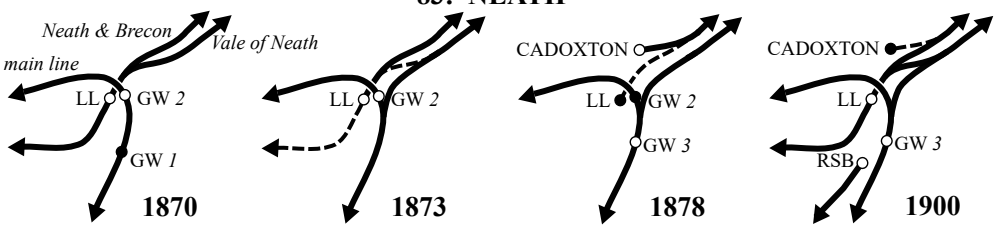
82: LLANELLY



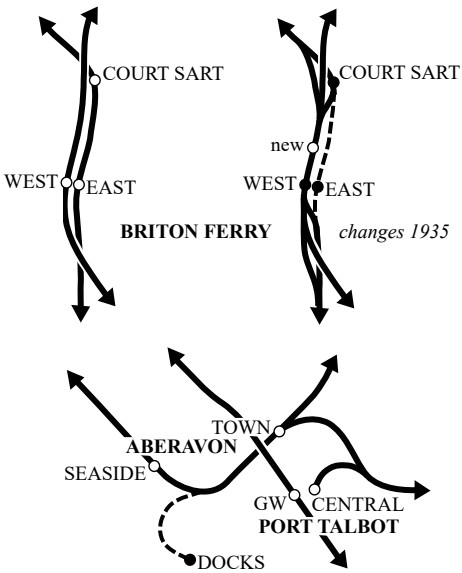
84: CARDIFF



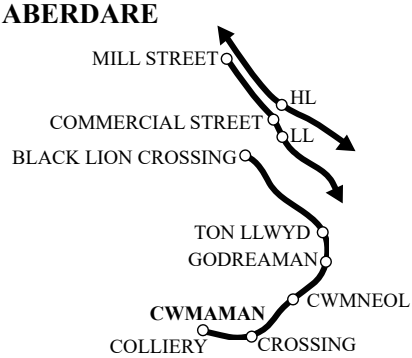
83: NEATH



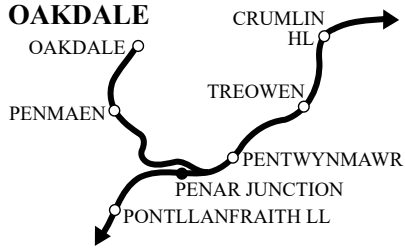
85: ABERAVON and BRITON FERRY



86: ABERDARE

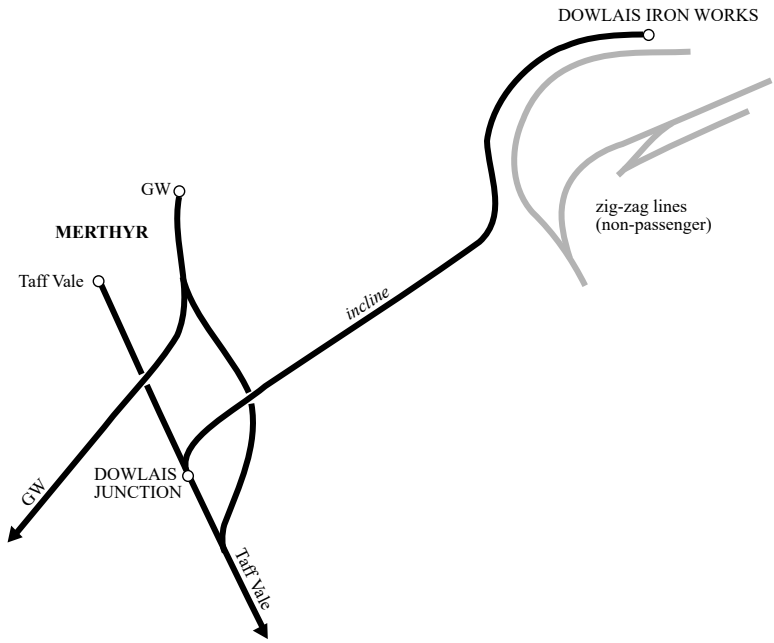


87: OAKDALE

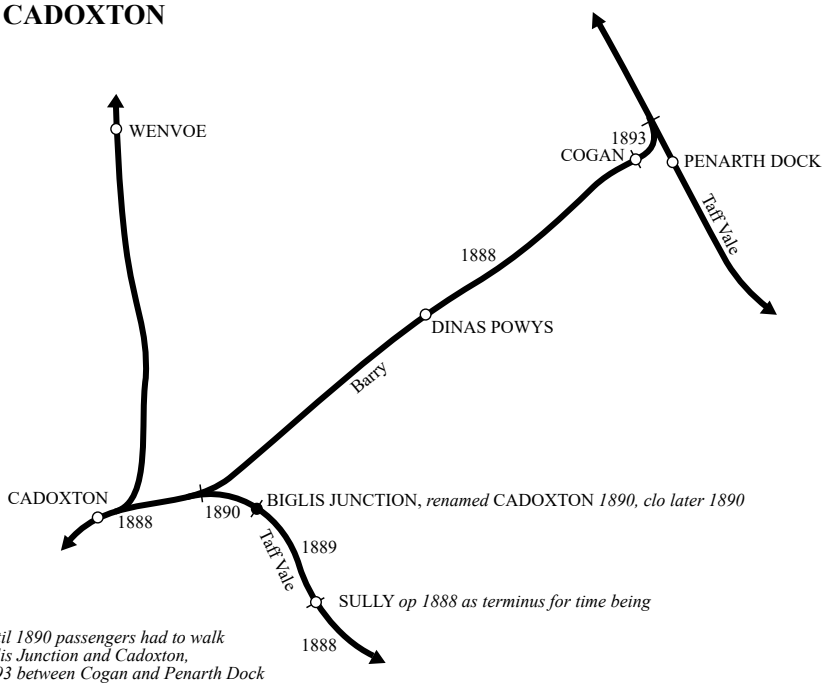


Maps 87a and 87b

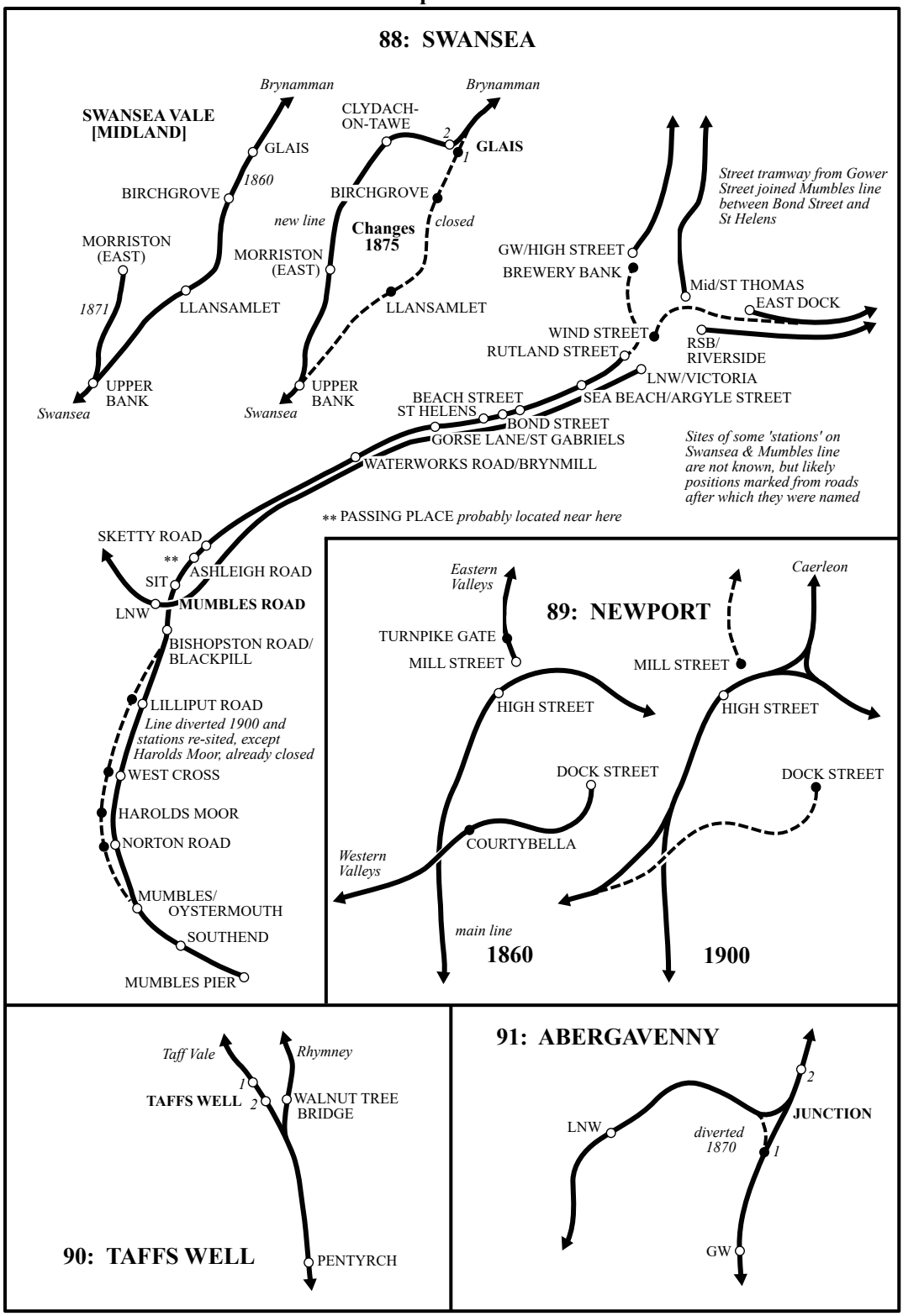
87a: DOWLAIS IRON WORKS line



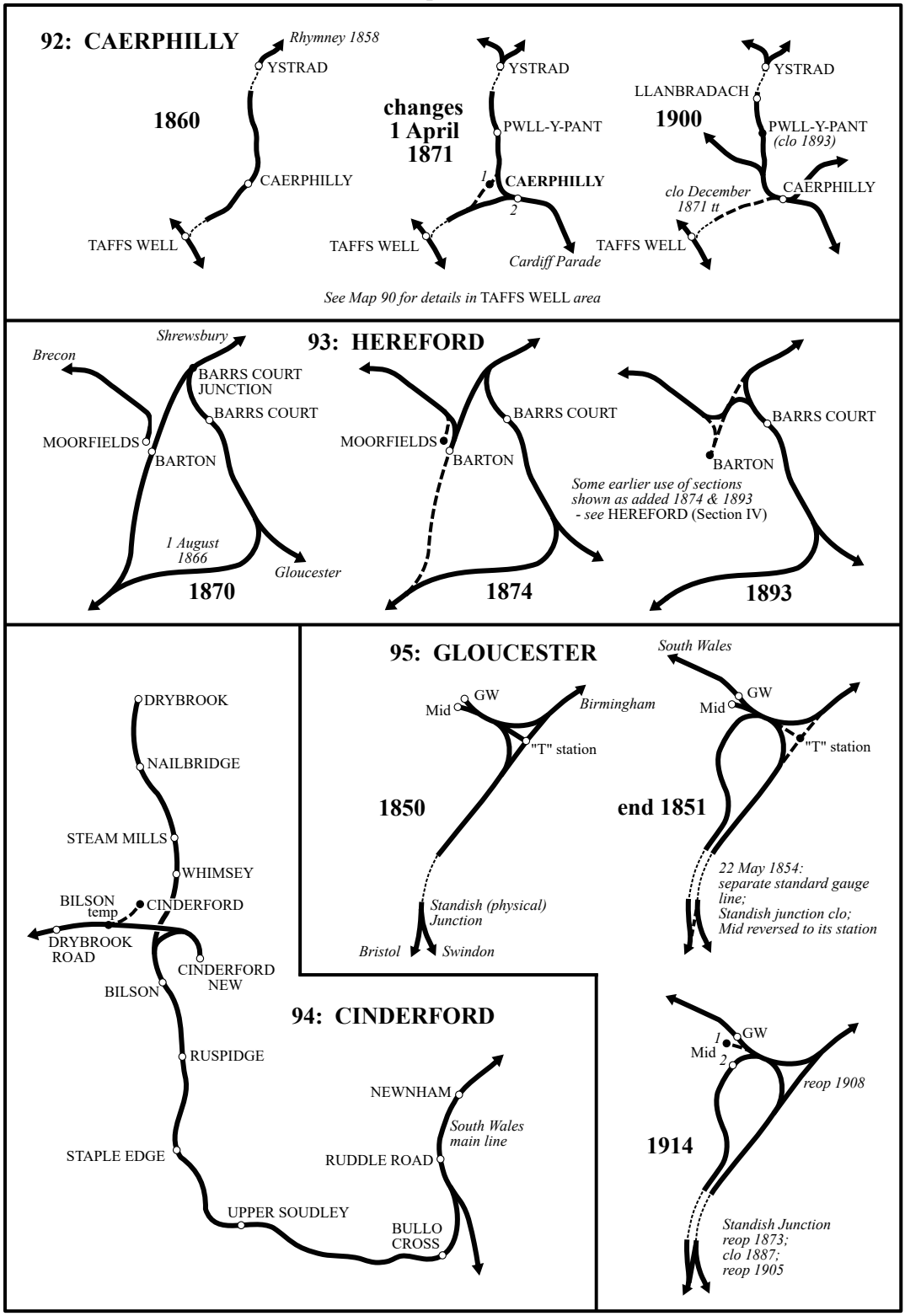
87b: CADOXTON

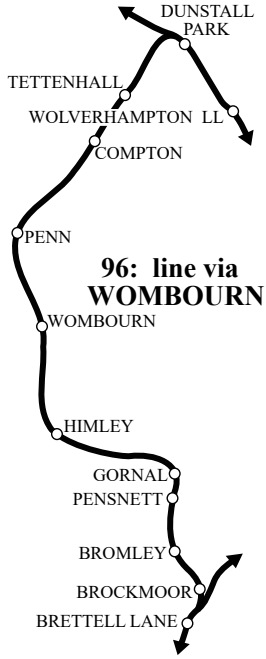


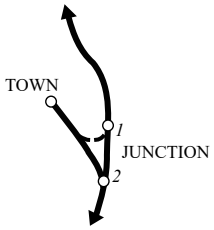
Note that until 1890 passengers had to walk between Biglis Junction and Cadoxton, and until 1893 between Cogan and Penarth Dock

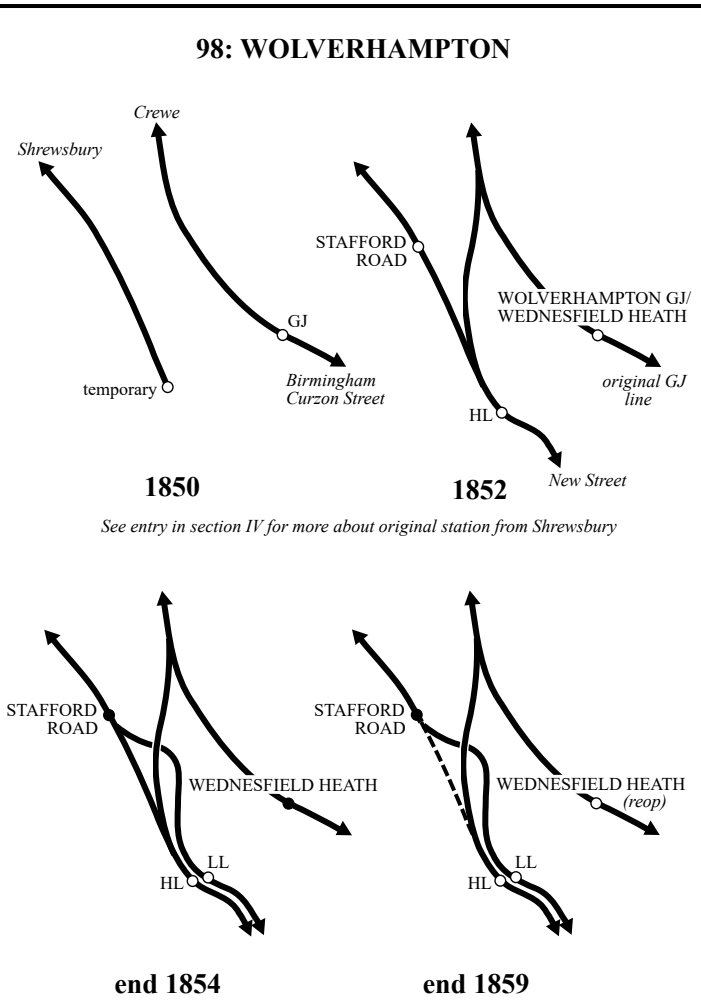

88: SWANSEA
SWANSEA VALE [MIDLAND]
Brynamman
GLAIS
1860
BIRCHGROVE
MORRISTON (EAST)
1871
LLANSAMLET
UPPER BANK
Swansea
CLYDACH-ON-TAWE
2
1
GLAIS
BIRCHGROVE
new line
closed
Changes 1875
MORRISTON (EAST)
LLANSAMLET
UPPER BANK
Swansea
Street tramway from Gower Street joined Mumbles line between Bond Street and St Helens
GW/HIGH STREET
BREWERY BANK
Mid/ST THOMAS
EAST DOCK
WIND STREET
RSB/ RIVERSIDE
RUTLAND STREET
LNW/VICTORIA
BEACH STREET
SEA BEACH/ARGYLE STREET
ST HELENS
BOND STREET
GORSE LANE/ST GABRIELS
WATERWORKS ROAD/BRYNMILL
Sites of some 'stations' on Swansea & Mumbles line are not known, but likely positions marked from roads after which they were named
** PASSING PLACE probably located near here
SKETTY ROAD
**
SIT
ASHLEIGH ROAD
LNW
MUMBLES ROAD
BISHOPSTON ROAD/ BLACKPILL
LILLIPUT ROAD
Line diverted 1900 and stations re-sited, except Harolds Moor, already closed
WEST CROSS
HAROLDS MOOR
NORTON ROAD
MUMBLES/ OYSTERMOUTH
SOUTHEND
MUMBLES PIER
89: NEWPORT
Eastern Valleys
TURNPIKE GATE
MILL STREET
HIGH STREET
DOCK STREET
COURTYBELLA
Western Valleys
main line
1860
Caerleon
MILL STREET
HIGH STREET
DOCK STREET
1900
90: TAFFS WELL
Taff Vale
Rhymney
1
2
TAFFS WELL
WALNUT TREE BRIDGE
PENTYRCH
91: ABERGAVENNY
2
JUNCTION
LNW
diverted 1870
1
GW

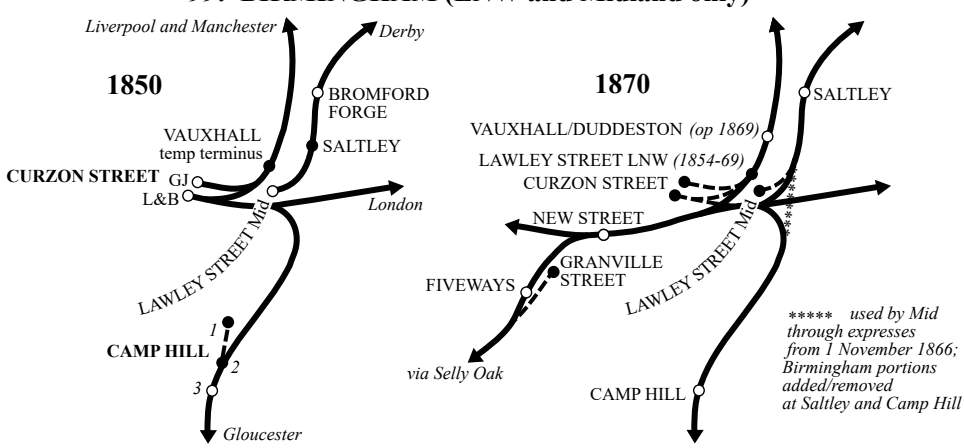
Maps 92 to 95


92: CAERPHILLY
Rhymney 1858
YSTRAD
1860
CAERPHILLY
TAFFS WELL
changes
1 April
1871
YSTRAD
PWLL-Y-PANT
1
CAERPHILLY
2
TAFFS WELL
Cardiff Parade
YSTRAD
LLANBRADACH
1900
PWLL-Y-PANT
(clo 1893)
clo December
1871 tt
CAERPHILLY
TAFFS WELL
See Map 90 for details in TAFFS WELL area
93: HEREFORD
Shrewsbury
Brecon
BARRS COURT
JUNCTION
BARRS COURT
MOORFIELDS
BARTON
1 August
1866
Gloucester
1870
MOORFIELDS
BARRS COURT
BARTON
1874
BARRS COURT
BARTON
Some earlier use of sections
shown as added 1874 & 1893
- see HEREFORD (Section IV)
1893
95: GLOUCESTER
Mid
GW
Birmingham
"T" station
1850
Standish (physical)
Junction
Bristol
Swindon
South Wales
Mid
GW
"T" station
end 1851
22 May 1854:
separate standard gauge
line;
Standish junction clo;
Mid reversed to its station
DRYBROOK
NAILBRIDGE
STEAM MILLS
WHIMSEY
BILSON
temp
CINDERFORD
DRYBROOK
ROAD
CINDERFORD
NEW
BILSON
94: CINDERFORD
RUSPIDGE
NEWNHAM
South Wales
main line
STAPLE EDGE
RUDDLE ROAD
UPPER SOUDLEY
BULLO
CROSS
1
Mid
GW
2
reop 1908
1914
Standish Junction
reop 1873;
clo 1887;
reop 1905

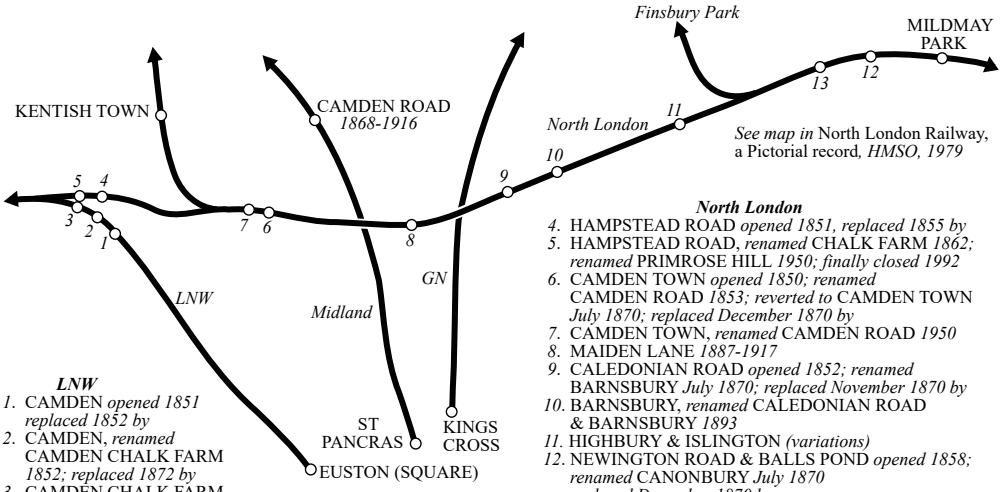

DUNSTALL PARK
TETTENHALL
WOLVERHAMPTON LL
COMPTON
PENN
96: line via WOMBOURN
WOMBOURN
HIMLEY
GORNAL
PENSNETT
BROMLEY
BROCKMOOR
BRETTELL LANE


97: STOURBRIDGE
TOWN
1
JUNCTION
2


98: WOLVERHAMPTON
Crewe
Shrewsbury
GJ
temporary
Birmingham Curzon Street
1850
STAFFORD ROAD
WOLVERHAMPTON GJ/ WEDNESFIELD HEATH
original GJ line
HL
New Street
1852
See entry in section IV for more about original station from Shrewsbury
STAFFORD ROAD
WEDNESFIELD HEATH
LL
HL
end 1854
STAFFORD ROAD
WEDNESFIELD HEATH (reop)
LL
HL
end 1859


99: BIRMINGHAM (LNW and Midland only)
Liverpool and Manchester
Derby
1850
BROMFORD FORGE
VAUXHALL temp terminus
SALTLEY
CURZON STREET GJ
L&B
London
LAWLEY STREET Mid
1
CAMP HILL
2
3
Gloucester
1870
SALTLEY
VAUXHALL/DUDDESTON (op 1869)
LAWLEY STREET LNW (1854-69)
CURZON STREET
NEW STREET
*****
GRANVILLE STREET
FIVEWAYS
LAWLEY STREET Mid
via Selly Oak
CAMP HILL
***** used by Mid through expresses from 1 November 1866; Birmingham portions added/removed at Saltley and Camp Hill

Map 101: CAMDEN to MILDMAY PARK



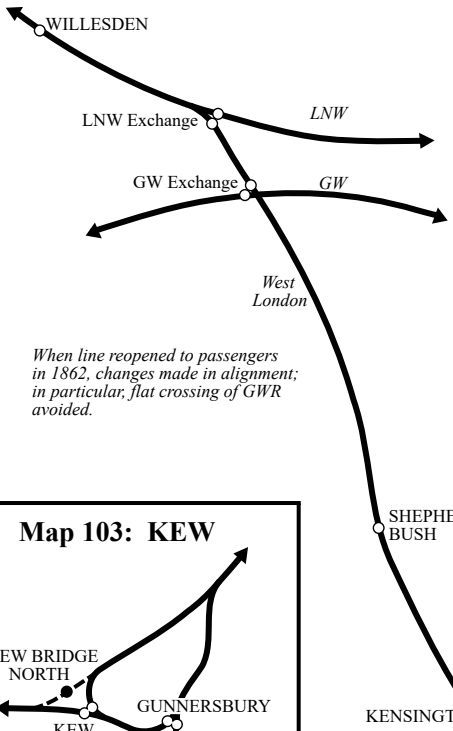
LNW

1. CAMDEN *opened 1851 replaced 1852 by*
2. CAMDEN, *renamed* CAMDEN CHALK FARM *1852; replaced 1872 by*
3. CAMDEN CHALK FARM *renamed* CHALK FARM *1876; closed 1915*

North London

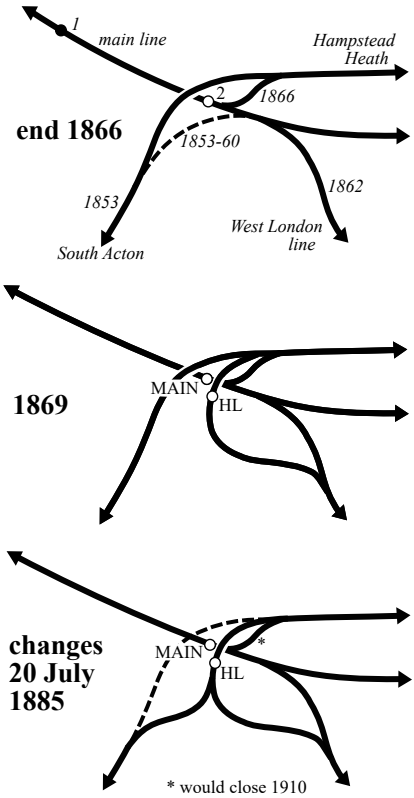
4. HAMPSTEAD ROAD *opened 1851, replaced 1855 by*
5. HAMPSTEAD ROAD, *renamed* CHALK FARM *1862; renamed* PRIMROSE HILL *1950; finally closed 1992*
6. CAMDEN TOWN *opened 1850; renamed* CAMDEN ROAD *1853; reverted to* CAMDEN TOWN *July 1870; replaced December 1870 by*
7. CAMDEN TOWN, *renamed* CAMDEN ROAD *1950*
8. MAIDEN LANE *1887-1917*
9. CALEDONIAN ROAD *opened 1852; renamed* BARNSBURY *July 1870; replaced November 1870 by*
10. BARNSBURY, *renamed* CALEDONIAN ROAD & BARNSBURY *1893*
11. HIGHBURY & ISLINGTON *(variations)*
12. NEWINGTON ROAD & BALLS POND *opened 1858; renamed* CANONBURY *July 1870 replaced December 1870 by*
13. CANONBURY

Map 100: West London Railway 1844

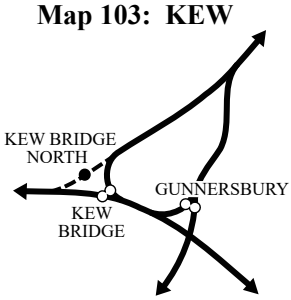


When line reopened to passengers in 1862, changes made in alignment; in particular, flat crossing of GWR avoided.

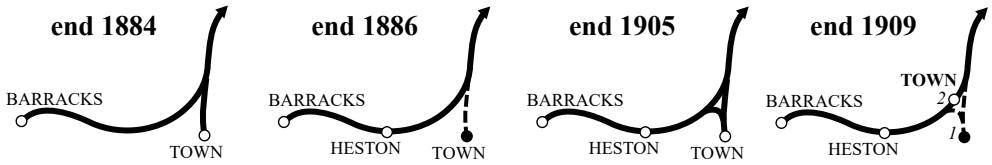
Map 102: WILLESDEN JUNCTION

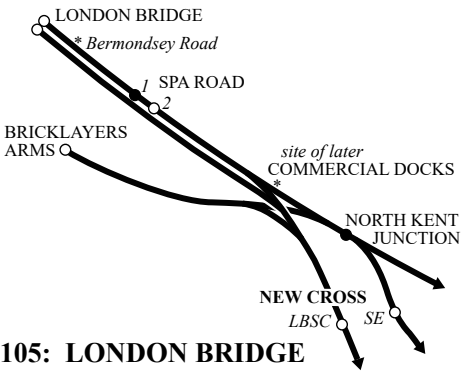


Map 103: KEW



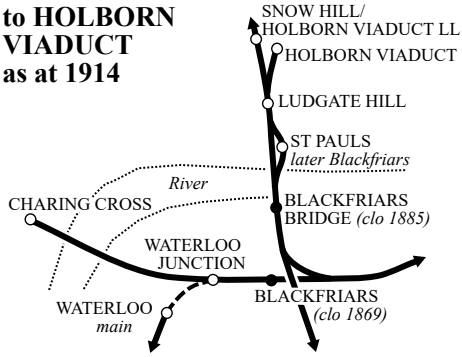
104: HOUNSLOW



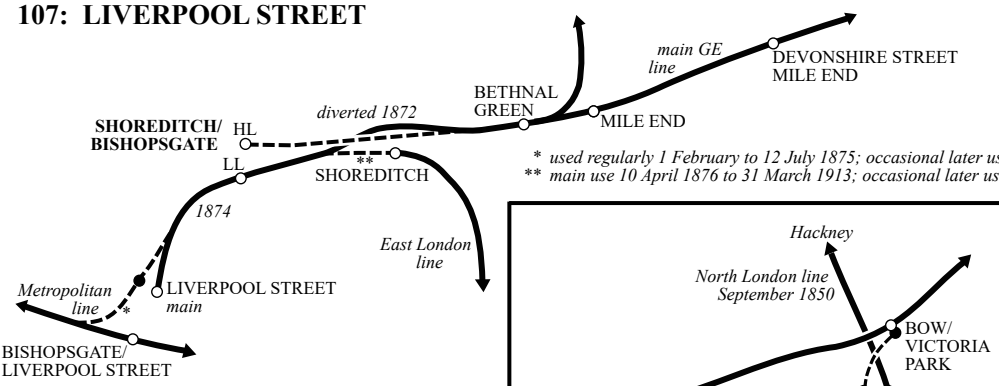


105: LONDON BRIDGE

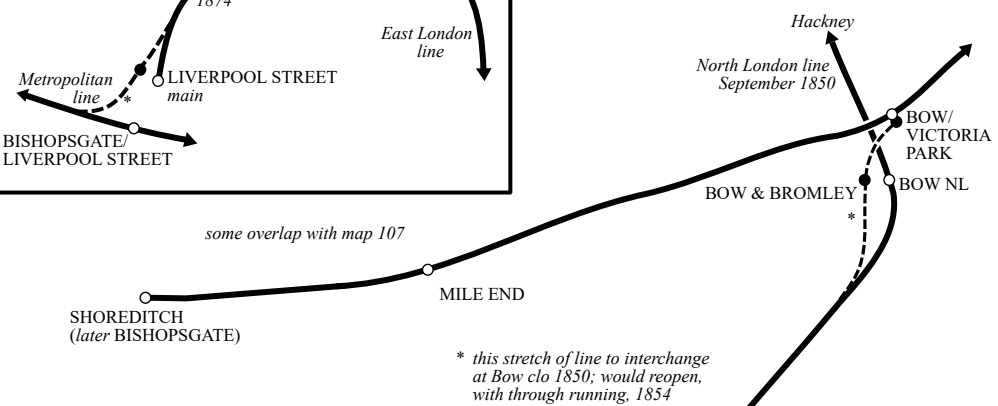
106: WATERLOO to HOLBORN VIADUCT as at 1914



107: LIVERPOOL STREET



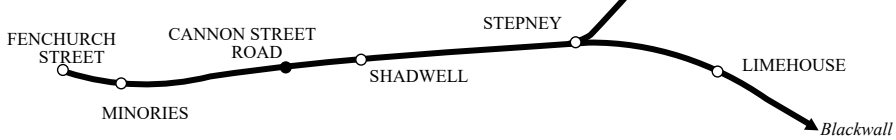
* used regularly 1 February to 12 July 1875; occasional later use
** main use 10 April 1876 to 31 March 1913; occasional later use



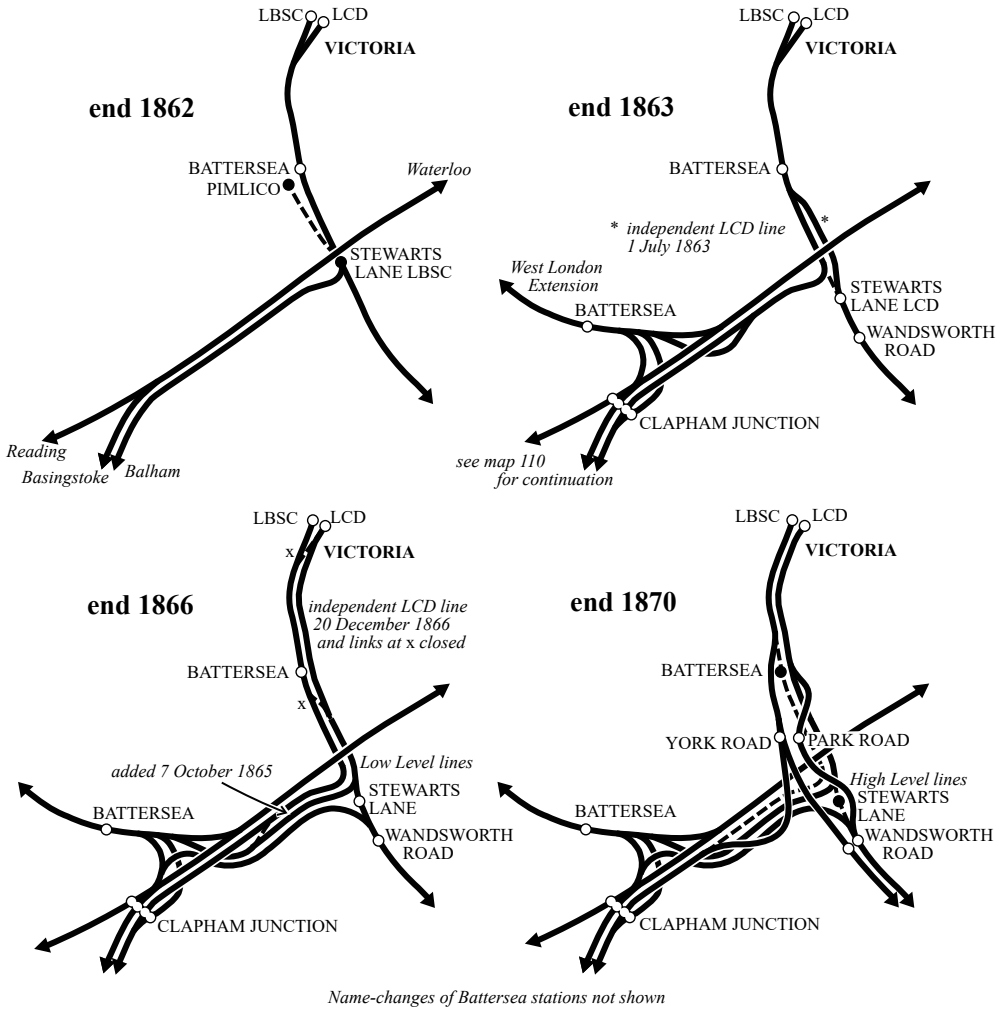
* this stretch of line to interchange at Bow clo 1850; would reopen, with through running, 1854

108: BOW - at end of 1850

Based on P Kay, Great Eastern Railway Journal*, January 1998*

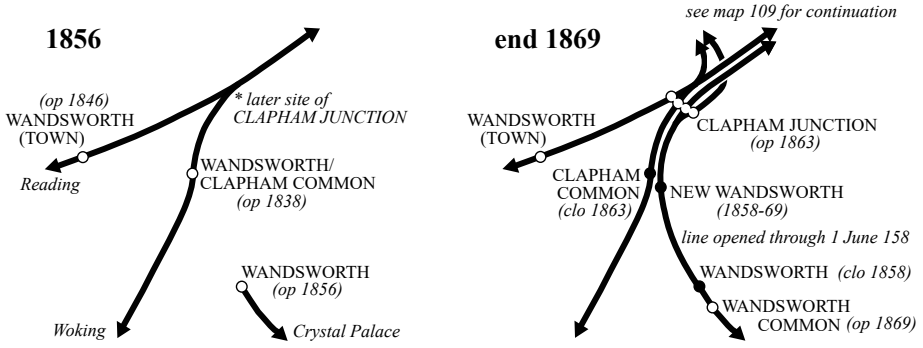


109: LONDON VICTORIA



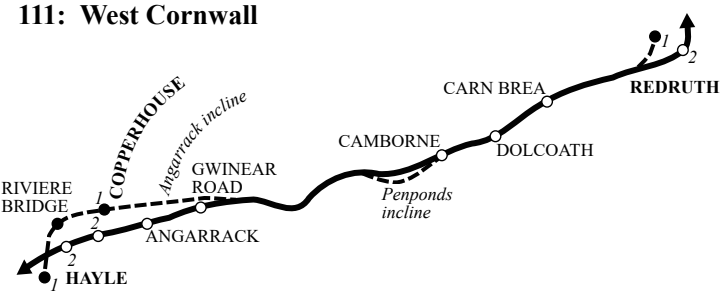
Name-changes of Battersea stations not shown

110: WANDSWORTH

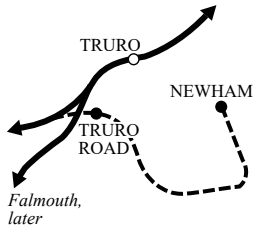


Maps 111 to 118

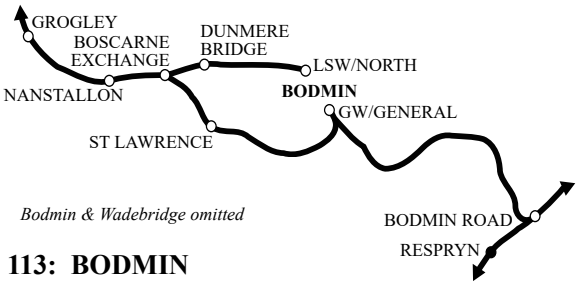
111: West Cornwall



112: TRURO

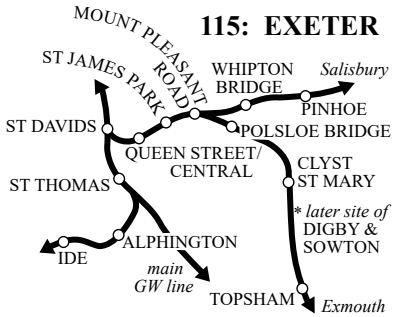


113: BODMIN

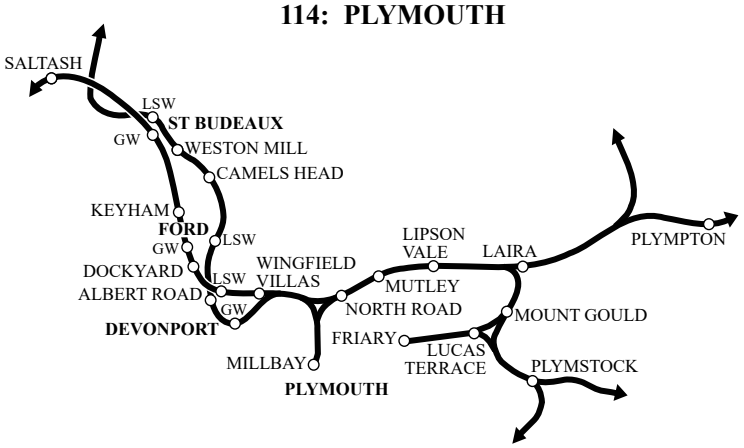


Bodmin & Wadebridge omitted

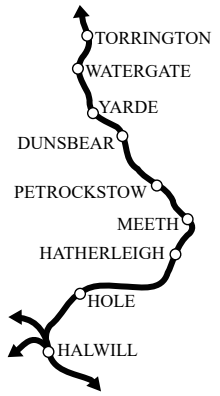
115: EXETER



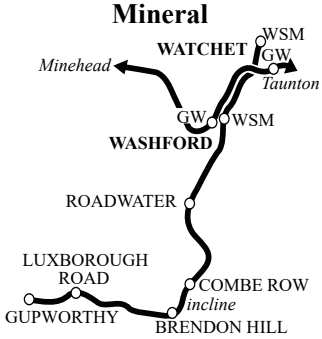
114: PLYMOUTH



116: TORRINGTON to HALWILL

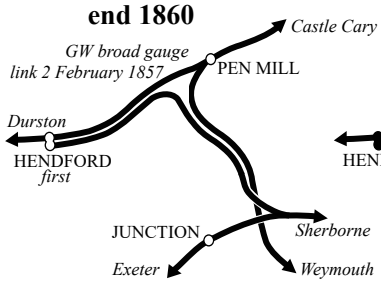


117: West Somerset Mineral

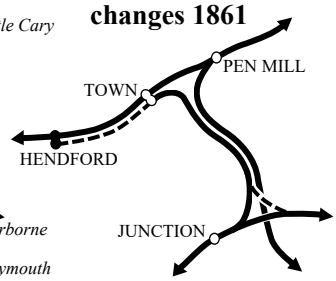


118: YEOVIL

end 1860

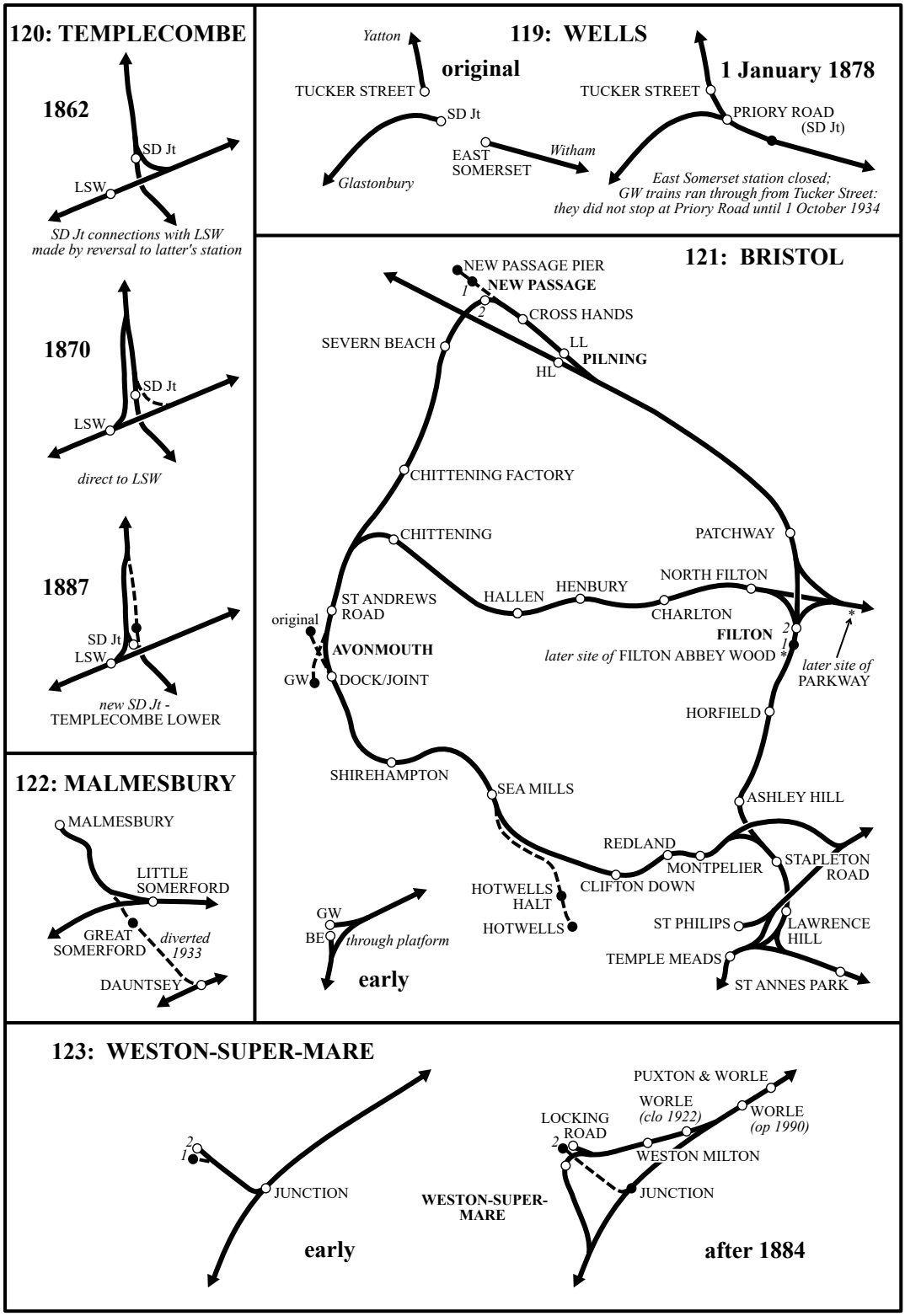


changes 1861

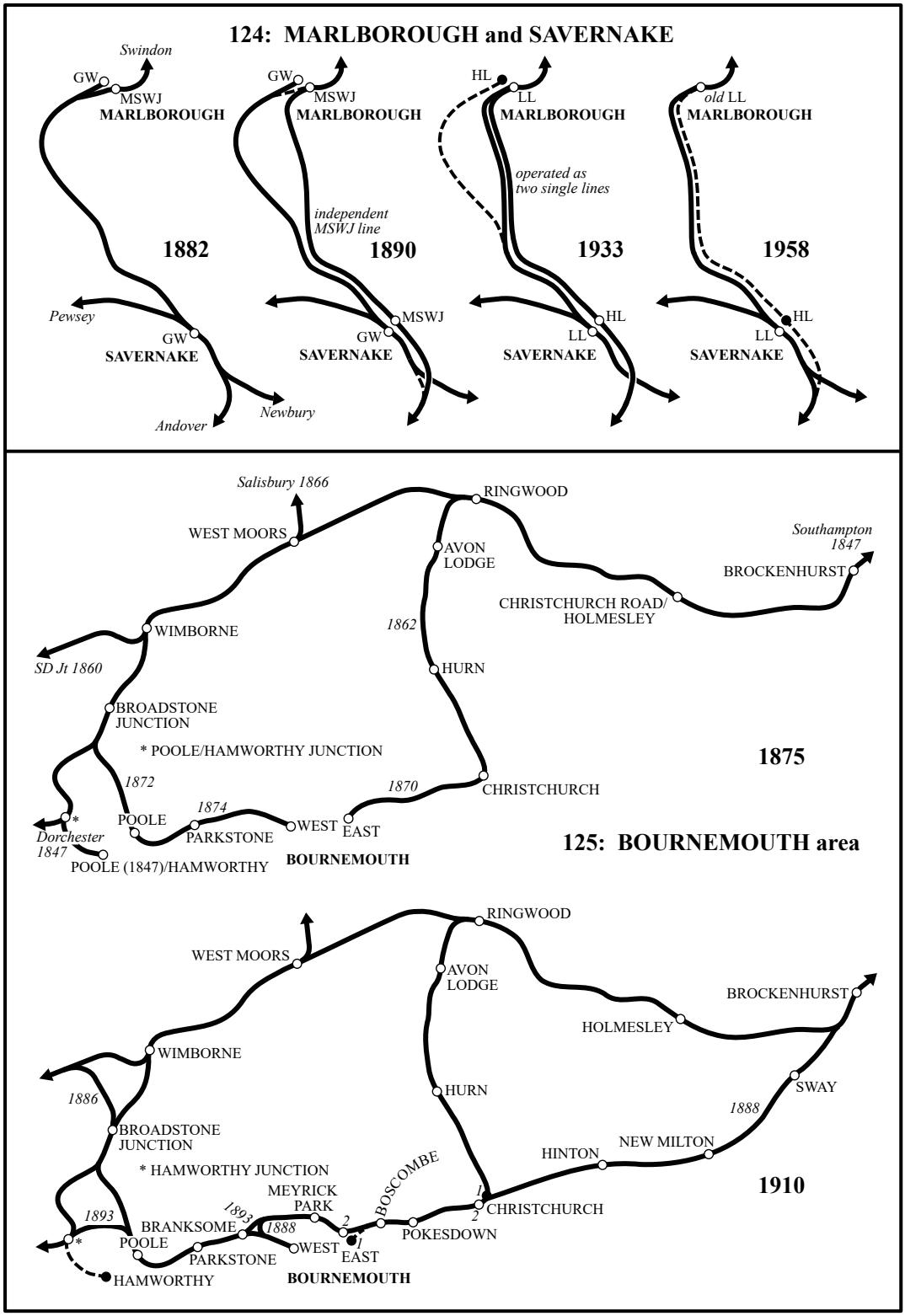


LSW standard gauge: 1 June 1860 from Sherborne to Hendford.
19 July 1860: diverted to Exeter; Yeovil passengers via Junction, with reversal.

Maps 119 to 123

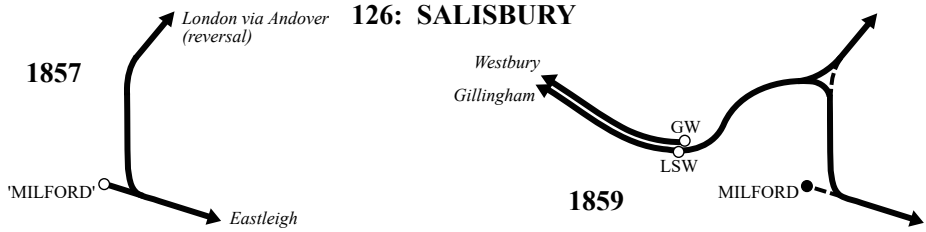


Maps 124 and 125

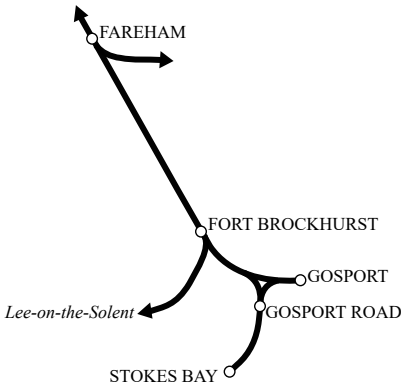


Maps 126 to 131

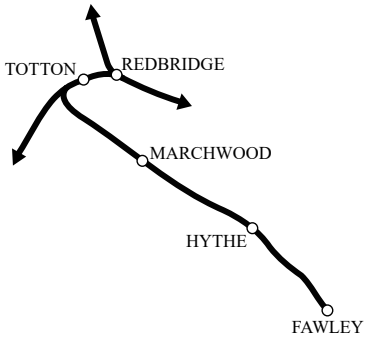
126: SALISBURY



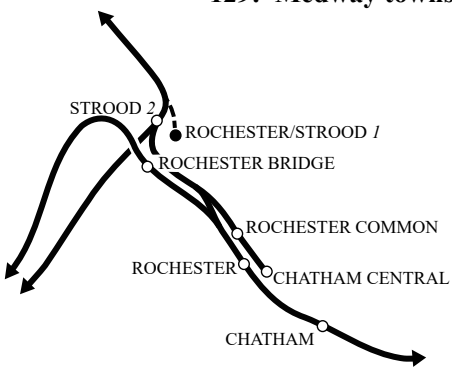
127: STOKES BAY



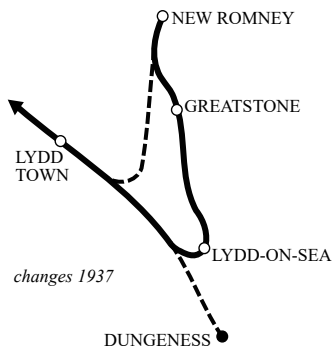
128: FAWLEY branch



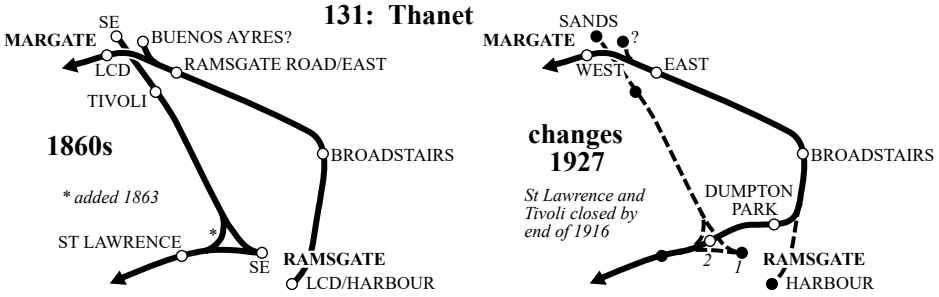
129: Medway towns



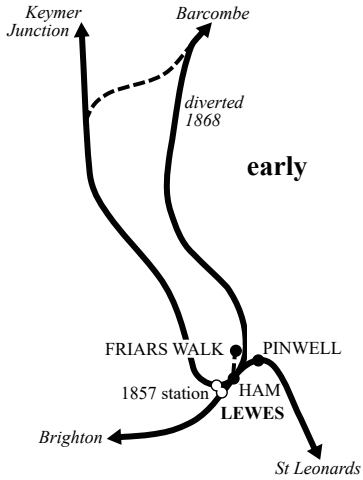
130: LYDD

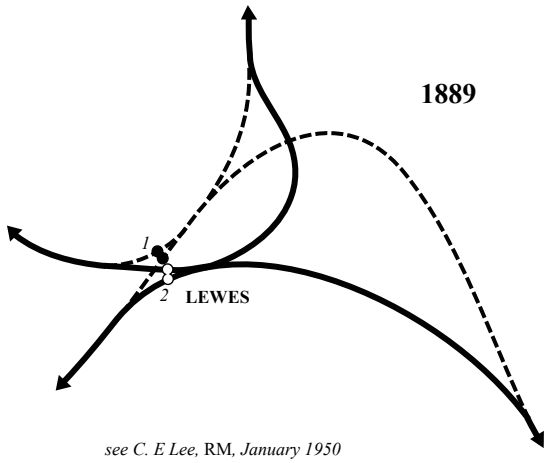


131: Thanet



132: LEWES

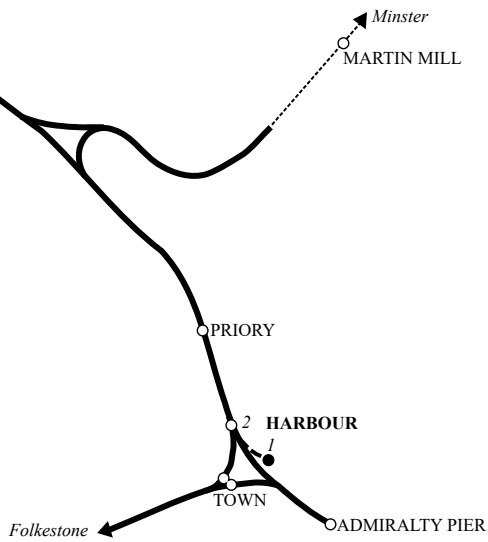




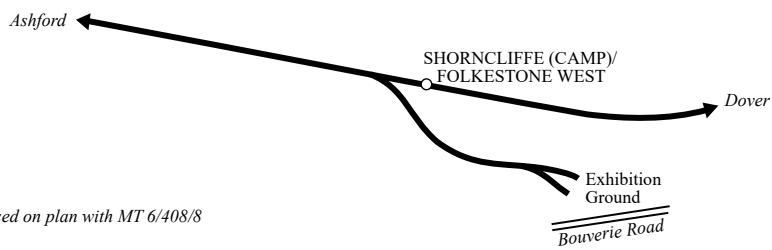
see C. E Lee, RM, *January 1950*

133: DOVER pre-1914

based on Hasenson, p 190.



134: FOLKESTONE ART TREASURES



Based on plan with MT 6/408/8