Railway Passenger Stations

in Great Britain

A CHRONOLOGY

Additional
SUPPLEMENT
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Includes information from Allan Brackenbury, George Borthwick, Eric Bredee and John Gough.

BOSHAM ; GORING-by-Sea; KINGSTON-on-Sea; LANCING;YAPTON: clo 1 November 1847 *(Hampshire Telegraph 30 October – presumed for winter)*; included without trains monthly tts *Sussex Advertiser November*; trains restored *ibid 7 March 1848*.

ACOCKS GREEN [GW] first in *Brad* June 1853, opened within the last few days *(Aris 6 June)*;

AGECROFT [LY]: Clo ? - last in *Brad* January 1861 but last shown in body of tt for July 1861 *(Bury Times 29 June)* – absent August tt *(ibid 3rd)*, where was A BRIDGE.

ALEXANDRA PALACE (a), op as WOOD GREEN. first in *Brad* May 1859 but adverts in *Clerkenwell News* suggest 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* offered a house to let at 'Wood Green and People's Palace Station'.

ALTRINCHAM (b) [MSJA] confirmed as op 4 April 1881 *(co n Nantwich Guardian 2nd)*.

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)*; a letter from the NE General Manager at York, dated 7 February, written in response to petition of ratepayers of Amble said that the 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.

ARGOED [LNW]: line op 19 June 1865 *(Cardiff Times 23rd)*; first evidence from wtt 1 February 1866. Not found earlier in any of tts seen in local papers but *Merlin* 5 August 1865 said directors had given orders for 'immediate erection' of station here.

ARISAIG [NB] op 1 April 1901 *(Scotsman 2nd*)*; according to paper was private station for Mr. Nicholson but *RCG, Brad* treated it as generally available.

ASHINGTON [NE] first seen, as HIRST, in tt *Morpeth Herald* 4 May 1878 (not present 27 April).

ASHLEY & WESTON [LNW]: line op 1 June 1850 *(co ½ T 22 February 1851)*, nd, May 1851; 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 in *Leicester Mercury* 23 November 1850.

ASHTON near Bristol [BE] op 21 June 1852 *(co n Bristol Times & Mirror 19th)*.

ATTIMORE HALL [GN] first in *Brad* May 1905 – 'just begun' *London Daily News Wednesday 19 April*; no closure found.

AVON LODGE op 1̲3 November 1862.

BALGREEN [LNE] confirmed op 29 January 1934 *(Scotsman 30th)*; *[ignore supp 3]*.

BARLOW [NE] first trains 6 May 1912 *(Hull Daily Mail 3rd)*; originally Mondays only (line op Wednesday 1st); full service ? (by July 1922 *Brad*);

BARRY LINKS near Dundee [DA]: line opened 6 October 1838**; DEYHOUSE cited in advert *Fife Herald August 1841* for sale at Deyhouse 'near where trains stop'; first certain rail reference seen is in *tt Northern Warder 3 May 1842* (earliest full tt seen there) – said trains stop here Tuesdays and Fridays 'as at present'.

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; 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 Bedwellty Pits on page 8 but has 'Pochin Pits' on p. 48.

BELVEDERE [SE] trains first shown March 1859 *Brad*; *co ½ Kentish Gazette 22nd* – 'station had been provided' (and opened?); added to tts in *Gravesend Reporter* March.

BERWICK-UPON-TWEED [NB]: Temporary bridge across Tweed, linking Berwick and Tweedmouth, op Wednesday 1̲8 October 1848 *(Yorkshire Gazette 21st)*.

BIDEFORD

B MARSH GATE at town edge used as terminus for one evening and two Sunday trains each way, August and September 1902 *(co tts N Devon Gazette)*. October tt: these extended to Strand Road.

BISHOPS STORTFORD: 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; 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 for B S.

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)*.

CAMBUS [NB] op with line 1 July 1852 *(description of opening Morning Post 5th)*.

CARCROFT & ADWICK-LE-STREET [WRG Jt] op 1 March 1866 *(GN)*; *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.

CATTAL [NE] op 30 October 1848** *(co n Yorkshire Herald 28th)*. See below.

CRESSWELL near Stoke-on-Trent [NS] confirmed op 7 August 1848 *(Staffordshire Advertiser 5th)*.

DANBY WISKE (a) op 1 August 1841 *(Leeds Intelligencer 21st)*; last in *Brad* June 1842.

DOWLAIS   CAE HARRIS [Taff Bargoed Joint] op 1 February 1876 *(S Wales Daily News 2nd)**.

* = paper's account includes details 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.

DUNDEE

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 (a) op 9 April 1840; *Dundee (book)* says op 2 April; *Fife Herald Thursday 2nd* and *Perthshire Advertiser 2nd,* both copying *Dundee Advertiser* 'will open Thursday next', leaving possibility that delay between original and copy would have meant op 2nd, but *Caledonian Mercury Monday 13th* 'opened Thursday last'.

[moved from next entry] replaced on yet another extension of line by >

D EAST (b) op 14 December 1857 *(Dundee Advertiser .. 15th)*.

FANGFOSS [NE] op 4 October 1847 *(co n York Herald 2nd)*.

FLAXBY – see GOLDSBOROUGH.

GLANRAFON [VoR] (ng) op 7 May 1904 *(VoR; Aberystwyth Observer 12th* – 'have opened'*)*; 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.

GOLDSBOROUGH [NE]: trains stopped at FLAXBY level crossing on market days from line opening 30 October 1848 *(co n York Herald 28th)*; GOULDSBOROUGH here / nearby all days when first in *Brad* February 1850.

HAMMERTON [NE]: trains stopped on market 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 this name has been found); HAMMERTON all days when first seen elsewhere, April 1849 *(Reid*, first issue of this tt).

HESSAY [NE]: trains called at 'HESSORY' (assumed to be paper's copying error) level crossing on market days from line opening 30 October 1848 *(co n York Herald 28th)*; all days when first seen elsewhere *(Reid* April 1849, first issue of this tt).

HOLLY BUSH South Wales [LNW] first in *Brad* August 1871; clearly in use earlier; line op 19 June 1865; not in earliest tt, nor one of 'immediately ordered' 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.

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*.

HOLTBY [NE]: line op 4 October 1847 *(co n York Herald 2nd)* but this not included – not yet built *(Yorkshire Gazette 18 September)*; first found in *Topham* June 1848 whilst rest of line there by May.

HOOTON [Birkenhead]: line op 23 September 1840; station later (no mention in *co n* for line opening) – 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); all days before / with tt for 15 December 1840 *(ibid 25th)*; still open.

* = 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)*. A more rapid response than likely in C21st?

HOPPERTON [NE] op 30 October 1848 *(co n Yorkshire Herald 28th)*.

HATFIELD HYDE [GN] first in *Brad* May 1905 – 'just begun' *London Daily News Wednesday 19 April*; no closure found.

HUNWICK near York: see HAMMERTON.

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.

LOCHAILORT [NB] op 1 April 1901 *(Scotsman 2nd*)*; according to paper was private station for Mrs. Head but *RCG, Brad* treated it as public station.

LONDESBOROUGH [NE] op 4 October 1847 *(co n York Herald 2nd)*.

MARSTON MOOR [NE] op 30 October 1848 *(co n Yorkshire Herald 28th)*.

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?);

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}.

NEW PITS – see BEDWELLTY PITS.

NEWCASTLE 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)*;

NEWTON ST CYRES [LSW]: see 12 May 1851** (below) 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.

NINE MILE POINT [LNW] first in *Brad* September 1868 and tt *Merlin* 5 September 1868; *[Supp 2]* ; 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). *Merlin* 30 March 1867 had article that said passengers with ticket to / from here (then owned by Sirhowey Co) could use instead Risca station of Monmouthshire, whose line Sirhowey had to use to reach Newport.

OAKLE STREET [GW] op 19 September 1851 *(T 10th)*; clo 31 March 1856 *(co n Gloucester Journal 29th)**; *co n ibid* 2 July 1870 'is now open'; 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 – tidier end?

OTTERINGTON [NE]: op 1 August 1841 *(Leeds Intelligencer 21st)*.

POCKLINGTON [NE] op 4 October 1847 *(co n York Herald 2nd)*.

POPPLETON [NE] op 30 October 1848** *(co n Yorkshire Herald 28th)*.

PONKEY CROSSING [GW] op 5 June 1905 *(GW H)*; not in *Brad* until October 1907 but item on Wrexham in *Manchester Courier, 16 August 1905,* said it had been opened.

PORTSMOUTH near Burnley [LY] op 12 November 1849 *(co n Manchester Times 10th, item Blackburn Standard 14th)*.

RASKELF [NE] op 1 August 1841 *(Leeds Intelligencer 21st)*.

RHEIDOL FALLS [VoR] (ng): op 7 March 1904 *(Welsh Gazette 3rd)*.

SCROPTON [NS] first seen in tt for September 1849 *(Staffordshire Advertiser 6th)*, not present August; at line opening that paper said Sudbury and Tutbury were only stations.

SESSAY [NE] op 1 August 1841 *(Leeds Intelligencer 21st)*.

STOKE CANON [GW]: *[reshaped]* a market service, Fridays only, to Exeter and back was first provided in August 1852 *(co n, dated 7th, in Western Times of 14th)* – first train 13th? A Tuesday service to Tiverton added 16 June 1853 tt; latter last in tt 1 November 1855; Exeter one last in tt 24 April 1856 (no tt 1 May, omitted 8 May tt) *(Trewman*, which at that period published tt most weeks).

However, at least one of the market services seems to have continued. *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. Full service began? first in tt *Trewman* 21 May 1862 – not there 7th (14th either no tt or page missing.

SWANBOURNE [LNW] op 1 July 1851 *(Banbury Guardian 3rd* – 'station at Mursley to open').

THEDDINGWORTH [LNW]: confirmed op 29 April 1850 *(Northampton Mercury 8 June)*.

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'. Also confirmed that Scholes, Collingham (Bridge) and Bardsey op with line.

THORNLIEBANK For first use of name see 1848 September 27** (below).

TOLLERTON [NE]: op 1 August 1841 *(Leeds Intelligencer 21st)*.

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*.

* = 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.

UTTOXETER [NS] {map 58}

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; would support June rather than May closure.

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'.

WARTHILL [NE] op 4 October 1847 *(co n York Herald 2nd)*; op as STOCKTON.

WELFORD & KILWORTH [LNW]: confirmed op 29 April 1850 *(Northampton Mercury 8 June)*.

WEST FERRY near Dundee [DA]: line op 3 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.

WHITROPE SIDING [NB] (non-tt): ...; clo 6 January 1969 *(BR clo n for line*, which included WHITROPE as one of its 'stations').

YELVERTOFT & STANFORD PARK [LNW]: confirmed op 29 April 1850 *(Northampton Mercury 8 June)*.

YNYSDDU [LNW] first in *Brad* August 1871; 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.

1837 B. Lines to Coupar Angus and Glamis.

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)*.

1838. Arbroath & Forfar: *Caledonian Mercury 5 January 1839* described experimental trip on 2nd; included stops at Clocksbriggs, Auldbar Road, Guthrie Road, Friockheim and Leysmill.

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 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'. [All spellings as found.]

KENNISHEAD entry should now read: 'CROFTHEAD when first in *Brad* June 1860'.

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.
See entries for Deyhouse and West Ferry above.

1840 May 2. Preston & Longridge.
Initially service varied: notices in Preston papers show that 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).
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 - 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 July 16. Preston & Wyre: Market stops unlikely to have been discontinued 1842-3; ironically market service was first shown in co's tts in *Preston Chronicle* April 1842 and continued to be shown until last tt included, March 1843.

1846 October 7. York & North Midland: Seamer to Filey and Hull to Bridlington. Date from *Brad*, October 1847 – 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, descriptions of formal openings of Filey line on 5th *(Yorkshire Gazette 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', suggesting that some already did. For Lowthorpe earliest is in *Hull Packet (31 March 1848)*, reporting death of stationmaster's wife on 25th.

1848 March 1. Eastern Counties: March to St Ives *co ½ T 28 February* and *Cambridge Chronicle 4th*); the line was opened by excursion from Huntingdon (later Godmanchester) to Wisbech, 32 carriages, upwards of 900 passengers, 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. Regular trains ran later in the day.

1848 October 30. *Return* says 31 October but description in *Leeds Intelligencer 4 November* says that three trains ran each way on the Monday (30th), as per timetable cited.

1851 May 12. Exeter & Crediton. *. [replace last sentence with]* 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 <u>completion</u> [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 station following – many early stations described as 'temporary' in press accounts of openings.

1852 February 18. Oxford, Worcester & ... in other matters? Possible reason for discrepancy in existing sources: first trains were run by the Midland, on the 18th, *(co n Worcester Chronicle 18th)*.

1853 December. Shrewsbury & Hereford: Ludlow to Hereford. A re-reading of Hereford paper shows that I had public and formal openings reversed. The public opening was Monday 5th, according to notices; the formal opening was Tuesday 6th. Applies to: Berrington & Eye; Dinmore; Hereford; Leominster; Moreton-on-Lugg; Woofferton.

1854 April 1: Eastern Counties: Bury Extension Line. Line date: co minutes of 23 March and *Bury & Norwich Post 29 March*. Kennett, Saxham & Risby in list of cheap market tickets *(co n ibid 5th)*.

1854 August 15. Eastern Counties: Harwich branch. *Brad* September only included Harwich. However, Mistley; Wrabness; Dovercourt were all included in *co n Essex Standard 16th*.

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 December 8. Edenham and Little Bytham. There was an intermediate stop on the line; dates as line? 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.

Still unresolved questions about the breaks in service. However, clo 1 October 1866 confirmed *co n Stamford Mercury 14 September.* Evidence suggests service restored in 1867. Line 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, but no guarantee regular service then running. 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).*

1863 January 5. Newtown & Machynlleth: Moat Lane Junction to Machynlleth. According to *Talerddig*, formal opening 3 January, public 5th. *Shrewsbury Chronicle (2nd)* confirms this 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. Confirmed by *co n Hamilton Advertiser 31 January* and *item 4 February.*

1866 August 13: Potteries, etc
Extension to Llanyblodwell opened 18 April 1870 *(co n Eddowe's 20th).*
All closed 22 June 1880; 21 June as last day supported by *Eddowe's, 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.

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 (for Mold Sports) and 2nd, former at least calling at all stations.

1885 March 2. East & West Junction, later SMJ:
   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?
   23 July 1877: *Leamington Spa Courier (28th)* said it 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, not felt worthwhile? Goods traffic continued.
[Applies to Blakesley; Byfield; Ettington; Fenny Compton; Morton Pinkney; North End; Stratford; Warwick Road.]

1887. Llanelly & Mynydd Mawr ran a 'workmen's service' from about 1887 with 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).

1888 March 19. (alter to 20) South Shields, Marsden ... Public service began, detached from main system, 20 March 1885 *(co n Shields Daily Gazette 21st).* Early notices were headed 'Marsden Rock'; press evidence is they hoped for tourists to use to visit 'famous rock and grotto' but did not happen.

1893 March 6. Liverpool Overhead Railway *(Manchester Courier 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 Mercury 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).

1896 April 6. Snowdon Mountain Railway: ... Reopened Llanberis to Clogwyn on 19 April 1897 *(T 20th)* rest of the way before / on 16 July 1897 *(co n Liverpool Mercury* 'is now open to the summit'.

1901 May 18. BWA: Otherwise, *[delete]* 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).* [Company perhaps had some satisfaction in August 1904 when it successfully prosecuted a councillor for using abusive language in one of its carriages – fine 30 sh, 13 sh costs or 14 days with hard labour *(ibid 11th).*]

1904 September 1. ANSW: *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; same paper, Tuesday 30 August, said line would open on Thursday.

Michael Quick