

**Railway  
Passenger Stations  
in Great Britain**

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**A CHRONOLOGY**

**THIRD  
SUPPLEMENT**

**FEBRUARY 2013**

**Michael Quick**

# RAILWAY PASSENGER STATIONS IN GREAT BRITAIN

## A CHRONOLOGY

### Third Supplement: Additions and corrections

This supplement is, like its predecessors, very heavily dependent on information from correspondents who have taken the trouble to provide corrections and additions; thanks are therefore due to the following, whose names need to be added to the original *Acknowledgements* if they are not already included there:

T. Cooper;  
E. Bredee (Lancashire and Cheshire papers);  
G. Borthwick (Scottish items, including West Highland wttts);  
J.N.M. Charters (see *JNMC* in sources, below);  
R. Forsythe;  
D. Geldard;  
J. Gilmour (Liverpool area material provided for him by J. Swift and Tony Graham);  
D. Lindsay;  
R. Maund (many items on the North British and minor lines plus material from wttts, official leaflets and the internet);  
B. Polley.

Thanks are also due to Richard Dean who has prepared the revised maps, and to Malcolm Preskett for typesetting and styling this supplement

# = refers to first supplement;  
## = refers to second supplement;  
Otherwise refers to original book.

## SECTION 2

**Page 13:** Paragraph beginning 'The Kyle ...' add: also see Whitrope Siding in Section 4 (below).

## SECTION 3

**Page 24 on:**

### Sources

*Angus 3* = Angus Railway Group's *Steam Album*, volume 3, Perthshire.

*Blackburn Standard* (E. Bredee), **Blackburn.**

*Bury Times* [Lancashire] (E. Bredee), **Bury.**

*Caledonian Mercury* (D. Lindsay).

*JNMC* = material on Maryport & Carlisle and Solway area from primary sources, J.N.M. Charters.

*Maidens* = *Rails to Turnberry and Heads of Ayr: The Maidens & Dumfries Light Railway and the Butlin's Branch*, D. McConnell & S. Rankin, Oakwood, 2010.

*NB list* = manuscript list of Important Events and Station Openings, compiled by NB (continued by LNE) at The National Archives for Scotland (previously Scottish Record Office), BR/NBR/4/294 (R. Maund).

*Rochdale Observer* (E. Bredee); **Rochdale Museum & Local Studies.**

**ATLASES:** Mapseeker Archive Publishing has issued a reprint (2012) of *Bradshaw's New Railway Map ... 1852* and have included with it reprints of a number of town plans of that time.

*London Railway Atlas*, Joe Brown, Ian Allan, 2012-third edition, covering larger area.

To Ian Allan list add: *Railway Atlas, Then and Now* (comparison of system 1923 and 2012), P. Smith & K. Turner, 2012 .

## SECTION 4

*Richard Maund has produced a large amount of material for this supplement. This includes many items from NB list. In the interests of economy of space the last have been only included below to provide additional information, make corrections and replace modern secondary sources. Many others would be used in any future edition to replace e.g. RCG items which are somewhat further removed from their origin. Press references to be kept because papers often provide additional information.*

**ABBEY JUNCTION** [Cal]: see 1921 April/May\*\* (below).

### **ABERDARE**

**ABERDARE** op 3 October 1888 was previously used for shoppers' specials many Saturdays in 1885 and 1886 at least (*BLN 528; Rly Obs February, March, September 1885 and July, December 1886*).

**ABERDOUR** op (*NB list*). [*much can be deleted*]

**ABERFOYLE** [NB] op 2 October 1882 (*NB list* – says 1st, but that a Sunday and no Sunday service).

**ABERGLASLYN**: see 31 July 1922\*\* (below).

### **ABERYSTWYTH**

**ABERYSTWYTH** [Cam/GW] (standard gauge): **ABERYSTWYTH** in *Brad* until 1867, co public and working tts and minutes until October 1890 / October 1891, and *hb* until 1892a (*RCG ref April 1893*).

**ADLINGTON LANCS**: *Bolton Free Press, 24 December 1841*, says line now open and says 'in future' (presumably from opening) trains would stop here.

### **AINTREE**

**A CENTRAL** [CLC]: Race use for Grand National continued; not used 1964; 1965 one special 25 March; last used, two specials 26 March 1966.

**RACECOURSE** [LY] (non-tt): op ?; LY minutes (*RAIL 343 series*) say single needle instrument approved for race traffic (13 May 1879), platform to be constructed for race traffic (28 March 1882); certainly used 27 March 1890 (*AB*); op as **A CINDER LANE**, renamed 18 May 1910 (*Signalling Record Society*); last used, 8 specials, 25 March 1961. In 1962 all specials to Sefton Arms and Central (J. Swift, via J. Gilmour – confirmed for former by C. Wilson, then signalman at Greenwich Road box).

### **AIRDRIE**

**A HALLCRAIG** [NB] op 26 December 1844\*\*; renamed **A NORTH** January or February 1871 co tt. **A NORTH** – see **A HALLCRAIG** above. [*breaks normal rule but most will look for it under A HALLCRAIG*].

**AIRPORT** – see **NEWCASTLE AIRPORT** – just **AIRPORT** in T&W publicity.

**ALLENS WEST** [LNE] renamed from **URLAY NOOK HALT** to **AW HALT** 22 May 1944 wtt.

### **ALLOA**

**ALLOA** (a): *NB list*: bridge at Alloa clo 17 August 1920, reop 1 March 1921 – effect on stations not stated.

**ALLOWAY** op (*co n Maidens*). Used 20 May 1938, northbound only (return by bus – engines wrongly believed to be too heavy for line) for excursion to Ibrox for Glasgow British Empire Exhibition at nearby Bellahouston Park; also used for arrival of Sunday School outing from Troon 16 June 1948 (return by bus after collapse of footbridge here when passengers using on arrival) (*Maidens*).

**ALTON TOWERS** op (*co n Manch 14th*).

**AMMANFORD**: renamed from **TIRYDAIL** to **A & T** 13 June 1960.

### **ANDOVER**

**ANDOVER**, aot **A JUNCTION**, reverted to **A** 7 September 1964.

**ANNIESLAND** op (*NB list*).

**ARBUCKLE**: replaced by Whiteriggs nearby (*MK*). *Delete reference to Longriggend.*

### **ARDWICK**

**ARDWICK** [GC]; probably opened 25 December 1842 when included in *co n Manch 20th*, for opening of extension to Glossop – first trains shown in *Brad* January 1843.

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

**ASHTON-IN-MAKERFIELD**: *add, for opening source, co n Wigan Examiner 30 December 1899- line.*

### **ASHTON-UNDER-LYNE**

**A MOSS** op (*co n Oldham Chronicle 24th*): last in *Brad* February 1862, but co tts *Oldham Chronicle* show that was last month of full service both ways, still one evening train one way (to Guide Bridge) March, April and May – nothing June.

**A OLDHAM ROAD** op (*co n Oldham Chronicle 24th*).

### **ASPATRIA**

**NO 5 PIT SIDING**: see below.

**ASTLEY BRIDGE** op (*Bolton Weekly Journal 20th*).

### **ATHERTON**

**ATHERTON** [LY] op 2 July 1888 (*Wigan Examiner 4th*).

**BAGGROW**: op 26 November 1866 (*JNMC*).

**BALCHRISTON** [GSW] (*revise entry*): (**non-tt**) **HALT**; op by June 1910 for railway staff; clo 1 December 1930 (*Maidens*); {Knoweside – Glenside}.

**BALGREEN** op 29 January 1934 (*Cl 29*) – in *Brad February*, but not in LNE tt until 30 April 1934.

**BALQUHIDDER** op as LOCHEARNHEAD; renamed B 1 May 1904 (*hbl 28 April*) or 1 July 1904 (*Cal*).

**BALSHAW LANE & EUXTON** op (*co n Wigan Examiner 31 August*).

**BANGOUR** op 1 June 1905 (*NB list*) or 19 June 1905 (*RCG*) – copying error on someone’s part? (1st new tt, a Thursday; 19th a Monday); clo 1 August 1921 (P.B. Russell, *RM September 1921* – *NB list* says 30 July, a Saturday – last day?). Perhaps special use before 1905 – first patients in 1904 but *Hosp* does not suggest passenger use before 1905.

#### **BANK**

**BANK** [Waterloo & City] clo 29 May 1993 (after Friday service – *Financial Times 28th*).

#### **BARROW-IN-FURNESS**

**Main station**: see 1846 August 24\*\* (below).

**BASFORD**, Staffs (*new cross-reference*): see CHEDDLETON (below).

#### **BATHGATE**

**UPPER** and **LOWER** both added after January 1870 but before/with April 1870 co tt.

**BAXENDEN**: see 1848 August 17\*\* (below).

#### **BECKHOLES**

(b) op 1 July 1908 as BECKHOLE (*RAIL 527/191* via D. Geldard).

**BEDDGELERT**: see 31 July 1922\*\* (below).

#### **BEDFORD**

**B ST JOHNS**: only the entrance was altered 1962 – *delete entry*.

**BELLE VUE** Sand Hutton: *add HALT*.

**BETTWS GARMON**: see 1922 July 31\*\* (below).

#### **BIDEFORD**

**BIDEFORD** [LSW] Later excursion use – e.g. train from Bristol 6 November 1982 (internet via R. Maund).

**BILNEY** [GE] (*new entry*) op 27 October 1846 (*co n D&C 5*) as PENTNEY & B; renamed July 1847 / November 1848 (*Brad*) \*; aot request; clo 1 August 1866 (*Cl*).

\* = Clinker has this renamed (note 364) 10.1874t; misprint for 10.1847? – would fit range given above.

**BIRKENHEAD**: see map 46 (below).

**B NORTH** [Wirral] was renamed this 1 April 1926 (*LMS Circular 13, RAIL 957/10*).

#### **BLACKBURN**

**B DARWEN ROAD**: op (*Bolton Free Press 7th*).

**BLACKDYKE**: became HALT 1 January 1921 (*NB list*).

**BLACKFORD HILL** op (*NB list*).

#### **BLACKFRIARS**

**BLACKFRIARS** [Dist]: reop 20 February 2012 (*RM May*); still open.

#### **BLACKPOOL**

**B NORTH** [PW] op 29 April 1846 (*Manch 2 May* \*).

\* = paper’s report of the day deals with the formal opening and free trips for the public on this date, which would suggest some justification for giving next day as opening date, assuming that trains did run on that date? Or even delayed until 1 May, with new tt? However, the official LY list of Acts, etc., compiled 1920, gives 29 April.

**BLACKROD**: renaming to HORWICH JUNCTION 14 February 1870 confirmed by *Bolton Chronicle 12th*.

**BLACKSTON (JUNCTION)**: Building burnt down 28 February 1921 (*NB list*) – any effect on services? Much conflicting evidence over name.

Was BLACKSTONE JUNCTION in Monklands wtt 1 March 1865; renamed from BLACKSTON to BLACKSTON JUNCTION 1 January 1866 NB wtt; reverted to B 1890 (*Brad*). In *hb BLACKSTONE* up to and including 1883, BLACKSTON 1890.

#### **BLAENAU FFESTINIOG**

*Narrow gauge*

**B F exchange with GW** [Festiniog]: BF (GWR) in co tts.

**B F exchange with LNW** [Festiniog] op 8 June 1881 (P. Johnson, *An Illustrated History of the Festiniog Railway*, OPC, 2007, p.58); B F (LMS) in co tts later 1920s at least.

**BLAENCWM SIDING** [RSB] (*new entry*):

workmen’s trains 12 July 1913 wtt (other times?); {Blaengwynfi – Blaenrhondda}.

**BLAIRHILL** [NB] op 24 October 1888 (*NB list*);

became plain B 4 December 1967 (*NB list*).

**BLODWELL JUNCTION**: erratically ...wel / ...well pre-GW.

#### **BOLTON**

**BOLTON** [LY]: *co n Bolton Chronicle, 9 June 1838* has ‘STATION, BRIDGEMAN-STREET, BOLTON’ under heading of train times from Bolton – helpful information?

**BOOTLE** near Barrow-in-Furness: became B (CUMBERLAND) ?; B (CUMBRIA) 5 May 1975 tt.

**BOUGHROOD & LLYSWEN** [Cam]: & L added 1 October 1912 (*hbl 24th; approved Cam Board minute of that date, RAIL 92/13*).

**BOWNESS** see 1921 April/May\*\* (below).

**BRADLEY FOLD**: line op 20 November 1848\*\* (below).

**BRAESIDE** [NB] op B FOR CROMBIE in *NB list*.

**BRAMLEY HANTS** [GW] *simplify to* ‘HANTS added 12 May 1980’.

#### **BRAYTON** [MC]

**BRAYTON**: op 10 February 1845 for Wybergh-Lawsons of Brayton Hall (*JNMC*).

**BRAYTON DOMAIN NO 3 COLLIERY** (*new entry*) (non-tt): miners’ HALT; colliery operated 1870 to October 1902; {at Hawiston, about 1¼ miles east of Aspatria station} (*JNMC*).

**BRAYTON DOMAIN NO 4 PIT** (*new entry*) (non-tt): miners’ HALT; 1888 to March 1933; {west of Brayton station} (*JNMC*).

**BREIDDEN**: op 1862. Renaming to this confirmed by *Rly Gaz 29 June 1928*.

*Add Also see CRIGGION* (below).

**BRIDGE OF EARN**: 1892 re-siting (*NB List*).

#### **BRIDGETON**

Opening of [NB] station, as **B CROSS** (*NB list*).

**BRIGG** [GC]: clo 4 January 1992 for work on bridge over Trent at Gainsborough, was due to reop 10 May 1992 but this not confirmed (*BR booklet, with amendment pasted in*).

**BRITANNIA** near Bacup op (*item and co tt Rochdale Observer 3rd*).

**BROADHEATH**: see 1853 November 1\*\* (below).

**BROADLEY**: op (*item, co tt Rochdale Observer 5th*).

**BROMFIELD**: see 1921 April/May\*\* (below).

**BROMLEY-BY-BOW**: -BY-BOW added 15 May 1967.

#### **BULTH ROAD**

**B R L L**: change from LLECHRYD approved 27 March 1889 (*RAIL 92/11*).

#### **BURNLEY**

**B BARRACKS** op (*co n Blackburn Standard 20th*).

#### **BURY**

**B (BOLTON STREET)** op (*co n Manch G 3 October*).

**CADOXTON**: see map 87 b (below).

**CALDICOT**: clo 8 March to 16 April, inclusive (*BR local notice*).

**CANONS PARK**: clo 9 August to 13 September 1993 (not clear exclusive or inclusive) (*local notice*).

#### **CARDIFF**

**C CENTRAL** renamed to this 7 April 1973 tt.

**CARNTYNE** [NB] op 1 June 1888 (*NB list*).

**CASTLE BAR PARK**: clo 27 August 1994 (main line resignalling meant diversion via Greenford loop with local stations served by bus), reop 3 October 1994 (*BR leaflets*).

**CASTLE CARY**: according to vol.10 of *The Victoria County History of Somerset* this opened as ANSFORD, soon renamed. No railway source seen supports this, but station is in parish of that name. Change of mind before opening?

#### **CASTLEFORD**

**CASTLEFORD** [NE]: stop here mentioned in report of accident at Milford on 11 November 1840.

**CASTLETON** [LY] op Sunday 15 September 1839 as BLUE PITS confirmed by *co n Manch G 14th*.

Was HEYWOOD in *co n Manch G 9* January 1841.

**CASTLETON MOOR**: MOOR added 1 March 1965 (*BR circular*).

**CHAPEL LANE** [SM]: see 1866 August 13\*\* (below).

**CHARING CROSS** Glasgow: op (*NB list*).

#### **CHARLESTOWN**

**CHARLESTOWN** [NB] op (*NB list*).

**CHATBURN** op 22 June 1850 (*co n Blackburn Standard 26th*).

**CHEDDLETON**: pre-op *Macclesfield Courier & Herald 21 July 1849* called it BASFORD (*A. Brackenbury, Chron October 2012*).

**CHERRY TREE** near Blackburn: perhaps opened earlier – in list of intended stations in Preston papers 6 June 1846.

#### **CHESTER**

**CHESTER (JOINT)**:

GENERAL dropped 4 May 1970 tt.

#### **CLACKMANNAN**

**C & KENNET** op (*NB list*).

#### **CLEATOR MOOR**

**C M EAST**: 1936–39 (last 26 August) excursions to Workington Central and Carlisle, and Sunday 5 September 1954 to Workington Main for Papal Mass (*JNMC*).

**C MWEST**: 1936–39 (last 26 August) excursions to Workington Central and Carlisle (*JNMC*).

**CLITHEROE** op 22 June 1850 (*co n Blackburn Standard 26th*).

**CLOCKSBRIGGS**: accident occurred on 15 February 1841 (*Rtn*).

**CLOUGH FOLD**: clo (*BR leaflet EA44*).

#### **CLOWNE**

**C SOUTH**: was SOUTH for passengers 1961–2.

#### **CLYDEBANK**

**CLYDEBANK**: station originally CENTRAL op 19 June 1897 (*NB list*).

**COATDYKE** op 1 December 1890 (*NB list*).

**COGAN**: see map 87b (below).

**COOPER BRIDGE**: certainly open by 11 January 1841 (included in *co tt* for that date *Manch G 9th*).

**COSFORD**: clo ? for rebuilding; reop 30 April 2012 (*RM July*).

#### **COWDENBEATH**

**C (NEW)** op (*NB List*).

#### **CRAIGENDORAN**

Station on lower line op (*NB list*).

PIER platforms last used 10 September 1972 wtt.

**CRAIGLOCKHART** op (*NB list*).

**CREW GREEN**: see 1866 August 13\*\* (below).

#### **CREWE**

Non-tt station on branch ..., used ... probably from 1926 (clo of North Staffs works at Stoke); variously ... C EMC / DED. Public open days – e.g. 24 April 1972.

#### **CRANLARICH**

**CRANLARICH** [NB]: dropped UPPER 1 November 1965.

**CRIGGION**: Tickets issued by PS&NWR show this as BREIDDEN (*ZSPC 11/373 at Keru*); no tt support; see 1866 August 13\*\* (below).

**CROESOR JUNCTION**: see 31 July 1922\*\* (below).

**CROFTON** [MC] (non-tt): see 10 May 1843 section of 1840\*\*. 1919 and 1920 company traffic notices show certain passenger trains calling here instead of Curthwaite, no reason given – possibility of more general use? – no mention of Crofton in any *Bradshaws* seen but some trains shown not stopping at Curthwaite; these notices also mentioned excursions calling here. Weekly notice says to be closed 1 March 1921 (*JNMC*).

**CROSSGATEHALL** op (*NB list*).

**CRUCKTON**: see 1866 August 13\*\* (below).

**CURTHWAITE** *amend*: in *Tuck* about June 1843 so probably op with line 10 May 1843; see 1840\*\* for line habits.

**DAISY HILL** op (*Wigan Examiner*- *co n 29 September*, *item 6 October*).

**DALMARNOCK**

**DALMARNOCK** (b): clo for improvement 4 June 2012; reopening due 24 November 2012 (*Scotrail leaflet*), but delayed.

**DALTON** [Furness]: see 1846 August 24\*\* (below).

**DANZEY**: dropped ‘For T’ 6 May 1968.

**DARCY LEVER**: line op 20 November 1848\*\* (below).

**DARWEN**: op 3 August 1847 (*Blackburn Standard 4th*).

**DDUALT**: last in *Brad May 1937*; not certain that there was no later use.

**DECHMONT**

**DECHMONT** (a): *add* see 1851 November 29\*\*.

Clo at end of December 1861 confirmed by co wtt.

**DECHMONT** (b): op 1 June 1905 (*NB list*) or 19 June 1905 (*RCG*) – copying error on someone’s part?

(1st new tt, a Thursday; 19th a Monday); clo 1 August 1921 (P.B. Russell, *RM September 1921* – *NB list* says 30 July, a Saturday – last day?).

**DEEPCAR**: excur Easter Monday 30 March 1964 (*BLN no.8*).

**DEVONS ROAD LOCO SHED** [NL] (non-tt) (*new entry*): workers’ service to / from Broad Street; began ?; ended with effect from September 1963 (*wtt*; *PSUL*).

**DINAS** near Caernarfon

**D JUNCTION** [WH]: often just D in co usage. Last train 26 September 1926. See 1922 July 31\*\* (below).

**DISTINGTON**: 1936–39 (last 26 August) excursions to Workington Central and Carlisle (*JNMC*).

**DITTON**: JUNCTION dropped 7 May 1973 (*WR General Instruction Circular 409*).

**DOLGELLAU**: to this spelling 12 September 1960.

**DOLWYDDELAN**: reverted to this spelling 12 May 1980.

**DORKING** [LBSC]: NORTH dropped 10 July 1967.

**DOWLAIS**

See Map 87a (below) for **IRONWORKS** line.

**DRAYTON GREEN**: clo 27 August 1994 (main line resignalling meant diversion via Greenford loop with local stations served by bus), reop 3 October 1994 (*BR leaflets*).

**DRUMCHAPEL**: op 1 May 1890 (*NB list*).

**DUDDINGSTON & CRAIGMILLAR**

*Make present entry D & C* (b) op 1884 (*NB list*), *and add*:

**DUDDINGSTON** (a): (non-tt) a platformless stop on the St Leonards branch was used by troops taking part in the Scottish Volunteers’ Review in Holyrood Park in 1881 (*Ed Sub*).

**DUFFTOWN**: used by charter train 24 March 1991.

**DUKINFIELD**

**DUKINFIELD (Dog Lane)** [MS&L] op 17 November 1841 (*co n Manch 17th*); clo 23 December 1845 (Tuesday) (*co n Manch 20th*). Only D in notices cited – ‘Dog Lane’ only seen in *GC*.

**DUNDEE**

**D ESPLANADE** op 1 June 1888 (*NB list*).

**DUNFERMLINE**

**LOWER** and **UPPER**: both became thus 26 October 1889 (*NB list*).

**DUNHAM**: see 1853 November 1\*\* (below).

**DUNURE** op (*co n Maidens*). Used 20 May 1938, northbound only (return by bus – engines wrongly believed to be too heavy for line) for excursion to Ibrox for Glasgow British Empire Exhibition at nearby Bellahouston Park (*Maidens*).

**DYMCHURCH**: Ticket exists for D MARSHLANDS.

**EARLESTOWN** ##: nearby site.

**EASTER ROAD** op (*NB list*).

**EASTRY**

**E SOUTH**: first in *Brad* 11 July 1927 but according to *EK* it was opened with the Sandwich Road branch, whose Saturday only service began 18 April 1925.

**EDGEBOLD**: see 1866 August 13\*\* (below).

**EDGERLEY**: see 1866 August 13\*\* (below).

**EDINBURGH**

**HAYMARKET**: clo 1 November 1856 (*co n Caledonian Mercury 30 October*); [Continuance in *Topham* presumably inertia]. Wednesday-only service restored, towards Edinburgh only, 4 June 1856 (*wtt 1 June 1856, a Sunday*); at first in co wtt only, *Brad* October 1856; daily service began 1 November 1865 (*co n Caledonian Mercury 12 October*).

**HAYMARKET MOTIVE POWER DEPOT**: *revise entry in book*: used 24 and 25 August 1985; shuttle from Waverley, free to those buying programme for event (advert via D. Lindsay).

**ST MARGARETS**, alias **MEADOWBANK**, alias

**QUEENS STATION** [NB]: *replace entry*: specially built for Queen Victoria’s use on visits to nearby Holyrood House; first used 29 August 1850, then a number of times in 1850s by special trains; used by an ordinary train 22 August 1861 to drop off some of Queen’s children; then a gap until 14 August 1872; last known use 24 August 1881; platform on down side only; also found as **VICTORIA**, **PALACE**, **SOUTH LEITH** and variously as **STATION** and **PLATFORM**; {just west of St Margaret’s tunnel, Waverley – Portobello}.

In the course of her Scottish visits Royal trains occasionally used short lines not used by regular trains – avoiding curve north of Carstairs (first 7 October 1851, last 17 September 1860) and link NB to Cal, Haymarket to Slateford, 1859–60; (articles by D. Cattanach, *Journal of North British Railway Study Group, 102 and 103*).

**EGREMONT** #: 1936–39 excursions to Workington Central, usually Friday evenings; January 1952, and for about 12–15 months after; excursions to Workington Central, mostly for football; others to 1966/7 (*JNMC*).

**EUXTON**

**EUXTON** [LNW]: (co n *Wigan Examiner* 31 August).

**E BALSHAW LANE** is on site of Balshaw Lane & Euxton, which see in book.

**EWOOD BRIDGE** op (co n *Manch G* 3 October).

**FACIT** op (item, co tt *Rochdale Observer* 5th).

**FAIRFIELD** Manchester op (co n *Manch* 17th).

Just F in time table of op notice but F & Gorton in fare table; presumably shed & G on opening of Gorton 23 May 1842.

**FAWLEY HANTS**: ‘HANTS’ always part of name.

**FAZAKERLEY** op 20 November 1848\*\* (below);

**SIMONSWOOD** early.

**FELIXSTOWE**

Early tickets for F BEACH exist as just FELIXSTOWE and for F PIER as just PIER (D. Geldard).

**FILEY**

**F HOLIDAY CAMP**: also see *British Railway Journal* no. 42 for 1946/7 events.

**FINNIESTON** op (*NB list*).

**FINNINGLEY** [GN/GE]: Temporary platform also used 20 September 1986 (*BLN* 548), 17 September 1987\* (*BLN* 572) and 17 September 1988 (*BLN* 595); comment in *BLN* 609, 11 May 1989 says open day 23 September, ‘usual shuttles expected’ – cannot be guaranteed that ran that year but implies annual use to at least 1988. Not HALT on nameboard; ticket RAF F HALT.

\* = this was a Thursday, all others Saturdays – misprint for 19th?

**FISHGUARD**

Make present entry **F & GOODWICK** (a) and add:

**F & GOODWICK** (b) op 14 May 2012; same site as (a) (*RM June* 2012); still open.

**FLIXTON** after ‘(CLC)’ add certainly available for Agricultural Show at Farnworth on 2nd (co n *Manchester Courier* 1st).

**FOLKESTONE**

**F HARBOUR**: clo 4 January to 31 March 1995 (inclusive) owing to suspension of sea services (*BR International telex*).

**FOLKESTONE WARREN**

**FW** (a): op after 1884, first in *Brad* September 1888, ... ; clo 29 September 1888 and apparently not reopened though BoT inspected August 1889.

**FW** (b): Would certainly have clo after line landslip 19 December 1915.

**FW** (c): reop 11 August 1919; regular calls ceased with closure of Elham Valley line 1 December 1940; only calls by special arrangement when it reop 7 October 1946; line clo 16 June 1947 (*British Railway Journal* no. 9).

**FONTBURN**: keep perhaps unofficial ... workers, then amend: public op as W 12 January 1903 (*NB list*); briefly in *Brad* (June to November 1903 or later); removed on BoT protest that not officially passed; renamed a month before officially op 1 June 1904 as F (*Nhumb Young*); clo 3 October 1921 (*RCG*)\*; reop as F HALT 21 November 1921 (*NB list*); clo 15 September 1952\*\* (*RM October*). Reid still called it WHITEHOUSE in 1907.

\* = *NB list* has closed 2nd, but that a Sunday, no Sunday service.

**FORD & CROSSGATES**: see 1866 August 13\*\* (below).

**FURNESS ABBEY**: see 1846 August 24\*\* (below).

**GAINSBOROUGH**

**G CENTRAL**: clo 4 January 1992 for work on bridge over Trent here, due to reop 10 May 1992 but this not confirmed (*BR booklet, with amendment pasted in*).

**GARNGAD**: clo 1 March 1910 (*NB list*).

**GARSTON**

**G DOCK**: *Brad* did not add DOCK until the opening of Church Road (1881).

**GARSTON HERTFORDSHIRE**: op as G; HERTS added 5 May 1975 tt; later H...SHIRE.

**GARTMORE**: op 2 October 1882 (*NB list* says 1st but that a Sunday and no Sunday service).

**GISBURN** op (*Blackburn Standard* 31 May).

**GLAPWELL**

**GLAPWELL** (public station)

op (co n reproduced *Chron July* 2012).

**GLASGOW**

**G SOUTH SIDE** revise: first use from Barrhead by [GBK Jt] 27 September 1848 (*Rtn*); joined by [Cal] service from Motherwell 1 June 1849 (*T 5th*). [Cal] initially called it G GUSHETFAULDS\*, then G S S by 1 August 1849 (*Cal co notices*), November 1849 (*Brad*). Maps in *scotcities* website (via D. Lindsay) and 1860 map in *Glasgow Stations*, C. Johnson & J.R. Hulme, D&C, 1979, show one station, each company using half. Most of station was demolished to make way for through viaduct to St Enoch. Temporary platforms (dates?) either side (W.A.C. Smith & P. Anderson, *An Illustrated History of Glasgow's Railways*, Irwell, 1993) until Barrhead trains diverted 1 October 1877 (*Cl*). Motherwell trains diverted to Bridge Street 1 July 1879 (*Tuesday*) (*Cl*).

\* = *The Times* referred to new station at Southside in Glasgow; GUSHETFAULDS was *Brad* first version; on 30 April 1848 Capt. Simmons had inspected a branch ‘to a temporary terminus[,] called the Gushet Faulds branch’ which failed because a necessary connection was not complete (*MT6/7/46*).

**G GALLOWGATE CENTRAL** op (*NB list*).

**GLENSIDE** op (co n *Maidens*). Used 20 May 1938, northbound only (return by bus – engines wrongly believed to be too heavy for line) for excursion to Ibrox for Glasgow British Empire Exhibition at nearby Bellahouston Park (*Maidens*).

**GODLEY**

**GTOLL BAR** op (*co n Manch 17th*). Described in *op n* as ‘near Mottram’.

**GOLBORNE**

**G NORTH**: *add, for opening source, co n Wigan Examiner 30 December 1899–line.*

**GORGIE EAST**: op (*NB list*). Used 21 May 1969 by special train for Household Cavalry during a Royal Visit to Edinburgh (*Ed Sub*).

**GORTON**: last renaming 4 May 1970 tt.

**GRANGESTON**: also see *Maidens*, p. 170.

**GRANTON**

**GRANTON [NB]**– *NB list gives* clo 1 November, a Sunday – with a new tt?

**GREAT ALNE**: *replace last part with:* workers’ services ran about July 1941 to last train, Saturday 1 July 1944 because Maudslay Motor Co had been bombed out of Coventry (*GW wtt*; letter from company to R. Maund).

**GREENFORD**

**GREENFORD [GW]**: at end 1221 Mondays to Saturdays from Thame was only one using this.

**GREENFORD [Cen]**: spur line for [GW] use op 21 November 1948 (*RAC*; *tt*s).

**GREENMOUNT** op (*co n Bury Times 4th*).

In opening notice as GREEN MOUNT.

**GRETNA [NB]**: *NB list says* clo 8 August – a Sunday – last day of use?

**GROGLEY**: tickets exist G JUNCTION HALT (D. Geldard).

**GROVE FERRY & UPSTREET:**

clo 1966 (*wtt alterations dated 6 June*).

**GUIDE BRIDGE** op (*co n Manch 17th*).

Just ASHTON in op notice.

**HACKNEY**

Opening 1980 of CENTRAL and WICK confirmed *BR leaflets*.

**HAFOD GARREGOG**: see 31 July 1922\*\* (below).

**HAFOD RUFFYDD**: see 31 July 1922\*\* (below).

**HAFOD-Y-LLYN**: see 31 July 1922\*\* (below).

**HARLOW**

**H MILL**: MILL added 13 June 1960.

**HART**: *add at start:* line opened 1 May 1839; see 1836 A\*\*, below, for details; 1871 date given was probably a reopening.

**HARTWOOD**: public op confirmed by *co wtt alterations leaflet*; no evidence in *wtt*s of any use just before this.

**HARWICH**

**H PARKESTON QUAYWEST**: from 8 November 1968 regular services ceased; then only occasional use.

**HASLINGDEN**: see 1848 August 17\*\* (below).

**HASWELL**

Delete ‘\*\*’ after 1 May 1839.

**HATTERSLEY** op (*GMPTE leaflet*).

**HAYDOCK**: main station *add, for opening source, co n Wigan Examiner 30 December 1899–line.*

**HAZLEHEAD (BRIDGE)**: clo 1 November 1847 (*co n Manch G 27 October*); HAYLEHEAD in clo notice.

**HEADS OF AYR** op (*co n Maidens*).

**HEATLEY**: see 1853 November 1\*\* (below).

**HEATON LODGE [LNW]** clo 1 November 1864 (*co n Manch G 29 October*) – a Tuesday, but standard practice then to make such changes with new tt.

**HEDNESFORD**: Used by charter train 15 September 1974 (*BLN 258 p.167*).

**HELMSHORE**: see 1848 August 17\*\* (below); clo (*BR leaflet EA44*).

**HERON QUAYS**: clo for rebuilding September 2001, reop 18 December 2002 (*Trams website*).

**HESLEDEN**: see 1836 A\*\*.

**HIGH HALDEN ROAD**: not HALT in all sources.

**HIGH HARRINGTON**: 1936–39 (last 26 August) excursions to Workington Central and Carlisle (*JNMC*).

**HIGH SHIELDS**: resited to north 1879 (*Cobb*).

**HINDLEY**

**HINDLEY [LY]**, aot H NORTH: line op 20 November 1848\*\* (below). *Wigan Examiner 6 October 1888* referred to this as ‘The Ladies Lane station’ – local name to avoid confusion with other Hindleys or helpful information?

**HOLCOMBE BROOK** op (*co n Bury Times 4th*).

**HOLYHEAD** *revise:* third, on reclaimed land, with arrival and departure platforms on opposite sides of harbour, op 17 June 1880 ...

**HOOKAGATE & RED HILL**: see 1866 August 13\*\* (below).

**HORWICH**: op (*Bolton Chronicle 12th*).

**HOSCAR**: *before last sentence add:* If there was any early provision it was presumably soon removed; *co n Manch 14 June 1866, dated 11 June*, called for tenders for the building of a station here and it was first included in *co tt Wigan Observer 4 November 1870* (not present 28 October).

**HOWNES GILL**: platform on eastern side, which would have clo 1 October 1868 ...

**HYNDLAND**

**HYNDLAND (a)** op (*NB list*).

**INCE** near Wigan: op 1 June 1863 (*Wigan Examiner 5th*); still open.

**INSTOW**: excursion from here 12 September 1982 (R. Maund, from organiser, R.N. Joanes).

**IRLAM**

**IRLAM (a)**: *after* ‘(line shown September)’, *add* certainly available for excursion to Belle Vue Zoological Gardens for hand-bell ringing contest 22 September (*co n Manchester Evening News 17th*).

**IRLAM’S O’TH’ HEIGHT** op 1 July 1901 (*Wigan Observer 29 June*).

**IRTHLINGBOROUGH**

**IRTHLINGBOROUGH [LNW]**: 1846 ticket as I (D. Geldard).

**JERVAULX**: renamed 1877 (*source as now*).

**JOCKS LODGE**: used for viewing platform by boys of George Heriot’s Hospital when Royal Train passed through in 1849 (D. Cattanaach, *Journal of the North British Railway Study Group No.102*).

**JORDANHILL** op 1 August 1887 (*NB list*).



**KEEKLE COLLIERS** ##: still in use 1929 and 1931 wttts (R. Maund).

**KILBAGIE** op (NB list).

**KILLEARN** op 2 October 1882 (NB list – says 1st but that a Sunday, no Sunday service).

**KINNERLEY JUNCTION**: see 1866 August 13\*\* (below).

#### **KINROSS**

**K JUNCTION** became this from HOPEFIELD JUNCTION 1 October 1871 wtt. (Conflict: had been just H in Brad to at least April 1870.)

**KIRKBY** Liverpool op 20 November 1848\*\* (below).

**KIRKBY-IN-FURNESS**: see 1846 August 24\*\* (below).

**KIRKDALE** op 20 November 1848\*\* (below).

#### **KIRRIEMUIR**

**K JUNCTION**: *The True Line, October 2006*, cites other evidence of later uses: excess fares from here to Kirriemuir collected in 1913; for duration of May 1922 a train from Kirriemuir terminated here, probably to allow mill workers to connect with a main line train.

**KIRTON LINDSEY**: clo 4 January 1992 for work on bridge over Trent at Gainsborough, due to reop 10 May 1992 but this not confirmed (*BR booklet, with amendment pasted in*).

**KNOWESIDE** op (*co n Maidens*). Used 20 May 1938, northbound only (return by bus – engines wrongly believed to be too heavy for line) for excursion to Ibrox for Glasgow British Empire Exhibition at nearby Bellahouston Park (*Maidens*).

**LANGHO** op 22 June 1850 (*co n Blackburn Standard 26th*).

#### **LANGPORT**

**L EAST**: local rumour refers to later stops and even a ‘Peony Valley Halt’ thereabouts for excursions for visitors to a nearby plant nursery; no evidence has so far been found in any railway sources. See item by R Maund in *Chron 72* for source of rumours.

**LATCHFORD**: see 1853 November 1\*\* (below).

**LEAMSIDE** #: re-sited about 7 chains south for branch to Bishop Auckland which opened 1 April 1857 (inspection reports 13 January on; also see *Cobb*) – wording of report such that it could be interpreted to mean that this came into use before branch, especially since re-inspection of line was necessary.

#### **LEEDS**

**Present station** from L CITY to L 1 January 1975.

**LEEK** op (*co n Manch 14th*).

#### **LEITH**

**L CENTRAL** op (NB List) – delete ‘\*’ and note.

#### **LIVERPOOL**

**L BRUNSWICK** op (*co n Manch G 2nd*).

**LLANDRINIO ROAD**: see 1866 August 13\*\* (below).

**LLANELLY**: see replacement map 82 (below).

#### **LLANYBLODWELL**

Both stations erratically spelled ...wel / ...well pre-GW.

**LLANYBLODWELL** [SM] See 1866 August 13\*\* (below).

#### **LLANYMYNECH**

**LLANYMYNECH** [SM]: see 1866 August 13\*\* (below).

**LOCH LEVEN**: renamed from KINROSS 1 October 1871 (NB List, which says to ‘KINROSS (LOCH-LEVEN)’ but only L L in Brad November 1871).

**LOCHBURN** op 1 May 1890 (NB list).

#### **LONDON**

**BLACKFRIARS** [LCD]: extended station across Thames into use 20 May 2012 (*RM July*).

**CANNON STREET**: 1974 closure confirmed by *BR pamphlets*.

#### **LONGSIGHT**

**LONGSIGHT** (b) *amend*: during resignalling work used by public at weekends from 23 July 1988; finally used Saturday and Sunday 1, 2 October and Friday, Saturday and Sunday 7, 8, 9 October (BR leaflet); reverted to staff only use on 17 October 1988; absent from wtt by 2007.

**LOWER DARWEN**: op 3 August 1847 (*Blackburn Standard 4th*).

#### **LOWTON**

**LOWTON** [LNW] op 1847

(*D&C 10; co n Manch 2nd-line*).

**LYMM**: see 1853 November 1\*\* (below).

**MAESBROOK**: see 1866 August 13\*\* (below).

**MAIDENS** op (*co n Maidens*). Used 20 May 1938, northbound only (return by bus – engines wrongly believed to be too heavy for line) for excursion to Ibrox for Glasgow British Empire Exhibition at nearby Bellahouston Park (*Maidens*).

#### **MANCHESTER**

**M OLDHAM ROAD** was Station St Georges Street, Oldham Road in *co op n Manch G 29 June*; in *co clo n dated 14 December 1843 in Manch G 3 January 1844* it was Lees Street Oldham Road.

**M VICTORIA** was clearly supposed to be called that from opening – *co op n dated 14 December 1843 in Manch G 3 January 1844* referred to the VICTORIA station at Hunt’s Bank near the Exchange. Did contemporaries (including railway company servants?) take time to distinguish between what was supposed to be a station’s name and helpful information designed to help people find it?

#### **MANSFIELD**

**M CENTRAL**: Whit Monday excursion 3 June 1963.

#### **MARCHWIEL**

**M FACTORY LINE JUNCTION**: in LNE wtt 4 May 1942 ...

**MARKINCH**: Became M for GLENROTHES ?, back to M 17 May 1982.

**MARYVILLE**: clo 1908 (NB list).

**MEALSGATE**: op 26 November 1866 (*JNMC*).

**MELVERLEY**: see 1866 August 13\*\* (below).

**MEOLE BRACE**: see 1866 August 13\*\* (below).

**MERTHYR TYDFIL**: TYDFIL added 12 May 1980.

**METHIL**: op (NB list).

**Also see** Section 7.4 (below).

**METHVEN**

Second entry not JUNCTION in LMS tts sampled after closure of branch – ‘JUNCTION’ now redundant?

**MIDDLETON** [LY]

**MIDDLETON** op (*co n Manchester Courier 25 April*).

**MIDFORD**

**MIDFORD** [SD Jt]: HALT at clo in BR Alterations leaflet P11-449.

**MILEPOST** items (*revised*):

Working timetables sometimes include extra stops between stations. The following should be seen only as examples.

West Highland Line

Provided many, to ‘uplift’ or set down schoolchildren and for ‘domestic purposes’ (wives shopping?).

The former probably varied as children of railwaymen in isolated areas came of school age or left school; the latter may well have been used continuously for many years. The following have been arranged in line order, with wttts in which they are known to have been shown and mileage (mp); mileage of Mallaig line stations taken from Fort William. In some cases stop only shown one way. These would have been the rough equivalents of the ‘provision train’ stops shown in Section 5 under ‘1957’.

Glen Douglas – Arrochar & Tarbet (mp 16¾); 6 October 1947, 17 June 1951; schools.

Tyndrum – Bridge of Orchy (mp 44½); summer 1962, winter 1962/3, 5 May 1973; domestic, Thursdays only.

Rannoch – Corroul (mp 74¼ according to wtt, assumed misprint); winter 1962/3; domestic, Saturdays only.

Corroul – Tulloch (mp 70); winter 1962/3, 5 May 1973; domestic, Saturdays only.

Locheilside – Glenfinnan (13¾); 5 May 1973; domestic, Saturdays only.

Glenfinnan – Lochailort (19¼); summer 1962; winter 1962/3; schools weekdays, domestic Saturdays.

Lochailort – Arisaig; at least two stops involved – summer 1962 and winter 1962/3 show ‘short of mp 26’ pick up schools Mondays and set down Fridays (weekly boarders?), mp 25½ domestic Saturdays only.

[*delete Tulloch – Roy Bridge item – my copying error*].

Elsewhere

BR (LM Region) Special Traffic Notice for week starting Saturday 31 July 1954 shows stop at mp 180½ at Warrington end of Bridge 61 to take up workmen.

BR (Scottish Region) Special Traffic Notices show stops at mp 82, {Appin – Duror}, for workmen, weeks beginning 24 June and 29 July 1957; also at Bridges 110 and 111 (both weeks) and 130 (22 June only) {Killin Junction – mp 16¼}.

Wtt June 1963 shows stops both ways at mp 62 {Drummuir – Dufftown}.

**MILES PLATTING**: op (*co n Manch G 3rd*).

**MILFORD** near Leeds

**MILFORD** [NE] op 9 November 1840. In report of accident here on 11 November 1840 was called TAYLORS WOOD JUNCTION.

**MILLS HILL**

**MILLS HILL** (a) op (*co n Manch G 29 June*).

**MILNROW** op (*LY; co n Manch G 31 October-line*).

**MISTERTON**: used for trip for ‘enthusiasts and the whole family’ 6 May 1967 (*notice RM February 1967*).

**MONTROSE**

**MONTROSE** [Cal]:

clo 30 April 1934 (*Montrose Review 4 May*).

**M BROOMFIELD**: op early July 1866\* ...

\* = *Forgotten Railways – Scotland* says had been ‘in force for five weeks’ on 8 August 1866.

**MOOR ROW** #: 1936–39 excursions to Workington Central, usually Friday evenings and one 5 September 1954 for Papal Mass; others to about 1962 (*JNMC*).

**MOORSIDE** [LY]

op 2 July 1888 (*Wigan Examiner 4th*).

**MORESBY**

**M JUNCTION**: still in use 1929 and 1931 wttts (R. Maund).

**M PARKS**: 1936–39 excursions to Workington Central and Carlisle (*JNMC*).

**MORNINGSIDE**

Although [Cal] op 1867 and [NB] op 1864 are often shown on maps as though part of a through route, they were termini of separate services; through goods bypassed the passenger platforms.

**MORNINGSIDE ROAD**: op (*NB list*). Used 2 June 1984 by specials chartered by Morningside Association for a tour of the Suburban Line (*Ed Sub*).

**MOSTON** [LY]

first in *Brad* February 1872\*; still open.

\* = not included in *co tt T Rochdale Observer* until that for July 1872 (paper of 6 July) but no note with tt to show that was newly opened; sparse service; some trains noted as ‘Special Service’ (workmen?). Given experience of similar items, most likely that *Brad* right – or even late.

**MOTHERWELL**: *add*:

Also see article in *True Line 116* for discussion of exact sites – e.g. was M BRIDGE near enough junction to have been incorporated in 1885 station? 1875 Airey map of Scotland shows it 25 chains south of junction, which, if correct, would have put it south of Hamilton Road (where still shown in book and on revised map 16 (below), but site north of road would have been in shallower cutting and thus more accessible and nearer 1885 site.

**MUIR OF ORD**

**MUIR OF ORD** (a): Pre-op Tarradale and thus in first tt *Inverness Courier* (K. Fenwick, *Chron July 2012*).

**NAILSEA & BACKWELL**: & B restored 2 May 1977 tt, local publicity earlier.

**NARBOROUGH & PENTNEY**: *delete* ‘{map 67}’.

**NESSCLIFF & PENTRE**: see 1866 August 13\*\* (below).

**NEW HEY** op (*LY, co n Manch G 31 October-line*).

**NEWHAVEN** near Brighton

**N MARINE** *add*: Clo 11 November 1995 to 2 December 1995 (inclusive?) for engineering work; *and* clo 4 October 2001 to 1 January 2002 by points failure; lost ... roof; theoretically still open but unsafe for use. (R. Maund from wtts). *Delete 'Rly Obs ... procedure.'*

**NEWINGTON** Edinburgh op (*NB list*).

*Add Non-tt*: goods yard used for soldiers taking part in the final Review of the Scottish Volunteers in Holyrood Park in mid-September 1905 (*Ed Sub*).

**NEWSHOLME** op (*Blackburn Standard 5th-line*).

**NEWTON FOR HYDE** op (*co n N Manch 17th*).

Op notice called it N & H and still thus notice

*Manch 24 December 1842.*

**NIDDRIE** [Ed & Dalk; NB]; {map 18a} *amend entry*

See revised map 18a below and *D&C 6, p.249*.

Probably best seen as single station to which extra platforms were added as needed. It was not uncommon for stations to be shown as 'X' in one table and 'X Junction' in another.

(a): see 1831 A\*\*, first tt reference June 1843 (*Tuck*); perhaps short closure 1846/7 while line rebuilt, but unlikely; last in *Brad* October 1847. Usually in tt as N JUNCTION. This served early services from Edinburgh St Leonards and would have been used again during the brief reopening of St Leonards, 1 June 1860; clo 1 October 1860.

(b) platforms for service from Edinburgh Waverley op 21 June 1847 (*Ed & Dalk*); clo 1 October 1860 (*Cl*), though last in *Brad* November – inertia?

There was a further use, op 1 December 1864

(*Cl* reop date; first in *Brad* January 1865); last in *Brad* January 1869, when trains only shown from Edinburgh. *G&S* says that this was new site south of earlier, though rudimentary nature of its service would hardly have seemed to justify new station and *Ed Sub* map for Newcraighall Colliery from 1914 OS, shows Niddrie Goods on part of old site, just east of main line; perhaps stop for convenience of goods station workmen.

**NINGWOOD** op 20 July 1889\*\* (*co n FYN*).

**NO.5 PIT SIDING** [MC] (non-tt): miners; pit coaled 1910, HALT (lacking platform) lasted until pit closed April 1942 (*JNMC*).

**NORTH FILTON**: *delete* to 5 September 1966 and from ? [*use was continuous*]

**NORTH RHONDDA**: clo probably 23 March 1963 when line closed (wtt erroneously showed even later trains) (R. Maund).

**NOSTELL**: only seen as NOSTEL on tickets issued by 'West Riding Railway' (D. Geldard).

**NOTTINGHAM** lost 'MIDLAND' 4 May 1970.

**OAKENGATES** became O for TELFORD 16 May 1983.

**OLDHAM**

**O CENTRAL** [LY] (*revise entries*):

**First station** of this name opened with line to Mumps, 1 November 1847. Inspection report, 16 October (*MT6/4/71*) says Mumps was the only station and no tt seen included it until it appeared in *Brad* July 1861;

however, *LY* and some local historians say it opened with the line and *Manch G 3rd* refers to the 'dissatisfaction ... at the amount of the advance which has taken place in the fares from all the **three** stations at Oldham' and local expectation that fares would be kept the same for 'the old station' [compiler's emphasis], though there is no direct reference to a CENTRAL station. *Manch G*, of 23 October 1847, says that Town Station would be of a temporary character and would be improved later; said was situate at the bottom of Clegg Street, then under construction and, until that completed, road to station would be along front of gas works and through Greaves Street'.

It was not on LY Distance Diagram 1851, nor in LY co tt January 1854, *RAIL 942/2* (which gives just Werneth and Oldham), nor on Macaulay's maps prior to 1861.

Furthermore a duplicated booklet, *The First Railway to Oldham*, produced by T.A. Fletcher in 1972 makes no reference to Central; 6 inch OS Map of the area, dated 1863, does not include it and shows that area around Clegg Street was still undeveloped (a station there would have been no nearer to the Market Place than Mumps). Thus probability is that this was something of an experiment, perhaps resulting from threat of a competing line (The Oldham Alliance) which did not then materialise, attracted little custom and was soon closed. *Manch 15 January 1848* contains report of prosecution of man for an incident between Werneth and Mumps stations on 11 January; does this mean Central now closed – or not significant enough for mention?

**Second station** op 1 July 1861 (*co n Oldham Chronicle 29 June*). *LY* says first station, just beyond tunnel from Werneth, was replaced by one at junction with OAGB (Junction Diagrams show station just west of junction, handy for passenger exchange with Clegg Street); architect for this announced 23 March 1864, final cost published 15 August 1866. Clearly there was a link between its opening and coming of Clegg Street.

N Fraser in *Rly Obs June 1963* says aim was to prevent OAGB from extending further into Oldham as they first intended. This would suggest that 'first' was really the second and was probably a temporary, replaced 1864/6 by a **third** at/near site of first. (Oldham press information E. Bredee, general local information A. Brackenbury.)

Also see *The Oldham Loop, Part I*, (J. Wells, Foxline, 2002)

**O MUMPS** [LY] op 1 November 1847 (*co n Manch G 3rd*, which said line extended from Oldham station known locally as Werneth to Mumps and item in paper said for the populous suburb of Greenacres Moor).

**O MUMPS** [LNW] op (*co n Oldham Chronicle 5th*); just OLDHAM in op notice and *Brad* January 1861 so perhaps 'MUMPS' is addition of later historians).

**O GLOWICK ROAD** op (*co n Oldham Standard 1st*).

**O CLEGG STREET** op (*co n Oldham Chronicle 24th*).

**Extra stop**: *Oldham Standard 24 August 1861*, included notice from The Cow Hill and Hollinwood Tonic Sol-fa Association that certain trains from Mumps would set down at the bottom of the Werneth Incline (west of

Werneth station) to set down passengers for their Monday Wakes Week Concert (2 September) in a field adjoining Mr Councillor Hamilton's residence, Spring Bank, Chadderton; delights offered included the Oldham Brass Band and a Galvanic Battery.

**ORRELL**: see 1848 November 20\*\* (below).

**OXSPRING**:

clo 1 November 1847 (*co n Manch G 27 October*).

**PARK PARADE** op (*co n Oldham Chronicle 24th*).

**PARK ROYAL**

**P R WEST**: PLATFORM in BR clo notice.

**PEMBERTON**: line op 20 November 1848\*\* (below).

**PENARTH**

**P DOCK**: see map 87 b (below).

**PENARTH BRIDGE** [Cam] (non-tt): provided for rifle range; first in wtt appendix after that of 1 May 1896 but before/with that of 1 July 1898.

**PENDLEBURY** op (*co n Manchester Courier 11th*).

**PENDLETON**

**PENDLETON** (a): clo confirmed by BR leaflet.

**PENDLETON** (b) op (*co n Manchester Courier 11th*).

**PENTNEY & BILNEY**: replace present entry with 'see BILNEY' (above).

**PENRHIWCEIBER**

Move 'see 1964 June 15\*\*\*' from HL to LL.

**PENTRE-BACH**: hyphen added 12 May 1980.

**PERIVALE**

**PERIVALE** [GW]: PLATFORM in BR clo notice.

**PETROCKSTOW**: excursion from here 12 Sept. 1982 (R. Maund, from organiser, R.N. Joanes).

**PICKHILL** [GW] op 23 May 1938 for workers (*notice 195, RAIL 279/44*); made public 30 May 1938 (*as now*).

**PIEL**: see 1846 August 24\*\* (below).

**PITSFORD & BRAMPTON**: add – 10 September 1951 wtt shows stop from Northampton Fridays and first weekday of each month.

**PITTS HEAD**: see 31 July 1922\*\* (below).

**PLAS-Y-NANT**: see 31 July 1922\*\* (below).

**PLEASLEY**: excursion to Cleethorpes.

**POISON CROSS**: EK says line opened for traffic 13 April 1925 so first Saturday only passenger use would have been 18 April 1925.

**PONT CROESOR**: see 31 July 1922\*\* (below).

**PORTH ##**: station itself included in *co tt Merlin 9 February*.

**PORTHMADOG**

**PORTHMADOC** (ng) #: 1923 station built and owned by [Festiniog] for [WH] use. Company regarded two sites, either side of crossing, as a single station.

P OLD became P HARBOUR 8 July 1929 co tt. 9 July 1934: again through use between companies' lines since [Festiniog] now leased [WH] (R. Maund, *Chronicles of Croesor Crossing*, 2009); see 31 July 1922\*\* (below).

**PORTSMOUTH**

**P & SOUTHSEA**: clo 23 December 2006 for resignalling, bus replacement until HL platforms reop 5 February 2007, then LL platforms reop 14 March 2007 (*National Rail website*); still open.

**P HARBOUR**: clo 18 February 1988 during reconstruction of P & Southsea HL platforms, reop 26 March 1988 (*BR revision booklet*); also clo and reop as P & Southsea HL platforms, above. Non-tt (all via T. Cooper)

**CLARENCE PIER**: opening 15 May 1865 confirmed (S.E. Harrison, *The Tramways of Portsmouth*, author, 1954); was a tram terminus that ceased to be relevant to railway use after opening of P HARBOUR 2 October 1876.

**P DOCKYARD** and **ROYAL NAVY BARRACKS PLATFORM** were different names for same site.

Combine information, noting that ended its life as R N B P; P D was earlier name.

**P DOCKYARD SOUTH RAILWAY JETTY**:

date of final use unknown; made unusable by air raid night of 10/11 January 1941.

**PORTSMOUTH & GOSPORT TRAMWAY & FLOATING BRIDGE**: though in *Brad* was advertisement for chain ferry which took passengers from Broad Street Portsmouth to Gosport Hard, about ½ mile from station; not owned by LBSC but perhaps promoted by them to gain custom from LSW rail service to Gosport. [*Entry could be deleted or reduced to footnote status.*]

**POSSIL**

**POSSIL** [Cal] op to public 1 October 1897 (*advert co tt October*); reop 8 January 1934 (*LMS alterations notice*). Delete note.

**QUANTON ROAD**

**QUANTON ROAD** [Met/GC] 'Chiltern Shopper' logically also ran 1987 since also ran 22, 29 October and 5, 12, 19 November 1988; 18, 25 November 2 December 1989; last recorded 10, 17 November 1990 (*Chiltern Line News*); since 27 August 2001 Bank Holiday shuttles from Aylesbury to Buckinghamshire Railway Centre – only one 2001 and 2011, otherwise at least two.

**QUEENSBURY** London: op by [Met].

**QUELLYN LAKE**: see 31 July 1922\*\* (below).

**RADCLIFFE** near Manchester

**RADCLIFFE** (a) op (*co n Bury Times 29 November*); reverted from R CENTRAL to R 3 May 1971.

**R BLACK LANE**: line op 20 November 1848\*\* (below).

**R BRIDGE** op (*co n Manch G 3 October*).

**RAINFORD** [LY/LNW], aot R JUNCTION op 20 November 1848\*\* (below).

**RAMSBOTTOM** op (*co n Manch G 3 October*).

**RANNOCH**: for K-R dropped 17 May 1982.

**RAWTENSTALL** op (*co n Manch G 3 October*).

**READING**

**READING** [GW] dropped GENERAL 7 May 1973.

**RED HILL** [SM]: see 1866 August 13\*\* (below).

**REGENT CENTRE:** on same site as earlier West Gosforth.

**RICE LANE** op 20 November 1848\*\* (below).

**RICHMOND [NE]:** add ‘\*’ after opening date, then add:

\* = station itself was not op until 7 April 1847: does this refer to just buildings or was there originally a temporary station on a separate site?

**RICHMOND SURREY [LSW]**

**Main station:** excursions ‘for the benefit of the inhabitants of Richmond’ (presumably not intermediate stations) ran on formal opening day, 22 July 1846 (*Manch*).

Became R SURREY 12 May 1980; still open.

**RIMINGTON** op (*Blackburn Standard 31 May*- line; tt *Blackburn Times 7 June*).

**ROBERTSBRIDGE:** Part serving [Kent & East Sussex] was R JUNCTION S.R. in 11 September 1933 tt leaflet.

**ROBINS LANE:** also HALT in press release T 26 September 1938.

**ROCHDALE** op (*co n Manch G 29 June*).

**ROMAN ROAD WOODNESBOROUGH:**

EK says line opened for traffic 13 April 1925 so first Saturday only passenger use would have been 18 April 1925. Not ‘HALT’ in all sources.

**ROSYTH**

**ROSYTH:** 1 January 1918 (*NB list*).

**ROWRAH:** 1933 or 1934 to 1939 excursions to Southport Flower Show (*ƳNMC*).

**ROYTON**

**ROYTON** (a) on branch op (*co n Manch G 19 March*).

Notice also said that station at Junction would not be opened ‘at present’.

**ROYTON** (b) opening, as R JUNCTION, (*co n Oldham Standard 25 June*).

**ST HELENS Lancashire**

**St HELENS CENTRAL [GC]** op (*co n Wigan Examiner 30 December 1899*).

**ST KEYNE ...##: W W HALT.**

**ST MARGARETS GLC [GE]** became this 5 May 1980.

**ST-Y-NYLL** op 1 May 1905\*\* (below);

clo 20 November 1905. (*Also add first hyphen*).

**SALCEY FOREST** op (*Northampton Mercury 2nd*).

Replace ‘clo ...’ with last train ran Thursday 30 March 1893 owing to intervention of Easter (R. Maund, *Chron April 2012*).

**SALEM:** see 31 July 1922\*\* (below).

**SALTMARSH:** clo 1988 by damage to Ouse bridge by ship, reop by 14 May 1989 (exact dates to be found; information from *BR revised services folder valid 12 December 1988 to 14 May 1989* ‘unless previously amended’).

**SANDWELL & DUDLEY** renamed from OLDBURY & BROMFORD LANE to OLDBURY 6 May 1968.

**SANDWICH ROAD [EK]:** EK says line opened for traffic 13 April 1925 so first Saturday only passenger use would have been 18 April 1925. Not ‘HALT’ in all sources.

**SAUGHTON:** clo 1921 (*NB list*).

**SAVERNAKE**

**SAVERNAKE [GW]:** became S FOR MARLBOROUGH 11 September 1961.

**SCAFELL**

**SCAFELL** (a): clo 1 July 1891 confirmed (*General Manager’s Report 8th, RAIL 92/60*).

**SEAFORTH**

**S & LITHERLAND LY** Board Minutes (*RAIL 343 series*) of 21 December 1887 say that damage to embankment would make temporary closure necessary, but not known whether closure actually took place (Tony Graham via J. Gilmour).

**SETON MAINS** op (*NB list*).

**SHAKESPEARE CLIFF:** still in use 12 June 1961 tt as S STAFF HALT; later history?

**SHAW & CROMPTON** op (*LY, co n Manch G 31 October*-line).

**SHAWCLOUGH & HEALEY:** op (*item, co tt Rochdale Observer 5th*).

**SHAWFORTH** op (*item and co tt Rochdale Observer 3rd*).

**SHIPTON** near Kingham [GW]: became just S 4 May 1975 tt.

**SHOOT HILL:** see 1866 August 13\*\* (below).

**SHOTTON**

**S (HL) [WMCQ]:** renamed S HL 15 September 1952 (*ƳS*), S 6 May 1968.

**SHRAWARDINE:** see 1866 August 13\*\* (below).

**SHREWSBURY**

**ABBEY and WEST:** see 1866 August 13\*\* (below).

**SMALL HEATH: & SPARKBROOK** dropped 6 May 1968.

**SOUTH GREENFORD:** clo 27 August 1994 (main line resignalling meant diversion via Greenford loop with local stations served by bus), reop 3 October 1994 (*BR leaflets*).

**SOUTH HAMPSTEAD:** closed 21 July to 19 August 2001 (inclusive) (*Silverlink leaflet*); still open.

**SOUTH SNOWDON:** see 31 July 1922\*\* (below).

**SOUTHAMPTON**

**S WEST END:** delete reference to 1914 *wtt*.

**S CENTRAL:** CENTRAL dropped 10 July 1967 (*CI*) but kept, tt only, for a while to prevent confusion with Airport.

**SOUTHPORT**

**STEAMPORT MUSEUM** (non-tt): open days. Last use public 29 November 1987, private 15 February 1998; (*RM April*).

**SPORLE:** amend: {Swaffham – (Little) Dunham}.

**SPRING VALE:** op (*Bolton Free Press 7th*).

**SPRINGBURN** op 1 January 1887 (*Glas*) and in *Brad* January but 1 February 1887 (*NB list*) – in *Brad* prematurely?

**STACKSTEADS:** clo (*BR leaflet*).

**STALYBRIDGE**

**STALYBRIDGE [LY]** op (*Manch 26 September*).

**STALYBRIDGE [GC/LNW]** op (*co n Manch 20th*); clo 27 October 2012 to 4 November 2012 (inclusive) for engineering work (*BLN 1172, RM Feb. 2013*); still open.

**STANNERGATE:** clo (*NB list*).

**STECHFORD:** ‘for Y’ dropped 6 May 1968 tt.

**STOATS NEST**

Also see **COULSDON NORTH**. Delete ‘of (a)’.

**STOKE BRUERN** op (*Northampton Mercury 2nd*). Replace ‘clo ...’ with last train ran Thursday 30 March 1893 owing to intervention of Easter (R. Maund, *Chron April 2012*).

**STORMONT** [Cal] (non-tt) (*new entry*):

**PLATFORM**; probably originated for curling on Stormont Loch; certainly used for school parties in June and July 1919; 14 July 1928 used by Rattray Parish Sunday School (*The True Line 48 and 49; Newtyle*); {Coupar Angus – Rosemount: see map in Angus 3}.

**STOW PARK:** used for trip for ‘enthusiasts and the whole family’ 6 May 1967 (*notice RM February 1967*).

**STRAGEATH:** STRAGAITH in ScR advice to others.

**STRANTON** (*new cross-reference*): see under Hartlepool in book and 10 February 1841\*\* book and below.

**SUDBURY** [GE]: add\*\* after ‘1990’

and add note:

\* = date line slued, not certain trains ran then, a Sunday.

**SULLY:** see map 87b (below).

**SUMMERSEAT** op (*co n Manch G 3 October*).

**SUMMIT TUNNEL** [Manchester & Leeds]: line op through tunnel 1 March 1841 (*co n Manch G 27 February*).

**SUTTON** near Croydon

**S SURREY:** op as SUTTON, became S SURREY 5 May 1980 tt, ....

**SUTTON-IN-ASHFIELD**

**S-in-A CENTRAL:** last summer Saturday train 8 September 1962.

**SWINTON** near Manchester op (*co n Manchester Courier 11th*).

**TALYLLYN:** see map 60a, below for sites.

**TALYLLYN** [Mid-Wales]: Use of part ended 1 October 1869 when trains extended to T JUNCTION; until 1878 (*Cl*) trains to Newport used part; did some trains from Llanidloes divide north of physical junction, part going to Brecon, part bypassing it? Was reversal of part involved?

**T BRYNDERWEN** [BM] replaced [*deletion*] by >

**TAYLORS WOOD JUNCTION** (*new cross-reference*) – see under MILFORD near Leeds.

**TEMPLECOMBE**

**T LOWER:** after ‘October 1939’ add\*\*; and note -

\* = but shown in wall poster for 25 September 1939 emergency service, reprint available Shillingstone station, North Dorset Railway Trust, 2011.

**THE HAWTHORNS**

(a): (a) [GW] HALT (e.g. *BR handbill BH 121, 1961*).

**THELWALL:** see 1853 November 1\*\* (below).

**THREE BRIDGES:** addition of ‘for East Crawley’ (BR internal notice, effective 17 June 1963).

**THURGOLAND:**

clo 1 November 1847 (*co n Manch G 27 October*).

**TONTEG**

**TONTEG** [Barry] (*new entry*) op 1 May 1905\*\* (below); clo 1 June 1905; HALT; {Creigiau – Pontypridd}.

**TORRYBURN** op (*NB list\**).

\* = says ‘1926’ – clearly clerical error.

**TOTTENHAM**

**T HALE** [GE] HALE added ... and from 6 May 1968 tt.

**TOTTINGTON** op (*co n Bury Times 4th*).

**TRINITY (& Newhaven):** *NB list* gives clo as TRINITY 1 November, a Sunday – with a new tt?

**TRYFAN JUNCTION:** often just T company usage; see 31 July 1922\*\* (below).

**TURNBERRY** op (*co n Maidens*). Use after 1942 closure was for RAF (had taken over Hotel); *Maidens* records several special trains.

**TURNHOUSE** op 23 August 1897 (*NB list*).

**TYSELEY**

**T WARWICK ROAD** (non-tt): internal rides by December 1994; Vintage Trains excursions from about 1999 (e-mail to R. Maund); still available.

**TYTHERINGTON**

**T QUARRY:** used 9 September 1974 for ‘mystery charter’ (*BLN 259 p.167*).

**UDDINGSTON**

**U WEST** [NB] op 1 June 1888 (*NB list*).

**UPHOLLAND**

(a) and (b) both op 20 November 1848\*\* (below).

**UPWEY**

**UPWEY** (b) dropped & B 12 May 1980.

**URMSTON:** after ‘(line shown September)’, add certainly available for excursion to Belle Vue Zoological Gardens for hand-bell ringing contest 22 September (*co n Manchester Evening News 17th*).

**WAENFAWR:** treat as one station, [WH], reop 1922. See 1922 July 31\*\* (below).

**WALKDEN**

**WALKDEN** [LY] op 2 July 1888 (*Wigan Examiner 4th*); (ex-HL).

**WALTON** Liverpool

**W MERSEYSIDE** [LY] shed ‘JUNCTION’ 7 May 1973.

**WARBURTON:** see 1853 November 1\*\* (below).

**WARDLEWORTH**

op (*item, co tt Rochdale Observer 5th*).

**WARRINGTON**

**W WILDERSPOOL:** see 1853 November 1\*\* (below). Replacement of **WILDERSPOOL** and **WHITE CROSS** confirmed by *co n Warrington Guardian 29 April 1854*.

**WARSOP** [GC] amend to: advertised summer Saturday use continued to 5 September 1964 (last).

**WATERFOOT** [LY] op 1848 (*Manch G 29th*) (as **NEWCHURCH**).

**WATERLOO** London

**WATERLOO** [W&C] station clo 29 May (Friday 28th last day) (*Financial Times 28th*).

**WELTON** [LNW]: *add* – a webpage item claims that there was a private station nearby for Watford Court called ‘Pulpit Bridge Halt’ or ‘Armchair Bridge Halt’, apparently built in 1877 for a line opened in 1881, long before ‘Halt’ came into use for railway stops; no evidence has so far been found in any railway sources. See item by R. Maund in *Chron 72* for full source of the claim.

**WEMYSS CASTLE**: also see Section 7.4 (below).

**WERN LAS**: see 1866 August 13\*\* (below).

**WEST GOSFORTH**: Regent Centre here later.

**WEST WEMYSS**: also see Section 7.4 (below).

**WESTHOUGHTON**:

line op 20 November 1848\*\* (below).

**WHALLEY**

**WHALLEY** (a) op 22 June 1850 (*co n Blackburn Standard 26th*). Used Ascension Day, 27 April 1965, for ‘Gospel Express’ (*BLN 1146*).

**WHITEINCH**

**WVICTORIA PARK** [NB]: JustW at 1896 op in *NB list*.

**WHITRIGG**: see 1921 April/May\*\* (below).

**WHITROPE SIDING**: passenger shown using a step-ladder here Saturday 19 October 1963 (photograph from D. Lindsay), so other use than that listed.

**WHITWORTH** op (*item, co tt Rochdale Observer 5th*).

**WILPSHIRE** op 22 June 1850 (*co n Blackburn Standard 26th*).

**WINGHAM COLLIERY**: not HALT in all sources.

**WINSLOW**

**WINSLOW** [LNW]: ‘Chiltern Shopper’ specials logically also ran 1987; certainly ran 22, 29 October and 5, 12, 19 November 1988; 18, 25 November, 2 December 1989; last recorded 10, 17 November 1990 (*Chiltern Line News*).

**WOLVERTON**: shed ‘for S S’ 7 May 1973.

**WOODKIRK**: clo 1939 – *Rly Gaz 18 August* stated intention.

**WOODNESBOROUGH** [EK]:

HALT in some sources.

**WOOLFOLD** op (*co n Bury Times 4th*).

**WOOTTON BROADMEAD**: used by railwaymen until 1952 or later (e.g. wtt 10 September 1951 Fridays only to set down railway employee, where shown as WOTTON B).

**WORMIT** op (*NB list*).

**YARDE**: excursion from here 12 September 1982 (R. Maund, from organiser, R.N. Joanes).

**YNYSFOR**: see 31 July 1922\*\* (below).

**YORKHILL**: 1921 clo (*NB list*).

## SECTION 5

**1834 September 22.** Line Leeds to Old Milford Junction closed 9 November 1840 (*report of accident on 11th at Milford*).

**1836 A.** Amend Hartlepool Dock & Railway.

*Add:* Company fare tables\* (*Gray Art Gallery & Museum Hartlepool, Robert Wood Collection*, via D. Geldard): one dated 15 July 1839 gives fares to Castle Eden, Haswell, Durham and Sunderland; another dated 1 November 1839 adds Crimdon and Thornley branch; a third, 1 July 1843 further adds Castle Eden Colliery. First continuous detail from *Brad* June 1858, by when Crimdon omitted (likely, but not certain, that had ceased to be served).

\* = contractors ran early services; did they stop anywhere; did early company's services do likewise, with fares only given for selected stops?

**1840:** Maryport & Carlisle opening 12 April 1841 confirmed by *Whitehaven Herald, Cumberland Pacquet* (JNMC).

**1841 February 10:** a notice dated 18 June 1841, reproduced in *The Northern Daily Mail*, 27 October 1966, says that 3.30 from Hartlepool will not call at 'Stranton Station', though accompanying article by R. Wood makes it clear that there was no structure there.

**1846 August 24:** Furness. Report, *Manch* 31st abridged from *Kendal Mercury*, says line was opened for traffic on 20 July and for passengers on 24 August; it refers to Furness Abbey, Kirkby Ireleth, Barrow, 'Peel', Dalton. Thus room for some unconventional use?

**1846 October 7:** *add:* information about lack of detail also applies to Hull to Bridlington line, whose date is taken from *NE Maps*.

**1848:** *end of penultimate paragraph, add:* Report of Edinburgh & Bathgate special meeting, 13 March 1850 (day after first inspection) said connection with Wilsontown, Morningside & Coltness would open for passengers 'in a short time' (*Herapath* 4 May, p. 449).

**1848 August 17:** [*new note*] East Lancashire, Stubbins to Accrington. A notice *Manch* 16th says line plus 'intermediate stations' will open on this date. Account of opening, *Manch* 23rd, confirms opening then.

Haslingden was clearly ready and was the only intermediate station shown in co's tt, *Manch* 26th. Baxenden and Helmshore are both described as 'under construction' but this might well mean that platforms at least were available for trains – in Helmshore's case it states that when completed it will be a comfortable 'building'. All were included in *Brad* September. The *possibility* thus exists that Baxenden and Helmshore opened a little after the line.

**1848 November 20** (*new note*): opening of Liverpool and Bury line [LY]. *Bolton Chronicle*, 18th, has notice for opening on 20th. This does not list intermediate stations but an article refers to inspection (13th) and directors' and shareholders' trip (17th). This says there are 16 stations and then lists 17, separated only by commas, one of which (Bolton) was stated to be already open. These would seem, in part, to be journalist's names: Liverpool; Bootle-lane; Prescott-road [misprint for Preston Road]; Simon's-wood; Kirby [Kirkby]; Rainford; Pimbo-lane; Farmoor [Upholland?]; Upholland [Orrell?]; Wigan; Hindley; West Houghton [one word elsewhere in report]; Bolton; Darcy Lever; Bradley-fold; Blacklane; Bury [used already-open East Lancs station]. Therefore it is possible that all stations, including those shown as first in *Brad* January 1849 were opened with line, though there are hints that all was not fully ready for opening (a common feature at that time) so perhaps 'intended' should be added to some on the list. Pemberton seems to have been lost altogether. Article describes line as 'so far complete' as to allow opening to be announced and includes, 'We have scarcely had the opportunity of making any personal observation since it approached so near to completion; but shall lay before our readers such facts as we have been able to collect'. Presence of Bradley Fold without trains in December *Brad* and scattered nature of those omitted also raises suspicions that late arrivals in timetable were not ready when line opened. Same paper, 25 November, confirmed that line had opened as advertised but no station detail.

**1850 June 22:** *Delete – 22nd confirmed by co n Blackburn Standard* 26th – see individual items in Section 4 above.

**1853 November 1.** Warrington; Lymm; Heatley; Altrincham were only stations included in descriptive item in *Warrington Guardian*, item 29 October and its tt in 'ABC' style 5 November.

This line had a troubled early history – see article by P.A. Norton, *RCHS Journal* January 1960, which might explain some of the peculiarities shown in the book.

**1866:** both mentions should be Wandsworth Road.

**1866 August 13:** Potteries, Shrewsbury & North Wales, later SM:

Main line, Shrewsbury to Llanymynech:

Clo ... 1866. Reop 14 November 1868 (*Shrewsbury Free Press* 21st, via R. Maund, *Chron* October 2012).

All closed 22 June 1880 on BoT orders – lines unsafe and company lacked funds to repair: last day was probably 21 June (fares collected that day – Brian Janes, from Receiver's accounts, C30/3508 at Kew, via R. Maund). Also see P. Johnson, *Illustrated History of the Shropshire & Montgomeryshire Railway*.



LMS tt up to and including 27 September 1937 (not 2 May 1938) says passengers, particularly staff wives, carried in passenger brake van in goods trains.

Other known excursions: school party (to Crew Green) 28 July 1937; Birmingham Loco Club 23 and 30 April 1938; private parties June and July 1938; Shrewsbury School annual excursion 14 October 1939.

Criggion branch:

Johnson makes general reference, immediately after summary of 1866 tt, to excursions on this branch on Thursdays in 'railway's early years'. Did these run before official opening? Provided by some local figure for non-paying passengers?

Opened 21 June 1871 (*Oswestry Advertiser ... co n 21st, report 24th*).

Branch closed on and after Wednesday 16 June 1880 (*co poster, Johnson*).

Reopened 1 July 1912 (*Border Counties Advertiser 26 June*).

Still shown all days 26 September 1927 tt; January 1928 co tt shown as Saturdays only (Provisional Service); in July 1928 co tt service Thursdays and Saturdays only (*Brad* shows one all days to Criggion, nothing in return –error); August 1930 tt Thursdays and Saturdays; 22 September 1930 tt Saturdays only. Perhaps now ran two days per week in summer, one only in winter.

April 1928 working notice refers to quarrymen's train Kinnerley – Criggion; Johnson says this was chartered in 1918 and had not run for some time when agreement terminated 30 April 1931.

Closed 3 October 1932: Melverley to Criggion (*co tt*) – last train Saturday 1st;

Closed 6 November 1933: Kinnerley Junction to Melverley (with main line) – last train Saturday 4th.

**1888 July 2.** [*delete note – now covered by individual stations in Section 4 above*]

**1901 October 14.** Gifford & Garvald Light. *NB list* confirms 14 October.

**1905 May 1:** (*new note*) Barry Railway motor service stops. St-y-Nyll and Tonteg platforms first served 1 May 1905; Tonteg clo 1 June 1905 (last used 31 May); St-y-Nyll continued in use, request, until clo 20 November 1905 (last used Saturday 18th) (*co notices Western Mail 4 and 31 May; co minutes; also see R. Maund Chron January 2013*).

**1921 April/May:** Closure: Solway Junction.

Explanation of *Cl* 1917 'closure': Company notice in *West Cumberland Times* 31 January 1917 said would be closed from 1 February but notice in same paper 3 February said had been reprieved. Actual closure 20 May 1921: note in Brayton signal box copied by *JNMC* says closed to all traffic Thursday 19 May (presumably last day); *Carlisle Journal*, 20 May, says will be closed 'tonight', presumably result of printing on Thursday; while goods traffic did resume, he has found no evidence to support any later passenger use.

**1922 July 31.** *Replace whole entry, book and supplements.* Welsh Highland, 1ft 11½ in gauge. Reopening on 31 July 1922 of North Wales Narrow Gauge line, closed 1916.

Overall: considerable discrepancies between co tts and *Brad*, presumably because company failed to send information. Quality of management further shown: Ministry of Transport return covering 1932 both Festiniog and Welsh Highland repeated passenger and goods figures for 1931 (noting them as such); 1933 1932's statistics were given; those for 1933 went missing entirely; 1934 – caught up more or less (Welsh Highland entry: figures for first half of year not available, second half included with Festiniog).

Outline chronolgy: based on *A Welsh Highland Operational Chronolgy: 1922–1937*, by R. Maund, *WHH no. 57, September 2012*, which was derived as far as possible from company records.

Unless otherwise stated services ran Monday–Saturday (inclusive) from Dinas Junction. Date is start of service or alteration; Monday unless otherwise stated. Dates after Portmadoc apply to station/platform involved.

One way trains used as part of circular tour. [Would these have been any use at intermediate stations?]

31 July 1922: reopened to South Snowdon.

14 January 1924: cut back to Portmadoc (1923)

21 March 1924: extended to Portmadoc (1865).

22 September 1924: cut back to Portmadoc (1923); last train Saturday 13 December 1924.

15 December 1924: no service.

30 January 1925 (Friday): Beddgelert – Portmadoc (1923) Fridays only.

7 March 1925 Saturday): Dinas to South Snowdon added, Saturdays only.

1 June 1925: all weekdays to Portmadoc (1865).

[Tuesday 4 May 1926 to Saturday 17 June 1926 (inclusive) extended closure: General Strike, coal shortage]

20 September 1926: reduced to one down train, all days, using Portmadoc (1923).

1 March 1927 (Tuesday): full service to Portmadoc (1865).

26 September 1927: reduced to one up train, using Portmadoc (1923).

31 October 1927: all days Dinas Junction to Beddgelert; Fridays only Croesor Junction to Portmadoc (1923).

14 November 1927: Dinas – Beddgelert reduced to Tuesdays, Thursdays, Saturday.

28 May 1928: all days to Portmadoc (1865).

1 October 1928 tt: reduced to Dinas – Beddgelert, Monday, Wednesday and Friday.

20 May 1929: full length service Mondays, Wednesdays, Fridays except that now new north platform at Portmadoc and no trains ran between this and 1923 one, passengers on foot escorted by railwaymen between two.

8 July 1929: altered to Mondays to Fridays.

23 September 1929: Mondays to Fridays trains both ways Dinas and Beddgelert; rest of route up train only, by request only.

7 October 1929: as above but Monday, Wednesday and Friday; last Friday 19 September 1930.  
No winter service hereafter.  
20 July 1931: all days to Portmadoc (1929); last Friday 2 October.  
18 July 1932: same, last Friday 9 September.  
17 July 1933: same, last Friday 29 September.  
9 July 1934: now leased to Festiniog; Monday to Saturdays, through to Portmadoc (1865); last Saturday 13 October 1934.  
8 July 1935: service resumed as above; last Saturday 14 September.  
6 July 1936: resumed as before. Perhaps from 14 September trains terminated at Portmadoc (1929); last train Saturday 26 September.  
No further passenger service prior to preservation reop.

Stations:

During Festiniog company's operation, timetables seem to have been abbreviated. Tryfan, Waenfawr, Salem, Plas-y-Nant: were on local handbills but only appeared in *Brad* September 1936, last month trains ran. Bettws Garmon\*, Quellyn Lake\*, Pitts Head, Hafod Ruffydd, Hafod-y-Llyn, Hafod Garregog, Croesor Junction, Ynysfor, Pont Croesor: no evidence for use, though two marked '\*' were issued with printed tickets – perhaps unofficial local use of some/all?

For consideration of certain detailed doubts, see article cited (e.g. evidence for circular tour connections running right through to Festiniog station even when link otherwise out of use; ticket evidence for use/non-use of stations.)

Also see 1939 September 18\*\* for rest of Festiniog history.

**1948 November 1:** East Kent. *Replace* (second paragraph) 'First in *Brad* May 1925 ... that month.' with 'At first Saturdays only.'

**1957.** *Lost Stations on the Far Northline*, K. Fenwick, N.T. Sinclair & R.J. Arden, Highland Railway Society, August 2010 reprint: No road access at County March so if doctor needed special engine took him there and back. Quotes recollections of a train once a month (the 'wifies' train) that stopped at any little house on request and mentions steps provided by a linesman for his house between Bower and Georgemas; implication is that this one ceased with withdrawal of local service in 1960.

**1964 December 14 }**

**1965 January 18 }** *Delete Aberystwyth – Strata Florida.* *At end add:* Closure Aberystwyth to Carmarthen (ex-GW) planned for 22 February 1965 but flooding damaged line north of Strata Florida so that section remained closed (*SLS Jour March 1965*).

**1971 March:** # Prudhoe ... 'for Ovingham' tag.

**2007 July 20.** Taunton to Minehead branch, ex-GW. *Add:* Through train from stations on line (except Doniford Halt) planned to Bristol and Bath 2 December 2012, 102 seats available (*Somerset County Gazette, 18 October*).

## SECTION 6

**Croydon Tramlink:** stations ## Wellesley Road,  
Dundonald Road (*not Donaldson*).

**Manchester Metrolink**

## Woodlands Road: ... and still on 9 December 2012  
tt map.

Mosley Street. Shudehill op 31 March.

'Deansgate–Castlefield' used on local publicity though  
'G-Mex' still on 14 May 2012 tt map.

*Add: 13 June 2012 (Oldham Evening Chronicle 12th)*

[MANCHESTERVICTORIA] to OLDHAM  
MUMPS\*<sup>1</sup>

Monsall

Central Park

Newton Heath & Moston (previously Dean Lane\*)

Failsworth\*

Hollinwood\*

South Chadderton

Freehold

1 = a temporary station a little south of previous one;  
it and line through to be replaced at a later date.

Note that Oldham Werneth is not shown on map of  
planned extensions.

*Add: 16 December 2012 (Manchester Evening  
News 17th)*

[OLDHAM MUMPS] to SHAW & CROMPTON\*  
(on opposite, south, side of level crossing at Beal Lane,  
to earlier station)

Derker\*

Extension to DROYLSDEN due to open 11 February  
2013 (*RM January 2013*).

**Sheffield:** ## Valley Centerentainment.

**West Midlands:** ## Loxdale.

## SECTION 7

# page 488 item: West Gosforth (line 5).

### 1: Lines used by public.

**Mull & West Highland Narrow Gauge.** (*new entry*). Craignure (ferry terminal) to Torosay Castle estate. Opened 1981; last run 4 December 2010 (resulted from sale of estate and inability to make new agreement). Regarded as public transport and given relief from VAT because it had a clear destination (*Glasgow Herald*, 3rd).

### 2: Military

**Bicester Military Railway:** ## services began February 1942. Main camp line started at Langford Farm. Through trains ran to Oxford May 1943 to winter 1959/60 and to Euston October 1944 to February 1945, calling at Bicester [LNW].

**Devonport:** ## service.

### 4: Colliery lines

#### SCOTLAND

(*New entry*) Various privately-owned lines in area between Thornton Junction and Methil (see *Wemyss*, especially for detailed maps):

From near brickworks in Cowley Street **Denbeath**, north of Methil where new houses had been built, to isolated **Earlseat Colliery**, some distance east of West Wemyss station; service began late 1903? (work on line began July, finished in four months); ended May 1926 when outcome of General Strike was decision not to reopen colliery.

From **Denbeath** to **Scott's Road**, just north-west of Wemyss Castle station; dates?

From Cowley Street Depot, **Denbeath** to **Michael Colliery** and **Lochhead Colliery**, both west of Wemyss Castle station (at earlier time reached from Scott's Road?); March 1937 to ? for miners when bus strike deprived them of usual transport to work – timetable issued.

**Graig Merthyr Colliery.** ##

### 5: Other lines that carried workmen

**WINCHBURGH:** *replace entry* ##

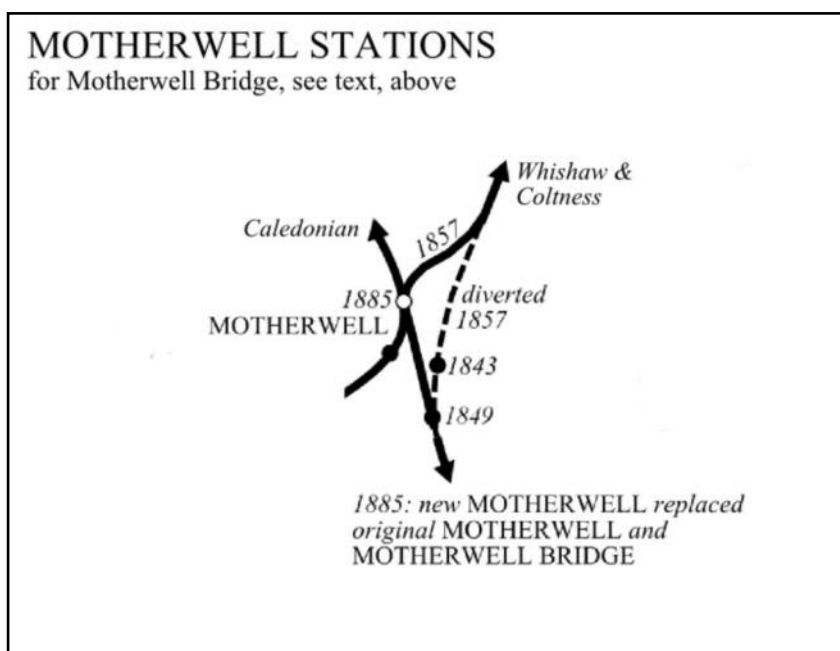
Railway built for carrying oil-shale mined by Oakbank Oil company; had passenger coaches for carrying workmen. Dates of opening of various parts of works: Duddingston No.1 to Mine Niddry Castle refinery, 2ft 6in, electrically powered, 1902–04; Duddingston No.3 Mine, on short branch off this, 1907; Totleywells Mine, also on short branch, 1938; Philpstoun (later Whitecraigs) 1 and 6 at Whitequarries opened 1938, cable-hauled. Closures: Duddingston No.1 during WWII; Duddingston No.3 about 1956, Totleywells 1960; remainder Friday 17 February 1961 [last day?]. See articles in *Railway Bylines February 2004* and *January 2012*.

### 6: Miscellaneous lines

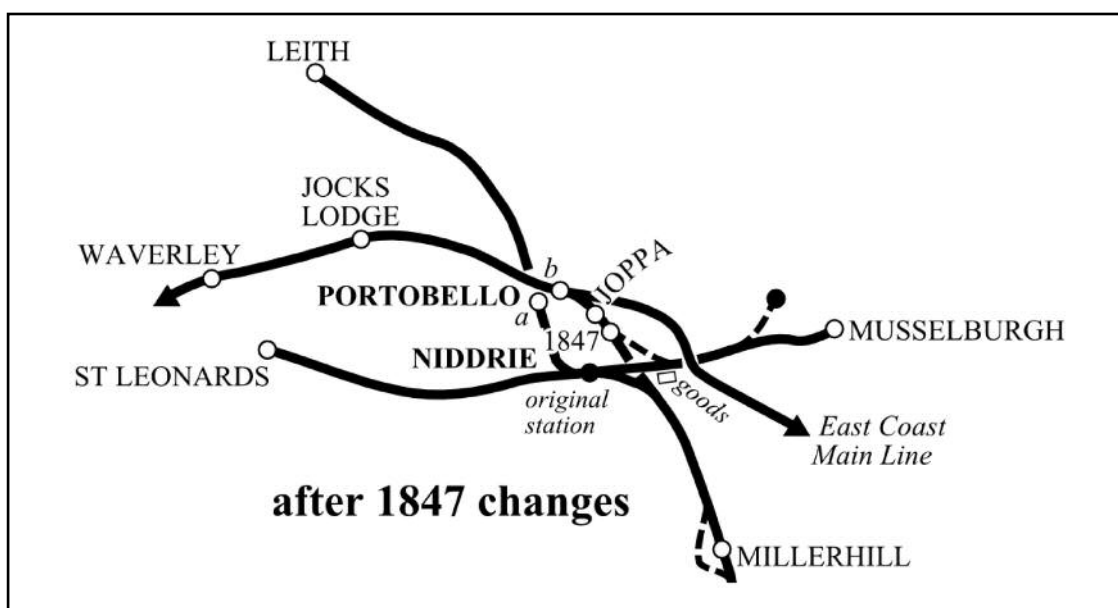
**Dalmunzie** closed April 1978 (via D. Lindsay).

## SECTION 8

Map 16: MOTHERWELL revision



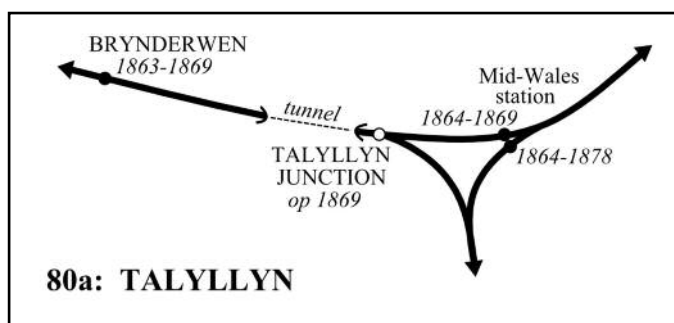
Map 18: NIDDRIE revision



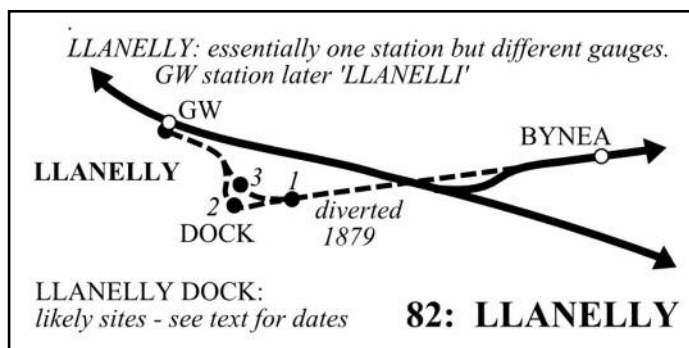
**Map 30:** amend: HIGH STOOP or HIGH SOUK.

**Map 46:** add BIRKENHEAD TOWN to 1890 map – according to Col Cobb's Atlas this was on site of earlier Grange Lane, on line to Woodside.

**Map 80a (new): TALYLLYN:** based on R. A. Cooke's GW atlas.



**Map 82** replacement. LLANELLY, later LLANELLI.

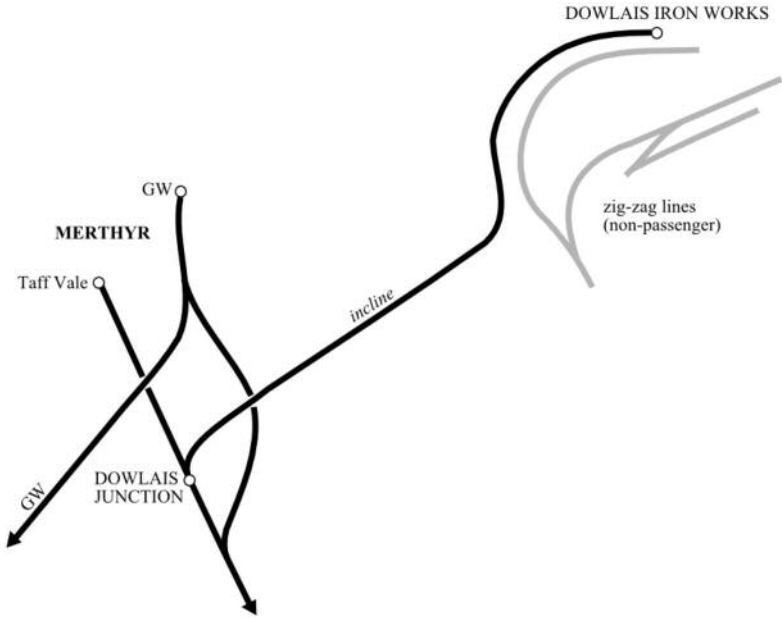


**Map 87a:** DOWLAIS IRONWORKS line (*new*).  
please see page 23

**Map 87b:** CADOXTON area (*new*).  
please see page 23

**Map 114:** PLYMPTON.

**Map 87a:** DOWLAIS IRONWORKS line (*new*).



**Map 87b:** CADOXTON area (*new*)

