Railway
Passenger Stations
in Great Britain

A CHRONOLOGY

FIRST
SUPPLEMENT

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RAILWAY PASSENGER STATIONS IN GREAT BRITAIN
A CHRONOLOGY
First Supplement: Additions and corrections

SECTION 1

Acknowledgments

Most of the material in this supplement was either provided directly by correspondents or found by following up information from them. It is to be hoped that one day it will be used in a revised edition; however, even if that happens it will be some years in the future so for the moment it is provided here.

Thanks to the Public Library at Carmarthen for photocopies from *The Carmarthen Journal*.

Individual thanks to the following for sparing time and effort to provide material:

A. Brackenbury, G. Borthwick (especially Caledonian and BR working timetables and Lanarkshire material), E. Bredee (local press), M. Bussell, R.A. Cooke (from Llanelly and Monmouthshire Railway minutes), R. Forsythe, I. Hayes, A. Lauder, D. Lindsay, D. Pedley, B. Polley, A. Porter, P. Reynolds (extra material on Llanelly Railway and from *The Cambrian*), A.J. Robertson, J. Savage, P.D. Thomas, A. Young.

Page 4. *Add*

All minor railways at present in use in the British Isles are listed in *Minor Railways*, issued by the Branch Line Society – most recent edition (21st) 2009. Surviving cliff railways are covered in article (*Cliff-Hangers*) by R. Humm in *The Railway Magazine*, March 2010.

SECTION 2

Page 12: *end of first full paragraph, right-hand column, beginning* 'Casual ways ...', *amend to* '(see e.g. Milepost items, Pollicott ...)'. *Then add*:

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.

Page 16, left-hand column, line 13 of text: *amend* – 'the decades ending'.

SECTION 3

Pages 24–34: Sources

BR entries: 'SR' *should read* 'Southern Region'.

Cobb = Col. Cobb's *The Railways of Great Britain – A Historical Atlas*, 2nd edition, Ian Allan, 2006.

hba: only dates given from these 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.

after 'Glasgow' add: *Glencorse* = Jeff Hurst, *The Glencorse Branch*, Oakwood, 1999.

Jenkins = *The Diary of Thomas Jenkins of Llandeilo 1826–1870*, Bale, Dragon Books, 1976, via P. Reynolds.

Llan = information from minutes of Executive Committee of Llanelly Railway & Dock Co (R.A. Cooke).

Mon min = material from minutes of Monmouthshire Railway & Canal Company (R.A. Cooke).

Pask = material provided by B. Pask in *Chron April 2010*. That shown as *Pask GW Fares* is from a manuscript book of fares.

Preston Chronicle: (E. Bredee) *(new entry)*.

Preston G(uardian): add E. Bredee to bracket.

Preston P(ilot): add E. Bredee to bracket.

Return/Rtn should precede *RHD*.

St Helens Advertiser (E. Bredee).

Page 35: **ATLASES**. *Add / amend*:

Track Atlas of Mainland Britain, Trackmaps, 2009 (omits London Underground, Metro lines).

London Railway Atlas, Joe Brown, Ian Allan, 2nd ed. 2009, larger page size.

Page 42: *Before the penultimate paragraph add*:

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 also apply to many company names.

Page 46: *add, at end of first column*: 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'.

SECTION 4

Amendment to page 46

Please note that a new abbreviation (shown below) has been introduced with this supplement. Currently it only applies to entries in this supplement and not to the original volume:

W and W? = a number of instances have been provided from working timetables of places served by Friday-only trains, often one-way only. In a few instances notes show that purpose was to deliver wages; it would seem likely that some at least of stops not so noted were for the same purpose. All have been included, partly for consistency, partly because stop would have made some other use by railway staff theoretically possible.

** refers to a note in Section 5. Where this is followed by (below) the note will be found in the additional entries in this supplement (pp.16–18): otherwise to Section 5 in the original volume.

ABBEYHOLME [MC]: 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.

ABERCYNON – *amend entry*
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)*.

ABERSYCHAN
ABERSYCHAN LL [GW]: see 1854 October 2** (below).
ACLE – delete semi-colon after '1883'.

AIRDRIE
AIRDRIE [NB]: to be 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)*.
AIRDRIE HALLCRAIG (STREET?) – *should be* **bold**.
AIRTH: one Fridays-only stop, southbound, shown in wtt 17 June 1963 W?
AKELD op *(co ½ RAIL 1117/58-l)*.
ALEXANDRA DOCK (Liverpool)
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
ALEXANDRA PALACE (a): for renaming from WOOD GREEN A PARK to W G see 1971 March** (below).
ALLENS WEST: *increase gap between two words*; *add* that it as at site of Yarm (a) *(Cobb)*; also see item in *SLS Journal* September/October 2007, p.188.
ALVECHURCH op 10 October 1859 *(Redditch Indicator, 8th* – I. Hayes).
AMISFIELD: still had 5.30 note January 1935 *(Brad)*.
AMMANFORD (when DUFFRYN): 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 *Bradshaw*]. 10 December 1867 resolved to replace temporary wooden platform with a permanent wooden one (all *Llan*).
ANDERSTON (second entry): *add* see 1994 December 10** (below).
ANERLEY: East London service added 23 May 2010** (below); still open.
ANNESLEY
A SOUTH JUNCTION clo 4 March 1963 *(Pask* – wtt supplement).
ANSTRUTHER: *Replace last sentence and note*. Original station probably last used 27 December 1887 (discontinued 'yesterday' – *East of Fife Record 28th* – see R. Maund, *Chron January 2010*); note that second was passenger only, original kept for goods.
ARBROATH
ARBROATH [Aberdeen]: *delete* 'see 1838 October 8**'.
ARCHWAY: *simplify* – 'op ... as HIGHGATE, became A 11 June 1939'. 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).
Photographs taken in 1944 show the exterior labelled A (H).
See letters of 6 September 2003 and 17 February 2005 from A.J. Robertson in *Underground News*.
ARDROSSAN
Delete '**' after '17 August 1840'.
A NORTH: *amend* – became A NORTH 2 June 1924** (below).
ARGYLE STREET Glasgow: *add* see 1994 December 10** (below).
ARMADALE
new station due to open 12 December 2010, just west of earlier station but delayed *(Scotsman 13 Dec.)*.
ASHLEY near Altrincham: ROSTHERNE

ASHLEY & WESTON: 11 September 1961 wtt shows stops: Fridays only from Rugby; Mondays, Wednesdays and Fridays to Rugby.

AULDBAR ROAD: 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*.

BAILLIESTON: (b) op 4 October 1993** (below).

BALMORE – also see 1879 October 1** (below).

BALQUHIDDER: map in article by D. Stirling, *British Railways Journal*, Autumn 1993, shows first station of what would become junction and second immediately west; any overlap between sites would have been very short.

BAMBER BRIDGE: see 1846 June 1** (below).

BANK [Waterloo & City] station renamed 28 October 1940.

BARCALDINE: *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.

BARGEDDIE: (b) op 4 October 1993** (below).

BARKSTON: BARKSTONE until 1916 tt.

BARLASTON: B TITTENSOR.

BARNSLEY

SUMMER LANE – reop 1857 as S L.

BASCHURCH [GW] op ... *(Shrewsbury 13th)*.

BASSALEG

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 in December]. 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. [All spellings as found]. *Insert*: reverted to B 1878/81 in *Brad*.

BAT & BALL: 1950 renaming confirmed *hba* May 1950.

BATHGATE

BATHGATE: 1986 station, a terminus, replaced 18 October 2010 by through station, ready for use on line to Airdrie, opened 12 December 2010 *(Scotsman 19 October, 13 December)*.

B UPPER: *add* – When the line from Airdrie opened 11 August 1862 it was to a new station (see *Cobb*) and 1849 station presumably then closed. RCH maps suggest that original was kept for goods.

BEARPARK: renamed 11 May 1927.

BEIGHTON: in local press notice 20 June.

BENTLEY [GE] op ... *(op notice Moffat)*.

BETWS-Y-COED: originally BETTWS-Y-COED.

BICESTER

B NORTH: NORTH added 26 September 1949.

BIRKENHEAD

B NORTH: a third alternative renaming date (1 April 1926) is given by an RCH source *(Pask)*.

B PARK: aot B P (DUKE STREET) in *Brad (Pask)*. Also see: *add* HAMILTON SQUARE. Hoylake & Birkenhead Tramway added after May 1872, before/with January 1874.

BLACKFRIARS

BLACKFRIARS [Dist] clo 2 March 2009 for rebuilding; due to reopen 2011 *(official ug map)*.

BLACKRIDGE: op 12 December 2010, between Caldercruix and Armadale about ½ mile east of old Westcraigs *(Scotsman 13th)*.

BLAENAVON

BLAENAVON LL [GW]: see 1854 October 2** (below).

BLYTH BRIDGE op ... *(co ½ T 3 February 1849; in inspection report)*.

BOX

BOX TUNNEL (non-tt) *(new entry)*: 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, via R. Forsythe).

BRAMPTON near Carlisle

BRAMPTON: for 1971 renaming see 1971 March** (below).

BRAYTON: 9 September 1963 wtt shows Fridays only stop from Carlisle[W?]; had not been shown in 1960/1 wtt.

BRENTFORD

B (CENTRAL): 1950 renaming confirmed *hba* May 1950.

BREIDDEN op 1862.

BRIDGETON

(1979 entry): *add* see 1994 December 10** (below).

BRIERY BOBBIN MILL: reference in BR (LM Region) Special Traffic Notice for week starting Saturday 31 July 1954 as BRIERY SIDING HALT.

BRINKLOW: 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 .

BRITANNIA [GW]: forces use by 31 March 1944 (ticket evidence, A. Porter).

BROCKLEY: East London service added 23 May 2010★★ (below); still open.

BROMPTON ROAD London
[Picc] clo 4 May 1926 by General Strike ...

BROOMFIELD ROAD JUNCTION: reduced to one way before/with January 1869 *Brad*.

BROTTON op *(York Herald 2nd)*.

BRYN op 1 December 1869★★ (below).

BRYN-Y-GWYNON: was in use 4 December 1929 as Brynna *(Pask GW Fares)*.

BRYNAMMAN
B (WEST): 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 land belonging to another company; this would explain why the Clearing House at one denied knowledge of this station, though not the length of time it took to catch up.

BUCKHAVEN: refererences to this will occasionally be found as B NEW; this was to distinguish it from an earlier goods-only station, on a branch from Cameron Bridge, which closed in 1882.

BUITTLE: clo 1 August 1894 ('will be closed after the 31st of this month', result of doubling of line through here – *Dumfries 25 July*, via D. Pedley).

BULLGILL: 9 September 1963 wtt shows Fridays only stop from Carlisle[W?].

CALDERCRUIX
new station due to open 12 December 2010, ¼ mile west of earlier station but delayed *(Scotsman 13 Dec.)*.

CALEDONIAN ROAD & BARNSBURY:
see 2010 June 1★★ (below).

CAMBUSAVIE: Highland Company's opening notice shows that trains were not scheduled to call here on line public opening day, 2 June; it was added as a request stop on Tuesday 3 June.

CAMBUSLANG: re-sited at some stage. The 1884 OS 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 there in 1881?

CAMDEN ROAD: see 2010 June 1★★ (below).

CANADA WATER
East London service reopened fully 23 May 2010★★ (below); still open.

CANONBURY: see 2010 June 1★★ (below).

CARMONT: October 1883 Caledonian Wtt shows then served Thursdays only, as NEWMILL.

CARMYLE: (b) op 4 October 1993★★ (below).

CARRINGTON [GC]: 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] *(new entry)*:
BR (LM Region) Special Traffic Notice for week starting Saturday 31 July 1954 says that on Sunday 1 August ballast trains to and from Heaton Mersey Sidings would also convey workmen to and from here; {sidings east of Partington}.

CARTERS CROSSING: (B. Ieuda ...).

CATTLE MARKET: *Delete one of* 'but returned from Cattle Siding in Maiden Lane'.

CHALCOMBE ROAD: 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.
Non-tt: 11 September 1961 shows Fridays only stop at signal box here for staff purposes[W?].

CHAPEL BRIDGE: 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.

CHARLTON near Hexham: {Bellingham–Tarset}.

CHELFORD: *delete* 'and NANTWICH ...' – briefly 'and NWICH' in *Brad*, much more likely to be Northwich.

CHELTENHAM SPA
Another RCH source gives 1 March 1925 for addition of SPA to Lansdown, for LMS purposes *(Pask)*.

CHEPSTOW EAST – TUTSHILL here later *(Cobb)*.

CHERRY TREE: see 1846 June 1★★ (below).

CHESTER-LE-STREET [NE] *reorganise entry*
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) first in *Brad* March 1862; last January 1869; south-west of (a) – see *Cobb*.
CHESTER-LE-STREET (c) op 1 December 1868 *(NE- line)*; still open.

CHINNOR: 'to be used' 3 July 2010 only for centenary celebration train from Banbury *(RM July)*.

CHOWBENT: *delete* 'see ATHERTON BAG LANE'.

CHURCH & OSWALDTWISTLE – resited to west '1882/9(?)' *(Cobb)*.

CLAPHAM London
C HIGH STREET: clo 19 May 1926.

CLARKSTON
Also see DRUMGELLOCH (below).

CLOWNE
C SOUTH: belated reference to passenger closure *(hba* May 1945) called it CLOWN & BARLBOROUGH [LNE]; *add* excursion to Skegness 17 April 1960 (photograph, *Forgotten Railways – East Midlands*, D&C, second edition 1985).

COALPORT
COALPORT (EAST): *add* – according to *SU* excursions ran after closure; supported by BR (LM Region) Special Traffic Notice for week starting Saturday 31 July 1954.

COLWICH: 8 September 1963 wtt shows one stop 'not advertised' each way on Fridays.

CONISHEAD PRIORY: {on branch south from Plumpton Junction, near Ulverston}.

COPGROVE op *(York Herald 2nd)*.

COPPER PIT: op 1 December 1912 *(Pask GW Fares)*.

COXLODGE: *add*: Also see 'Page 487' and 'Page 488' (below); would be in 4 and 6 of Section 7 in book.

CRAIGENDORAN
Delete '(Cl)' after closure date of West Highland platforms; date based on that for closure of some other stations on line.

CROSS KEYS near Risca: 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)*.

CRYSTAL PALACE
CRYSTAL PALACE [ex-LBSC]
The Westow Road note was included July 1855 to June 1856, inclusive *(Brad)*. East London service added 23 May 2010** (below); still open.

CUFFLEY: for 1971 renaming see 1971 March** (below).

CUMMERSDALE: stops shown in 9 September 1963 wtt.

CURTHWAITE: BR (LM Region) Special Traffic Notice for week starting Saturday 31 July 1954 shows stop at 7.15am on Thursday 5 August to set down from Workington.

CUSTOM HOUSE
CUSTOM HOUSE [GE]: for renaming from C H VICTORIA DOCK to C H see 1971 March** (below).

CWM [GW]: 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 9s 3d on platform here *(Mon min)*.

CWMAVON MON: see 1854 October 2** (below).

CWMBRAN
CWMBRAN (a) [Mon]: early arrangements probably primitive – 21 January 1863 decided to provide station here *(Mon min)*.

DAGENHAM
D DOCK: station on slightly different location from about 1865/6 to about 1875/6 (J.E. Connor, *London's Disused Stations, Volume 7 – The Midland Railway)*.

DALHOUSIE: *delete* 'at' (before 'SOUTH ESK').

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

DALNASPIDAL: platforms retained after closure 'apparently to allow [it] to be used as a source of help in the event of heavy snow blocking the adjacent A9 road' (D. Stirling, *BackTrack January 2003*).

DALSTON
D JUNCTION: East London service opened fully 23 May 2010** (below); still open.
D KINGSLAND: see 2010 June 1** (below).
DERKER: clo 4 October 2009** (below).
DERWYDD ROAD op 24 January 1857** (below).
DINTING
(b) renamed D 26 September 1938.
DITCHFORD: 11 September 1961 wtt and 9 September 1963 wtt both show one signal stop each way to take up/set down members of crossing keeper's family (could go to and from Wellingborough).
DONCASTER
Racing: 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.
DORE & TOTLEY: for 1971 renaming see 1971 March** (below); back to this name 3 April 2008 *(BLN 1065.431)*, though not thus in national timetable until 14 December 2008.
DOWLAIS
D CENTRAL: service shown 'suspended' September 1939 *Brad*.
DRUMGELLOCH: clo 9 May 2010, in connection with re-instatement of line to Bathgate *(First Sight – ScotRail's customer newsletter)*; new station due to open 12 December 2010, 600 yards east of earlier Drumgelloch and just west of Clarkston closed 1956 but delayed *(Scotsman 13 December)*.
DRUMMUIR: *add* – see MILEPOST items (below).
DRYSLLWYN: 17 May 1866 gave orders for temporary platform; reported 20 July 1866 that it was completed and in use *(Llan)*; late in *Brad*. After 1880 return both ways *Brad* before / with January 1881 tt.
DUDDESTON ROAD *(new entry)*: 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).
DUFFTOWN: *add* – see MILEPOST items (below).
DUNFORD BRIDGE: football special 12 April 1980 *(Rly Obs June)*.
DUNHAM HILL: 9 September 1963 wtt shows early morning stop, weekdays, ('not advertised') northbound – nothing seen other way.
EAST GRANGE: 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 MINSTER-ON-SEA: *add – Notice in SEC p 94* for opening of Sheppey Light Railway on 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.

EASTER ROAD <u>PARK HALT</u>: *amend name* – only *RM June 1950* seems to have used abbreviated form. *Also*: December 1959a reference should read 'altered to show that only football excursion traffic was handled'. *Add*: used for alighting only; not officially closed until 24 July 1967.

EBBERSTON: see end of 1945 June 4★★ (below).

<u>EBBW VALE</u>:

EBBW VALE LL[GW]: on 21 September 1859 said would give notice to BoT of intention to open railway beyond present station here for passenger traffic *(Mon min)*. This suggests they wanted to move station a little to the north. Support given by timetables. Weekly tt in *Merlin* increased time from Victoria from 6 to 8 minutes 5 November 1859; by January 1861 *Bradshaw* had made same change in timing and increased distance from 1 mile to 1¾ miles and by February 1863 had added 'new station' in one direction. Inspection report (*MT6/20/22*, 18 October) unhelpful: says that Victoria was the previous passenger terminus and that the 2 miles beyond, now improved and straightened, only then used for goods, but does mention new passenger terminus at Ebbw Vale. Was last stretch temporarily out of passenger use at time of inspection? – or on a three-day week, thus confusing inspector?

Was site of first Monmouthshire station at/near site of later Tyllwyn Halt?

EDLINGHAM op *(co ½ Rail 1117/58- l)*.

EGREMONT: BR (LM Region) Special Traffic Notice for week starting Saturday 31 July 1954 shows Sunday excursion stopping here.

<u>ELSECAR</u>

ELSECAR [Mid] : for 1971 renaming see 1971 March★★ (below).

<u>EMBANKMENT</u>

'Originally single ... through station' should be part of [Nor] entry, not [Bak], which opened as a through station.

ERYHOLME: *move* 'wtts ... for railwaymen' *to after* '... *RAIL 390/1872)*'.

EXHIBITION CENTRE Glasgow: *add* see 1994 December 10★★ (below).

EYDON ROAD: <u>Non-tt</u>: 11 September 1961 shows Fridays only stop at signal box here for staff purposes[W?].

FAILSWORTH: clo 4 October 2009★★ (below).

<u>FALKIRK</u>

CAMELON: 1994 station is 12 chains west of earlier one.

FFAIRFACH: op <u>24</u> January 1857★★ (below). Minutes of 12 April 1870 said it was to be closed 1 May – but 12 May said to be closed 1 June *(Llan)*. 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 *The 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.

<u>FLEETWOOD</u>

QUAY note added June 1881 *(Brad)*.

FOREST HILL: East London service added 23 May 2010★★ (below); still open.

FOREST MILL: see EAST GRANGE, above.

FORGE VALLEY: see end of 1945 June 4★★ (below).

FORT WILLIAM: *add*

<u>Non-tt</u>: 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).

FOUR ASHES: 9 September 1963 wtt shows Fridays only stop ('W.T.T. only'), from 1.1pm, to Stafford 1.22pm – to take clerk to deliver wages and then home again?

GARNANT: 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 *The Cambrian* January – June 1860 and Ammanford (then Duffryn) was opened on the line in July 1860.

GARSWOOD op 1 December 1869★★ (below).

GASCOIGNE WOOD: see 1834 September <u>22</u>★★.

<u>GATESHEAD</u>

G (ex EAST): for renaming from G EAST to G see 1971 March★★ (below).

<u>GATWICK</u>

G RACECOURSE: also (final) use for Air Pageant 23 July 1949 (R. Maund, *Chron July 2009*, from *The Daily Express)*.

GELLI CEIDRIM: on 18 December 1861 ordered that trains should no longer be stopped here *(Llan)* – fits last appearance in *Brad*, December 1861. Information on Garnant also applies here.

<u>GILFACH GOCH</u>

G G COLLIERS PLATFORM – 'not in <u>20</u> July 1931 and later wtts'.

GILMERTON: later excursions on line *(Glencorse)* – stops here not specified.

GISBURN: aot G for BOLTON-BY-<u>B</u>OWLAND.

GLANAMMAN (when Cross Keys): on 18 December 1861 ordered platform to be provided here *(Llan)*: existing arrangements? – *Brad* already showed stop. Information on Garnant also applies here.

GLANTON op *(co ½ Rail 1117/58- l)*.
GLASGOW
G CENTRAL LL: *add* see 1994 December 10★★ (below).
G BUCHANAN STREET: Glasgow, Dumbartonshire & Helensburgh company's opening notice said trains 'Leave Dundas Street Station' (this company used Buchanan Street for its first month, switching to Queen Street on 30 June 1858); trains returned to 'Glasgow Station'.
G SOUTH SIDE [Cal]: note that *The Times* referred to new station at Southside in Glasgow; GUSHETFAULDS was *Brad* version; on 30 April 1848 Capt. Simmons inspected a branch 'to a temporary terminus[,] called the Gushet Faulds branch' which failed because a necessary connection was not complete) *(MT6/7/46)*; the Stephenson Locomotive Society's booklet, *Caledonian Railway Centenary (1847–1947)* said relevant line opened from Motherwell to South Side Station, Gushetfaulds.
GLENCORSE: later excursions; military use to 4 July 1959 *(Glencorse)*.
GLENSIDE: built on the initiative of the Marquess of Ailsa, principally 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.
GOATHLAND
(c) – *replace entry with* see 2007 April 6★★ (below).
GOLDHAWK ROAD: see 2010 July 24★★ (below).
GOVAN
[GU] station was G CROSS prior to 1979 reopening.
GREAT BRIDGEFORD: 8 September 1963 wtt shows one stop ('W.T.T. only') each way on Fridays – 12.41pm from Stoke-on-Trent, 2.36pm back – to take clerk to deliver wages and then home again?
GREAT YARMOUTH
G Y: for renaming from Y VAUXHALL to Y see 1971 March★★ (below).
GREEN LANE: aot G L (TRANMERE) in *Brad (Pask)*.
GREENHITHE FOR BLUEWATER: 14 March 2008 reference – only new building, not new site.
GREENOCK
amend first entry to read:
GREENOCK [Cal]: op 31 March 1841★★. According to *Brad* this became G CATHCART STREET 1877/8 and G BRIDGE STREET 1878/9; the latter almost certainly an error (somehow duplicated from the Glasgow end of the table?) since no Bridge Street is known (local knowledge via D. Lindsay); it was shown as G CATHCART STREET in the 1883 and 1890 Hand-books and should probably have remained thus in *Brad*. The 1876 book had G ARTHUR STREET, passenger and goods; in 1883 this was shown, without facilities, as the same as Cartsdyke Mineral. It was replaced ... by >
GRIMSARGH op 2 May 1840★★ (revised, below).
HACKNEY
H CENTRAL : see 2010 June 1★★ (below).
H WICK: see 2010 June 1★★ (below).

HAFOD-Y-LLYN [Festiniog]: replaced by Tan-y-Bwlch.
HAGGERSTON: East London service opened fully 23 May 2010★★ (below); still open.
HALE: the version of the early name given may have been peculiar to the Clearing House – it was certainly 'BOWDON, PEEL CAUSEWAY' in the 1890 Hand-book. However, *Brad* early showed it as PEEL CAUSEWAY BOWDON (as did *The Times* in its description of the inspection) and 1878/81 it dropped BOWDON; the shorter form was also used in the tables in *The Stockport Advertiser* by June 1879 and the Midland co tt July 1894.
HALIFAX
At end of HALIFAX [LY] entry *add* 'It was' *and reduce* 'H TOWN' to non-bold – it was the name at one time of the LY station.
HAMILTON SQUARE: was BIRKENHEAD H S in timetables until 1955/1956; thus on some tickets *(Pask)*.
HARBURY *(new cross-reference)* – see SOUTHAM ROAD.
HAMMERSMITH: see 2010 July 24★★ (below).
HATHERN: 11 September 1961 wtt shows Fridays only stop northbound 'for wages cash'.
HAXBY – *delete* 'May 1848 *(Topham)*'.
HAY-ON-WYE: according to *hba* May 1950 had already been renamed to this; *Brad* made change 1955/6.
HEDGELEY op *(co ½ Rail 1117/58- l)*.
HIGHBURY & ISLINGTON: see 2010 June 1★★ (below).
HIGHTOWN [GW] op 9 July 1923 *(Pask GW Fares)*.
HINDLEY:
HINDLEY [LY] was H NORTH until 6 May 1968.
H SOUTH was H & PLATT BRIDGE 1892 to 1952.
HOGHTON
HOGHTON: see 1846 June 1★★ (below).
HOLLINWELL & ANNESLEY: clo 4 March 1963 *(Pask* – wtt supplement).
HOLLINWOOD: clo 4 October 2009★★ (below).
HOMERTON: see 2010 June 1★★ (below).
HONOR OAK PARK: East London service added 23 May 2010★★ (below); still open.
HORWICH PARKWAY op 30 May 1999.
HOW WOOD near Watford – on site of Park Street 2nd.
HOWWOOD STRATHCLYDE – *should be thus (bold, down a point size)*.
HOXTON: East London service opened fully 23 May 2010★★ (below); still open.
HUCKNALL
H TOWN: clo (to railwaymen) 10 September 1962 *(Pask* – wtt supplement).

HULL
H ALEXANDRA DOCK: *add* – shown 'P' in all Hand-books to 1938; May 1945 *hba* – passenger service temporarily withdrawn. Suggests that passenger use (or just possibility of use?) continued until WW2 – or was this an unusually prolonged example of belated information?
HUNCOAT – re-sited 1882/9 *(Cobb)*.
IBROX
IBROX [GU] renamed to this on reopening 1979.
ILDERTON op *(co ½ Rail 1117/58- l)*.
IMPERIAL WHARF op 27 September 2009 *(BLN 1100.884, .894)*; still open.
JACK<u>S</u>DALE.
KELVINDALE: *amend to*: 'Between Anniesland and Maryhill'.
KELVIN HALL
[GU] station should be **KELVINHALL**.
KENTISH TOWN WEST: see 2010 June 1★★ (below).
KENTON (Mid-Suffolk Light): ticket (company's own) exits for K JUNCTION (A. Porter).
KERRY op 1 July 1863★★ (below).
KIDLINGTON: in middle of entry should be 'next month W <u>R</u>'.
KIDSGROVE
Delete note about double-entry in *Cl*.
KIDWELLY FLATS: added as HALT *hba* January 1948.
KIELDER FOREST: renaming confirmed *hba* September 1948.
KILNHURST [GC] – re-sited to north later 1871 *(Cobb)*.
KIPPS – see 1828 <u>B</u>★★.
KIRKNEWTON near Kelso op *(co ½ Rail 1117/58- l)*.
KIRKWOOD op 4 October 1993★★ (below).
KNOTTINGLEY: for renaming from K for FERRYBRIDGE to K see 1971 March★★ (below).
LADBROKE GROVE: see 2010 July 24★★ (below).
LAGGAN FARM HOUSE: certainly available 'when there are passengers' October 1883, when included in Caledonian wtt as LAGGAN; apparently only available from Glasgow Buchanan Street, by the 9am.
LANDO: added as PLATFORM *hba* January 1948.
LARKHALL
L EAST: 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).
LATIMER ROAD: see 2010 July 24★★ (below).
LEAMSIDE – re-sited 1857 *(Cobb)*.
LEEK
L BROOK – 'used for visitors ... to about <u>July</u> 1920'. 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.

LEITH
Caledonian LEITH NORTH went direct from LEITH to LEITH NORTH 1952; 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.
LEVISHAM: *underline, make present entry* (a) *and add*:
LEVISHAM (b) – see 2007 April 6★★ (below).
LIVERPOOL
GREAT HOWARD STREET: E Lancs trains first shown from Exchange July 185<u>0</u>.
JAMES STREET: LIVERPOOL dropped from name in timetable 1977/1987.
LIVINGSTON
LIVINGSTON [NB]: see 185<u>1</u> November 29★★.
L NORTH op 1986 is nearly a mile east of station 1948 (see *Cobb*).
LLANDEILO
LLANDEILO op <u>24</u> January 1857★★ (below).
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: 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 *The Cambrian*: up to and including 1 July 1870 trains shown stopping; 8 July 1870 included without any trains; back, with trains, 4 August 1871.
LLANDYBIE op <u>24</u> January 1857★★ (below).
LLANELLI
LLANELLY DOCK:
Company report prepared for meeting on 6 June 1853 said that 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 the 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 depot 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'.

At one time tables in *The Cambrian* called it DOCK one way, L DOCKS the other.

LLANFYLLIN op 1 July 1863★★ (below).

LLANGEDWYN: HALT added *hba* <u>September</u> 1949.

LLANGYBI near Lampeter: Tregaron.

LLANHILLETH

LLANHILLETH (a): perhaps opened earlier than suggested by *Brad* – 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)*.

LLANTARNAM

LLANTARNAM (a): on 10 March 1853 board resolved to open passenger station at or near Malpas tunnel as soon as necessary arrangements could be made *(Mon min)*. This probably materialised (somewhat further north?) as LLANTARNAM – *Brad* date fits; see *D&C 12 p. 55*, which describes Llantarnam's station as about halfway between here and Malpas.

LOANHEAD: later excursions – e.g. Sunday School outing 4 June 1960 *(Glencorse)*.

LOCH AWE

(b) op <u>10</u> May 1985 *(notice BackTrack April 2009 p 251)*.

LOCHEILSIDE: Non-tt – see MILEPOST items for extra stops on line through here.

LOCHSKERROW: October 1883 Caledonian 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. Saturdays for use of railwaymen and families? – a goods train was noted to drop provisions here.

LOFTUS op *(York Herald 2nd)*.

LONDON

KINGS CROSS – note: article was by P. J. Wilde; also see article in *Midland Record no. 28* by S. Duckworth, which supports goods only use of station concerned.

PADDINGTON [HC platforms]: see 2010 July 24★★ (below).

LONGRIDGE op 2 May 1840★★ (revised, below).

LOSTOCK LANE [L<u>Y</u>].

LOWESTOFT

L (ex CENTRAL): for renaming from L C to L see 1971 March★★ (below).

LYMINGTON

L TOWN: delete stray 'thus' after 'MILFORD-ON-SEA'.

MACCLESFIELD

[GC/NS] station lost CENTRAL 7 November 1960, on closure of Hibel Road (A. Brackenbury from personal knowledge).

MAIDSTONE WEST – through station (slightly west) replaced terminus 1856 *(Cobb)*.

MALPAS [Mon] *(new entry)*: see LLANTARNAM, above.

MARYHILL: *add*

MARYHILL [Kelvin Valley]: see 1879 October 1★★ (below).

MASHAM op *(York Herald 11th)*.

MEIKLE EARNOCK op 2 February 1863<u>★★</u>.

MELDRETH: for 1971 renaming see 1971 March★★ (below).

MELTON [NE]: also in footnotes of Table 29 (A. Brackenbury).

METHIL: later football excursions – certainly 18 January, 1 February and 22 March 1958 *(Rly Obs March, May)*; these arrived in goods yard (too many for passenger station); not repeated in later years since Methil was then relegated from Scottish First Division *(The Methil Branch Line Railway*, Kingdom of Fife Railway Preservation Society and Lower Methil Heritage Centre, 1996, via G. Borthwick).

MIDDLEWOOD

'[GN/NS]' *should read* '[G<u>C</u>/NS]' – *twice*.

[LNW] became <u>M</u> for HIGH LANE.

MILEPOST items: *replace contents with*:
Examples of extra stops on West Highland Line
provided from working timetables by G. Borthwick
and *IU*:
Wtts for 6 October 1947 and 18 June 1951 show stop
at milepost 16¾ (between Glen Douglas and Arrochar
& Tarbet) to 'uplift School children'.
Wtt 6 March 1967 shows stop at milepost 44½
(between Tyndrum and Bridge of Orchy) for domestic
purposes.
Wtt 7 May 1973 shows stops, Saturdays only, at
mileposts 13¾ (between Locheilside and Glenfinnan
on Mallaig line) and 70 (between Corrour and Tulloch
on Fort William line*) for domestic purposes.
Wtt June 1963 shows stops both ways at Milepost 62
between Drummuir and Dufftown.
* = information as given in note; distances given in
'mileage' column of same wtt would put this between
Rannoch and Corrour.
BR (LM Region) Special Traffic Notice for week
starting Saturday 31 July 1954 shows stop at Milepost
180½ at Warrington end of Bridge 61 to take up
workmen.
Also see APPIN.
MILFORD near Leeds – re-sited to north *c*1850
(Cobb).
MILL HILL LANCASHIRE: see 1846 June 1★★
(below).
MILLERSTON RIFLE RANGE *(new entry)*: [Cal]
(non-tt); 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.
MILLFIELD – re-sited 1890 *(Cobb)*.
MILLHOUSES & ECCLESALL: 'of E, … 1930s'
belongs at end of entry, after 'dates'.
MILNROW: clo 4 October 2009★★ (below).
MILTON RANGE HALT: was shown closed in
January 1946 *hba* – perhaps does not rule out later
erratic use.
MINDRUM op *(co ½ Rail 1117/58- l)*.
MOFFAT: LMS map dated 1.1939 shows this as
goods-only station; assumed to be an error – trains
certainly running August 1939, nearest *Brad* currently
available.
MONUMENT London: *delete* 'replaced ... 1960'.
(Travelator linked W&C station at Bank to booking hall
for LT stations there.) Travelator supplemented
pedestrian access to [Waterloo & City] station.
Escalator link is to [Cen] and [Nor].
MONUMENT LANE: 9 September 1963 wtt shows
stop to set down guard.
MOOR ROW: BR (LM Region) Special Traffic
Notice for week starting Saturday 31 July 1954 shows
Sunday excursion stopping here.

MOORE: 9 September 1963 wtt shows one stop,
Fridays only, northbound [W?].
MORECAMBE
Both [Mid] *and* [LNW] *renamings should be* 2 June
1924.
MORLEY
MORLEY (ex LOW): for renaming to M see 1971
March★★ (below).
MORTEHOE: 1950 renaming confirmed *hba* May
1950.
MORETONHAMPSTEAD: early local ticket exists
for MORETON (A. Porter).
MORRISTON
M EAST: replaced by through station March 1875★★.
Section of dotted line north of here on map 88 inset
should be deleted.
MOTTRAM STAFF HALT: *revise entry*
Non-tt stops shown in wtt 11 September 1961 for
MOTTRAM NO.2 and **MOTTRAM YARD HALT**.
Trains shown as Staff EMU, not advertised; service
fairly frequent.
MOUNT MELVILLE: op *(Fifeshire Journal 26 May,
2 June; also see R. Maund Chron January 2010)*.
MOUNT VERNON: second entry op 4 October
1993★★ (below).
MUCH WENLOCK – re-sited 1884 *(Cobb)*.
NELSON
N GLAM [TV]: GLAM added 1 July 1924.
NEW CROSS
East London service to both stations reopened fully
23 May 2010★★ (below); still open.
NEW HEY: clo 4 October 2009★★ (below).
NEW SOUTHGATE: for 1971 renaming see 1971
March★★ (below).
NEWBRIDGE
NEWBRIDGE [GW]: 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 in 1857 they decided bits needed to
be added. See addition to 1850 note.]
NEWHAVEN
Separate Town and Wharf stations first included
December 1856 *Brad*.
NEWPORT South Wales:
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?
NEWPORT-ON-TAY
The final versions of the names were advised in a WR
commercial circular dated 24 December 1955, though
this did not give the exact date when the change
occurred / was to occur; they seem always to have been
used on tickets (B. Pask).

NEWSTEAD
N & ANNESLEY: clo (to railwaymen) <u>10 September 1962</u>, by when was shown as N EAST *(Pask* – wtt supplement).
NEWTON DALE: see 1835 B★★ <u>and 2007 April 6★★</u> (below).
NORTH LLANRWST – re-sited 1868, when just L *(Cobb)*.
NORTHWOOD London op *(L; co ½ Rail 1117/58- l)*.
NORWOOD JUNCTION: East London service added 23 May 2010★★ (below); still open.
NOTTAGE: 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.
NUNEATON
NUNEATON [LNW] N TRENT VALLEY from <u>2 June 1924</u> …
NUNHEAD: *hba* May 1950 – delete 'JUNCTION'.
OAKENGATES
O MARKET STREET: *add* – according to *SU* excursions ran after closure.
OLDHAM
MUMPS and **WERNETH**: both clo 4 October 2009★★ (below). *At end add*: co tt January 1854 *(RAIL 942/2)* has just WERNETH; OLDHAM.
ORCHARD BANK *(new entry)* – see under PERTH.
ORDSALL LANE: line op 1<u>7</u> September 1830★★.
PAISLEY
P ST JAMES: to be closed 23 May 2010 to 7 August 2010 for rebuilding *(First Insight* – ScotRail's customer newsletter).
PALMERS GREEN: for 1971 renaming see 1971 March★★ (below).
PANTYFFYNNON: line through op <u>24</u> January 1857★★ (below).
PANTYSGALLOG
P HL: service shown 'suspended' September 1939 *Brad*.
PARK STREET 2nd – How Wood here later.
PENDLETON
(b) renamed <u>P</u> 1966; <u>damaged</u> by fire, could have been repaired but only two trains each way, weekdays, and authority presumably did not feel worth it.
PENGE
P WEST: East London service added 23 May 2010★★ (below); still open.
PENRHIWFELIN – *new heading*
PENRHIWFELIN [Rhy] *(new entry)*: according to *Back Track*, September 1999, cited in *Chronology Newsletter 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}.
P COLLIERY: *entry as now, adding* same site as above?
PERTH *after* PRINCES STREET entry *add*:
At some stage, before the provision of the Dundee Dock at P General, a 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; 12.35pm from Buchanan Street stopped at ticket platform south of General (no passenger use known) and then next called at Orchard Road; 1.30pm from Waverley and 2.0pm from Buchanan Street (combined at Larbert) apparently contrived to arrive at both General and Orchard Bank at 4.5pm and at latter split into express and stopping portions for Dundee; those arriving at General at 8.15am 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 signalbox at Orchard Bank.
PICKERING
(b): *replace entry with* see 2007 April 6★★ (below).
PIE LANE *(new entry)* – see BASSALEG JUNCTION (above).
PILRIG – see 190<u>3</u>★★.
PLAS MARL: *add* – see 1921 April/May★★.
PLEASINGTON: see 1846 June 1★★ (below).
POKESDOWN – re-sited to west 1856 *(Cobb)*.
POMATHORN: already shown as HALT *hba* January 1947.
PONTNEWYNYDD: see 1854 October 2★★ (below).
PONTYPOOL
P CRANE STREET: see 1854 October 2★★ (below).
PORT CLARENCE – re-sited 1882 *(Cobb)*.
PORTHMADOC
PORTMADOC narrow gauge stations:
In theory the 1923 station was supposed to be a replacement for that of 1865, to be used by both companies; there might have been some gap in use but certainly by the end of 1923 trains were stopping there as well as at the new one.
8 July 1929 entry: *revise* – Trains now terminated at platform north of crossing but 1923 buildings continued in use, passengers having to walk between them and new platform; NEW 2 is used as a convenient shorthand for the latter on the map.
OLD and NEW used in wtt and *Brad* but not at first elsewhere.
HIGH STREET HALT was on through line alongside HARBOUR.
Near the end of the entry delete 'and January 1923★★'.
See article by R. Maund in December 2009 issue of *Welsh Highland Heritage*, which details various doubts about what happened here.

PORTPATRICK

P HARBOUR: 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, p.54).

POTTERS BAR: for 1971 renaming see 1971 March★★ (below).

POULTON LANE: see MORECAMBE [LNW].

PRESCOT op *(St Helens Newspaper & Advertiser 2nd*, E. Bredee).

PRESTON

P DEEPDALE STREET op 2 May 1840★★ (revised, below).

PRESTON BROOK: 9 September 1963 wtt shows one stop each way, weekdays, morning northbound, evening southbound.

PRUDHOE: for official renaming from P for OVINGHAM to P see 1971 March★★ (below).

QUEENS ROAD [GE]: between Hackney Downs and Clapton.

RAVELRIG [Cal] *amend*

After 'last there June 1920' *add* was service now withdrawn, or just considered unworthy of inclusion? 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 does not include any 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 Dalmahoy Golf Club 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. This later service not found in *Brad*; neither was it included in LMS tt 22 September 1930.

Add to names list: R P for DELMAHOY GOLF CLUB (on nameboard); last intended to be part of name or just helpful information?

RICKMANSWORTH op *(co ½ Rail 1117/58)*.

RIFLE RANGE (Kidderminster–Bewdley): Saturdays only use 1922, 1924 at least *(Pask GW Fares)*.

RISLEY: BR (LM Region) 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**.

ROBROYSTON: *add* – also see MILLERSTON RIFLE RANGE (above).

ROCK FERRY: aot R F (BEDFORD ROAD) in *Brad (Pask)*.

ROSLIN: later excursions on line *(Glencorse)* – stops here not specified.

ROTHERHAM

R MASBOROUGH: renamed R 20 February 1969.

ROTHERHITHE: East London service reopened fully 23 May 2010★★ (below); still open.

ROWDEN MILL: HALT added *hba* September 1949.

ROYAL OAK: see 2010 July 24★★ (below).

RUTHERGLEN: *add* see 1994 December 10★★ (below).

RYDE ESPLANADE: *4th line should be* 'see below'.

ST ANDREWS: re-sited station op *(Fifeshire Journal 26 May, 2 June*; also see R. Maund *Chron January 2010)*; original kept for goods and renamed St A Links.

SAWDON: see end of 1945 June 4★★ (below).

SEVENOAKS: 1950 renaming confirmed *hba* May 1950.

SEAMER op 8 July 1845.

SHADWELL: East London service opened fully 23 May 2010★★ (below); still open.

SHAP SUMMIT

Trains certainly running summer 1954.
BR (LM Region) Special Traffic Notice for week starting Saturday 31 July 1954 says that a Saturday train will not run (men on holiday?).

SHAW & CROMPTON: clo 4 October 2009★★ (below).

SHEFFIELD

[Mid] from S CITY to S 1970.

SHEPHERDS BUSH

[HC] station became **S B MARKET** 12 October 2008 *(BLN 1076)*; see 2010 July 24★★ (below).

SHILTON: 12 September 1960 wtt shows Fridays only stop ('W.T.T. only') on early morning train to Rugby[W?]. Not in 1963/4 wtt.

SHIREBROOK

S COLLIERY: 11 September 1961 wtt shows stop by 5.30 from Worksop to Shirebrook West, nothing other way.

SHOREDITCH

S HIGH STREET: East London service opened fully 23 May 2010★★ (below); still open.

SINNINGTON op *(York Herald 2nd)*.

SKINNINGROVE op *(York Herald 2nd)*.

SNAINTON: see end of 1945 June 4★★ (below).

SOUTH QUAY: original last used early hours of Saturday 24 October 2009; replacement to east, into use Monday 26 October 2009 *(R. Maund Chron July 2010)*.

SOUTHAMPTON

Boat Trains: later uses 19 December 2009 and 4 January 2010 to Mayflower Cruise Terminal Berth 106, Western Docks, and to Eastern Docks Queen Elizabeth II Terminal from Victoria *(BLN 23 January 2010)*. This sort of use will presumably continue.

SOUTHPORT
SouthportVisiter 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.
SOUTHWAITE: BR (LM Region) Special Traffic Notice for week starting Saturday 31 July 1954 shows stop at 8.35am on Wednesday 4 August to set down workmen from Carlisle.
STANSTED
S AIRPORT: note that the people mover operates only within the airport, beyond the customs barrier, to take travellers on to their planes.
STANTON near Swindon: HALT added *hba* September 1949.
STONE: reopening 14 December 2008 confirmed *(BLN 1081)*.
STONEGATE: renamed to plain S 16 June 1947.
STRATFORD East London
Platforms 1 and 2: see 2010 June 1** (below).
Low Level clo 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)*.
STRATHAVEN
Should be three entries, third reading:
STRATHAVEN op 1 October 1904 …
STRAVITHIE: op *(Fifeshire Journal 26 May, 2 June;* also see R. Maund *Chron January 2010)*.
SURREY QUAYS: East London service reopened fully 23 May 2010** (below); still open.
SUMMERSTON op 1 October 1879** (below).
SYDENHAM: East London service added 23 May 2010** (below); still open.
TALLEY ROAD: wooden platform ordered 11 May 1859 *(Llan)*. *Brad* showed a Sunday-only service August 1859 (suspect?), normal September – perhaps behind events.
TANFIELD op *(York Herald 11th)*.
TAPLOW: renamed T 1 November 1871.
THATTO HEATH op *(St Helens Newspaper & Advertiser, 2nd*, E. Bredee).
TILLICOULTRY GLENFOOT op 3 June 1851 *(Clackmannan Advertiser 7th) – add press reference and delete '**'.
TIPTON clo 13 September 2009; reop 28 March 2010 *(BLN 1109)*.
TIR PHIL: NT = NEW TREDEGAR.
TORRANCE: op 1 October 1879** (below).
TRAP ROAD: reported complete 12 April 1870 *(Llan)*.
TREBORTH: *(add)* 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)*.
TULLOCH: Non-tt – see MILEPOST items for extra stops on line through here.
TUTSHILL – same site as earlier Chepstow East *(Cobb)*.

TYDU: early arrangements primitive? – 17 December 1862 decided a station should be provided here *(Mon min)*.
TYNDRUM: *replace three lines starting* 'Non-tt' *with*: Non-tt – see MILEPOST items for extra stops on line through here.
UPPER BATLEY op *(co ½ RAIL 1116/11)*.
VICTORIA near Ebbw Vale: 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?
VOBSTER: {branch from Mells Road}.
WADDESDON
W ROAD: *should be* [Met] added …
WALLINGFEN: in its NEWPORT days *Brad* added (YORKS) 1902/1904. The Clearing House never seems to have added this in the name column: it was not there in the 1912 book, 1922 cumulative appendix or 1923 separate appendix. It was certainly used on tickets considerably earlier than 1910 (B. Pask).
WALTHAMSTOW
ST JAMES STREET and **WOOD STREET**: for renaming to this form see 1971 March** (below).
WALTON-ON-THE- NAZE: reverted to this form 20 May 2007 tt.
WAPPING: East London service opened fully 23 May 2010** (below); still open.
WATH-on-Dearne
W NORTH: *delete* '1850' after 'BOLTON'.
WATSONS CROSSING: W MILL CROSSING HALT in LY list of lines, stations, etc., dated 1920.
WEAVERTHORPE – *delete* 'nd, May 1848 *(Topham)*'.
WELSH HOOK: *Pask GW Fares* gives 28 April 1923 as likely opening date – was date used in *GW H* from timetable?
WEST BYFLEET: 1950 renaming confirmed *hba* May 1950.
WEST CROYDON: East London service added 23 May 2010** (below); still open.
WESTBOURNE PARK: see 2010 July 24** (below).
WHEELOCK & SANDBACH: *amend to* – after December 1926 *Brad* …
WHIFFLET: last entry, *revise*:
… from Glasgow (re)op 4 October 1993** (below) …
WHISTLEFIELD op at noon 20 October 1896 *(NB co notice dated 14 October)*.
WHITE CITY
For 2008 station just east of [HC] station see WOOD LANE (below).
WHITECHAPEL
WHITECHAPEL: East London service reopened fully 23 May 2010** (below); still open.
WHITEHALL: GW ticket exists for W CROSSING HALT (photocopy from A. Porter).

WHITEMILL: temporary station in use 20 July 1866; 12 April 1870 ordered closure on 1 October *(Llan)*. This one was late in appearing in *Brad* and was left there for a month after closure – assuming they did not have any further changes of mind.

WHITTINGHAM near Alnwick op *(co ½ RAIL 1117/58- l)*.

WICKHAM BISHOPS: according to RCH Hand-books 1862–1895 it was then W B, reduced to W 1896a; no support so far found *Brad*.

WIGAN

W WALLGATE: WALLGATE added 2 June 1924.

WINDERMERE: new buildings formally opened 17 April 1986 *(RM July)*.

WINSON GREEN: 9 September 1963 wtt shows Monday to Friday stop northbound to set down trainmen ('stop not advertised').

WISHAW

1880 station was CENTRAL until 14 June 1965.

WOKING: *delete* comma + 'though in August' *at end of entry*.

WOLFS CASTLE – 'cumulative *hba* December 1949 …'

WOOD LANE

For first station of this name see WHITE CITY [HC], in book.

Add: **WOOD LANE** (b) opened 12 October 2008 *(BLN 1076.891)*, just east of the above; see 2010 July 24** (below).

WOODEND: BR (LM Region) Special Traffic Notice for week starting Saturday 31 July 1954 shows Sunday excursion stopping at 'Woodland', between Egremont and Moor Row; presumably this station.

WOOLER op *(co ½ RAIL 1117/58- l)*.

WOOLPACK ROAD [Raven]: undated ticket to Ravenglass, return half of Edmonson, headed 'Narrow Guage' [sic] exists; no indication of anything other than for normal public use (A. Porter). Nothing further known.

WOOLWICH

Remove '[SE]' from main heading and *apply separately* to existing ARSENAL and DOCKYARD entries. *Add*:

W ARSENAL [Dock] op 10 January 2009 *(BLN 1082)*; still open.

WOOPERTON op *(co ½ RAIL 1117/58- l)*.

WOOTTON BROADMEAD: 9 September 1963 tt shows stop from Bletchley at W B CROSSING for wages.

WORKINGTON: *add*

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.

WYKEHAM: see end of 1945 June 4** (below).

YARM

(a): see Allens West, above.

SECTION 5

1830 September 17 – very last word – 'station<u>s</u>'.

1840 May 2 *(revise)*. 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 other casual stops at convenient points during horse-drawn era?

1840 July 2. Wressle; Crabley Creek; Broomfleet: omitted *Brad* May 1853 (still present April).

1840 December 28. This item, now on page 441, *should precede* **1841**.

1845 November 25 – *delete heading and move information to item dated* 1845 November 24.

1846 June 1 *(new note)*. 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.

1850 May 1: 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.
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 at least, 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 December 23: *(amend) – Herapath 4 January 1851*. *(add)*: Opening date confirmed by company minute of 24 December *(Mon min)*.
Minutes suggest early arrangements primitive – in many cases orders for providing various station facilities were given some time after 'stations' had been brought into use for passengers. Result of being essentially a mineral line?
The conversion to railway proper seems to have been a lengthy business. *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 above).

1854 October 2 *(new note)*: 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.

1857 January 24: *(new entry)* 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 *The 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.

1863 July 1: opening on this date confirmed by *co ½ RAIL 1116/11.*

1869 November 15: *delete – see next entry*.

1869 December 1: *add, as second paragraph*:
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 November 23: *add, at end*: All stations listed.

1879 October 1: *(new entry)* Kelvin Valley. According to J. Thomas, *Forgotten Railways of Scotland*, D&C 1976, pages 97–8, a service was begun by the North British between makeshift stations at Maryhill and Torrance, one train per day on 1 June 1879; the North British was hostile and unco-operative, thus its failure to run trains through to its station at Maryhill, where passengers had to walk from one station to the other; junction between lines at Maryhill opened 1 October 1879; service withdrawn 31 December 1880 (last day?).
D&C 6, same author 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 here that Balmore was an original station, though this was not in *Brad* until April 1886.
New mileages list in *Bradshaw's Railway Manual, Shareholders' Guide …* (1880) gives Maryhill to

Torrance 30 September 1879; does not specify goods/passenger/both, though <u>usually</u> it did mention that only goods or passengers were involved if that was the case.
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, which could mean separate stations at Maryhill, or (more likely) need for reversal there if through trains had run. August 1882, September 1883 and April 1885 – same.
June 1886 – clearly through service, now via Great Western Road, later Anniesland.
Possible confusion with opening to Kilsyth from Kirkintilloch line? – Board of Trade return, new openings and *D&C 6* all agree on 1 June 187<u>8</u> for this. On evidence so far seen, *D&C 6* date seems more likely.

1898 January 17: reopened 21 July 194<u>1</u>.

1923 January 1. See 1939 September 18 in book – all information for the line now included there; 'see 1923 January 1' should be deleted from the individual station entries.

1924 June 2 *(not June 24)*: Scottish items confirmed for this date by notice issued by LMS (copy included *Chron* July 2009).

1945 June 4: *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).

1957:
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?
(b) <u>Bal</u>sporran, *not* Dalsporran.

1958 September 15 – *add* '**15**'.

1971 March *(new note)*: 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'. See item from R. Maund, *Chron July 2010*. However, another notice, dated 20 April 1974 said Prudhoe was to lose its 'for Prudhoe' tag with the start of the 6 May 1974 timetable.

1993 October 4 *(new entry)*. 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*, via G. Borthwick).

1994 December 10: *(new entry)* 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*).

2007 April 6: *(new entry)* 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.

2009 October 4. *(new entry)* 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 been closed on Friday 19 February 2010 (last day) – for work in connection with item above (2010 May 23) and replaced temporarily by a bus service (*BLN 17 April*).

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*).

SECTION 6

Manchester Metrolink
Branch to MediaCityUK [all one word] opened 20 September 2010; briefly closed by accident next day (*BLN 1123.886, 894*).

SECTION 7

Page 484: after KINVER *add*
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 A. Brackenbury, *Chron* and *Railway World* July 1983, page 355 on.
Page 486: Derwent & Howden: still taking passengers April 1912; line 'died slowly' in 1914 (*SLS Jour*, September/October 2007, pages 189–90).
Page 487, line 6: *revise entry*:
Seaton Burn Waggonway (alias Brunton & Shields Railway): Gosforth to Hazlerigg Colliery (variant spellings seen); 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).
Page 488, Miscellaneous, Hospitals, *add*:
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 Gosfort 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).
Page 489, *2nd column, 10th line from bottom*:
'announced in advance ....'.
Page 490–1: STEAMER SERVICES:
amend last sentence of introductory paragraph:
'the road (very ...)'.
Baden Tarbert, Inverasdale and Scorraig: all added September 1948, deleted May 1950 *hba*.
KYLEAKIN.

SECTION 8

Map 8: changes 1861 and 1865 should be **'c'**.
Map 16: OVERTOWN should be shown just west of junction (Garriongill).
Map 19. On right-hand diagram reverse names 'NORTH LEITH' and 'LEITH NORTH'; latter should be nearest to GRANTON.
Map 53: DROYLSDEN (twice); link marked '*' did not close until 2 June 1902.
Map 88 (inset): delete dotted line north of MORRISTON first station.
Map 99: BROMFORD FORGE and SALTLEY should have positions reversed.
Map 117: Washford – reverse 'WSM' and 'GW'.
Map 121: PILNING reverse 'HL' and 'LL'.