

Railway Passenger Stations

in Great Britain

A CHRONOLOGY

**FIFTH
SUPPLEMENT**

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SECTION 1

Acknowledgments

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The additional combined index for supplements 1 to 5 has been produced by Stewart Smith.

SECTION 3

Sources

'First seen cited in advert ...' = the first evidence so far seen is in an advertisement, e.g. for a sale, which said it was the nearest station, clearly for pedestrians; the possibility exists that the advertiser did this expecting the station to be open by the date of the event, but was in reality ahead of events (e.g. see LLANWERN, below).

SECTION 4

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

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

AINDERBY [NE]: line op 4 March 1848 (see LEEMING BAR), nd, July 1848 (*Topham*).

ALEXANDRA PALACE (a), op as WOOD GREEN. first in *Brad* May 1859 but adverts in *Clerkenwell News* suggest opened earlier: 24 April 1858 said new station was being built, 5 February 1859 treated 'new station' here as in existence and advert in *Holborn Journal* 8 January 1859 offered a house to let at 'Wood Green and People's Palace Station'.

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

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

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

ANERLEY

ANERLEY BRIDGE [London & Croydon] op 5 June 1839 (*co n T* 6th). *Co n e.g. Morning Advertiser* 10 June 1839: 'after Wednesday next, 12th June [details of alteration to times]; and after that day the trains will not stop, either upwards or downwards, at the Penge or Anerley stations.' Later usage would be clo 13 June 1839.

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

entry represented a reopening of the earlier station with a tag designed to appeal to more potential travellers but is more likely to represent a new station. Both were missing from later June tts (e.g. one dated 20th in *ibid* 28th) and gap between two would have allowed whatever primitive facilities then passed for a station to be moved from one site to another (descriptions, admittedly only very brief, in various papers of several pre-public opening directors', experimental and shareholders' trips only mentioned stations at New Cross, Sydenham and Jolly Sailor). Suggested sites (based on Stanford's *Library Atlas of London, 1854*, nearest sufficiently detailed to hand): first at southern end of station shown there, alongside bridge; second at northern end of that one. Croydon company clearly wanted to develop Anerley (and Beulah Spa) as entertainment and recreational centres in the way that Crystal Palace developed soon after, killing off the first two in the process. Co notice (*Morning Advertiser* 1 May 1840) said that booths selling refreshments, etc, had been set up in the beautiful wood adjoining the station and offering a welcome to picnic parties and anglers (to fish in canal bordering the gardens). Later there were adverts for concerts there. By 1854 rebuildings resulted in present station occupying ground covered by both?

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

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

ARRAM [NE] first in *Brad* September 1855 and no exact date found but unlikely to have opened earlier since 7 August 1855 special arrangements made to stop trains at 'ARRAM GATE' for annual show of Mr. Fisher's rams at Leckonfield (now 'Lecon...') (*Hull Packet* 27 July). Site?

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

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

ASHLEY & WESTON [LNW]: line op 1 June 1850 (*co ½ T 22 February 1851*), nd, May 1851; not mentioned as a station in description of opening in *Northampton Mercury 8 June* but journalist seems to have been only fully interested in Stamford to Harborough section; station here was mentioned in an item in *Leicester Mercury* 23 November 1850.

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

ATTERCLIFFE [GC] op 1 July 1871 (*Sheffield Independent 5th*).

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

AUCHINCUIVE [GSW] first in *Brad* March 1871; description of line opening 1 September 1870 (*Glasgow Herald 2nd*) says first station, about three miles from Ayr was at St Quivox but not yet completed, trains not stopping; assumed to be this one.

AUCHTERHOUSE Balbeuchly deviation line op 16 October 1860 (*co n Dundee, Perth ... Advertiser 16th*). (not mentioned in notice but in *Brad* November).

AVON LODGE op 13 November 1862.

BALBEUCHLY Balbeuchly deviation line op 16 October 1860 (*co n Dundee, Perth ... Advertiser 16th*). (not mentioned in notice but in *Brad* November).

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

BALQUHIDDER relevant date back to 1 June 1905.

BANGOUR: conflicting information, clearly copying error by someone. Offerings in print: 1 June 1905 (*NB list*) and 19 June 1905 (*RCCG*) – 1st new tt, a Thursday, 19th a Monday. However, there is a third possibility: it was inspected 17 May and would open as soon as BoT Certificate received (*Scotsman 18th*), so perhaps op 19 May (a Friday, but no other services would be affected)? – several minor improvements suggested by inspector, who overall praised quality of line, but nothing to explain need for delay, indeed paper implied that had passed.

Also concerns **DECHMONT**.

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

BARNARD CASTLE (a) clo 1 May 1862, when (b) became through station for all passengers (*RAIL 667/65*).

BARNARD CASTLE (b) op 8 August 1861 on extension of line; clo 30 November 1964 (*RM December*).

Co n Teesdale Mercury 21 August 1861 explains that all trains ‘staying’ [= terminating?] here [presumably from

old section of line] would use old, through trains and all starting from here the new.

BARNHILL ANGUS op 1 September 1874 (*co n Dundee Courier 31 August*).

BARNHILL Glasgow [NB] op 10 September 1883 (*CGU co ½ Scotsman 18th*).

BARNESLEY

SUMMER LANE [GC] op 1 November 1855 (*co n and item Sheffield Independent 3rd* – called it temporary at Hopwood’s Mill) as **BARNESLEY**, terminus for that town; clo February 1857, when line extended to **LY** station – extension shown *Brad* February and *item Sheffield Independent 24 January* said line would open on 2nd proximo; no confirmation in local press but descriptions there (e.g. *Bradford Observer 19th*) of opening on 12th are clearly of a formal occasion.

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

BEANACRE [GW] op 30 October 1905 (*Wiltshire Times Saturday 28 October*).

BEDWELLY PITS [LNW]: line op 19 June 1865; first in *Brad* June 1871, however in use earlier. *LMS S Wales p 85* shows working tt for 1 February 1866; advert in *Merthyr Telegraph (12th)* for Blackwood Artillery Corps Monster Picnic and Gala at Woodfield Park (Blackwood) on 14 May 1866 includes **NEW PITS** as next stop from Tredegar on rail service included; presumed to be this one. Still same in similar for May 1867 event (*ibid 18th*). Note that *IA Atlas* includes Bedwelly Pits on page 8 but has ‘Pochin Pits’ on p. 48. **BEIGHTON** [N Mid]: reop May 1843 Tuesdays, Saturdays and Sundays (first train 2nd) (*co n Sheffield & Rotherham Independent, 28 April*); not known how long this service lasted.

BELFORD [NE]: station of this name op 29 March 1847**; see note for likelihood that original **BELFORD** was at Cragg Mill, replaced very early on by station about a mile south.

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

BERWICK-UPON-TWEED [NB]: Temporary bridge across Tweed, linking Berwick and Tweedmouth, op Wednesday 18 October 1848 (*Yorkshire Gazette 21st*).

BIDEFORD

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

BIRCHILLS [LNW]: first seen in February 1858 tt (*Walsall Free Press 30 January*), where one Saturday evening market train from Walsall shown to set down at **B BRIDGE**; March tt (*ibid 6th*) – all trains to call at **B**

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Station Tuesdays and Saturdays; fully op 1 June 1858 (*co n Aris 7th*).

BIRDBROOK: ignore information in fourth supplement. *Bury & Norwich Post* confirms that temporary was at **RIDGEWELL** but re-reading of my notes from the minutes shows the permanent cannot have been opened by the end of June.

BIRMINGHAM LAWLEY STREET [Mid]: later use for excursion trains, e.g.: Mr Gardner ran cheap trips from here to Chatsworth (*item Birmingham Journal 31 May 1851, no date for actual excursion*) and to Sheffield 23 June 1851 (*ibid 21st*); company used for return journey of excursionists Easter Monday 12 April 1852 (*co n Sheffield Independent 3rd*); same 23 and 26 June 1854 (*co n e.g. Leeds Intelligencer 10th*) – last seen.

BIRNIE ROAD op 10 August 1866, Fridays only, for convenience of those attending Montrose market (*co n Montrose ... 24 August*).

BISHOPS STORTFORD: Initially there were references to a station at **HOCKERILL**: e.g. notices in *T* advertised excursions to here for Newmarket Races, 9 and 11 October 1843; in a criminal case reported in *Chelmsford Chronicle 21 October 1842* it was said that there was a station at Hockerill, near Stortford. This was clearly a local variant for B S.

BITTAFORD op 18 November 1907 (*Western Morning News 18th*) – had been advertised for 4th but local protests about Wrangaton losing some of its trains caused delay, (*ibid 24 October, 1 November and Totnes Times 2 November*).

BLACKBURN FORGE / BRIDGE [North Midland] op on or by 24 November 1838** as **B FORGE** in *co n*; clo 25 March 1839 (*co n Sheffield Independent 23rd* – as **B BRIDGE**).

BLACKDYKE [NB] op with line, first stop 6 September 1856 (*co n Carlisle Patriot 13th*), Saturdays only.

BLAENGWYNFI [RSB] op 10 May 1890 (*Pontypridd Chronicle 16th*).

BOGSIDE a [GSW] (non-tt): special trains ran to ‘The Racecourse’ for meetings at Eglinton Park 7, 8, 9, 10 May 1844 (*co n Glasgow Herald 3rd*), 13, 14, 15, 16 May 1845 (*ibid 12th*), 12, 13, 14, 15 May 1846 (*ibid 11th*); there was then a gap in holding meetings; these resumed 13, 14, 15 August 1850 with special trains to the ‘Bogside Station’ (*ibid 9th*); 24, 25, 26 September 1851 (*ibid 19th*); last seen use for race meetings 22, 23, 24 September 1852 (*ibid 13th*). Also used for Archery Meeting 26, 27 August 1858 (*ibid 24th*). Site ? (likely to be north of (b)?) Possible private use for owner of Eglinton Castle?

BOGSIDE b [GSW]: racegoers’ use began with or before meeting of 4 April 1879 (article in *Ayr Advertiser of 3rd* refers to ‘new station’ within a short distance of the course).

BOGSIDE FIFE [NB]: line op 28 August 1850 (*co ½ T 1 October*) but not in notice *Stirling Journal 30 August*;

first seen tt *Alloa Advertiser 8 February 1851* – not in September 1850 tt, previous seen.

BOGSTON op 15 August 1878 (*Greenock Telegraph 15th* – today was opened – paper published 2 p.m.).

BOSHAM clo 1 November 1847 (*Hampshire Telegraph 30 October – presumed for winter*); included without trains monthly tts *Sussex Advertiser November*; trains restored *ibid 7 March 1848*.

BOW London [EC]: line op 20 June 1839; first mention found *co n for alterations from 14 September 1840 (Morning Chronicle 8th)*,

BRADFIELD [GE] first in *Brad* January 1856 and in January tt *Essex Standard 4th* (not in December 1855).

BRADFORD FORSTER SQUARE [Mid]: unauthorised pre-opening use made of line to Leeds. *Leeds Times 9 May 1846* reported an accident on 6th: ‘persons in great numbers’ had been in the habit of travelling to and from Bradford on the engine, paying from 3d to 6d to the contractor (Bray).

BRANDON COLLIERY [NE] first shown for full service March 1878 *Brad*, but ‘to be opened shortly’; awaiting BoT approval (*Northern Echo 14 December 1877*).

BRIDLINGTON QUAY (non-tt): two cheap trips running daily to here (*Sheffield & Rotherham Independent 27 August 1859*) – presumably summer only; start / end dates unknown – Quay line’s dates 1851 to 1866 (*Cobb*); {branch from main station}.

BRIGHTSIDE [Mid] op on or by 24 November 1838**.

BRISCO [Lancaster & Carlisle] last in tts *Lancaster Gazette* for November 1852, replaced by **WREAY**, to south in December tts. (*Kendal Mercury* initially kept Brisco one way; Wreay only appeared both ways with May 1853 version.)

BRITHDIR [Rhy] op, as **GEORGE INN**, 1 April 1871 (*Cardiff Times 8th*).

BROCKETS BRAE [Cal] op 1 December 1866 (*Hamilton Advertiser 1st*).

BROMBOROUGH op 1 June 1846 (*Liverpool Mail 16 May*).

BROMSHALL [NS] line op 7 August 1848 but this not in description or tt *Staffordshire Advertiser 5th*; was present in tt for 1 November 1848, not that for 9 October (*ibid*).

BROOMHOUSE op 1 November 1878 (*co n Glasgow Herald 2nd*).

BROUGHTON GIFFORD [GW] op 30 October 1905 (*Wiltshire Times Saturday 28 October*).

BROUGHTON LANE [GC] op 1 September 1864 (*co n Sheffield ... Independent 31 August*).

BUCKNALL & NORTHWOOD [NS] probably op 1 November 1864 (*Staffs Advertiser 6th* said had been opened; not in *co op n ibid 28 May*, description *ibid 4 June* said were building a station at Ivy House for people of Bucknall and Hanley, not in July tt *ibid*).

BUNGALOW TOWN HALT; clo 1 January 1933 (Sunday) (*Cl*). Later use for air displays: one, described as second use of year, was 19 August 1934 (e.g. *W*

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Daily Press 20th, describing accident when railway policeman was killed by non-stopping train as he tried to get people back from edge of platform – they were too busy watching aircraft, which drowned noise of train); soon back in use as Shoreham Airport, which see. **BURGESS HILL** reop 1 May 1844 (*Sussex Advertiser* 7th).

BURNBANK [NB]: op 1 April 1878 (*line op co n Glasgow Herald* 2nd, mentioned *ibid*, 1st, description of formal opening 30 March – roadside station of a temporary nature).

CAIRNEYHILL [NB]: used 26 May 1906 to take a party of children attending Sabbath Schools at Torryburn and Crossford (= Culross?) to Kincardine in improvised wagons; public op 2 July 1906 (*Dundee Courier* 2nd).

CALTHWAITE [LNW]: request for station made at co ½ 28 July 1847 (*Carlisle Patriot*); item that said oversight for tickets had been rectified, suggesting now in use, *Carlisle Journal*, 12 May 1848; first certain use as call on specials for Carlisle Races and Wrestling 28-30 June 1848 (*co n Patriot* 24th); first regular use found (almost certainly late) is Saturday market use (tt *Lancaster Gazette* 15 July 1848); later many extra calls advertised in local press – e.g. cricket at Carlisle 1 May 1850, County Meeting at Carlisle 18 December 1850, Martinmas Hiring Fairs at Carlisle and Penrith 7, 8, 11 November 1851; first in *Brad* November 1854; originally Tuesdays & Saturdays; full use June 1855*. * = did not appear in monthly tts *Lancaster Gazette* until December 1857; by then this had abandoned mention of market trains.

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

CAMP HILL: first through station, probably sited at or near junction between main line and stub to original terminus (where shown on Macaulay's early maps) replaced by one further south in Montpellier Street 1 April 1862 (*Birmingham Daily Post* 3rd). Heading to co notice called it new station for Camp Hill and Highgate.

CANONBIE [NB] op 5 May 1862 (*report of special meeting of NB, Glasgow Morning Journal* 5th).

CANTLEY [GE] op 1 May 1844 (*Essex Standard* 10th). Last in *Brad* September 1847, back January 1851; however, not entirely clear that was closed – item *Norfolk Chronicle* 18 September 1847, about improvements at Reedham said it was intended to make Cantley a more important station and *ibid* 20 May 1848 and 4 May 1850 had items stating that directors had agreed to anglers' petitions to stop certain trains here during the summer months; not clear whether these stops were in addition to ones already being made or at a station reduced to goods only, especially since in the 1848 instance Buckenham was also mentioned and this seems to have remained open.

CARCROFT & ADWICK-LE-STREET [WRG Jt] op 1 March 1866 (*GN*); *Leeds Times* (3 February) includes it as station in existence when line opened

1 February, but trains were first shown in *Brad March*; station here first shown as meeting place for Badsworth Hounds 13 February (*York Herald* 10th) so perhaps opened mid-month.

CARDIFF ADAM STREET [Rhy] was replaced by **CARDIFF PARADE** 1 April 1870 (*co n Western Mail* 24 June – first replaced by new station near the infirmary). 1 April 1871 was when Rhymey diverted its services over new line to Caerphilly (*co n Western Mail* 3rd).

CASHES GREEN op 22 December 1930 (*Gloucester Citizen* 13th).

CARTSDYKE op 1 July 1870 (*co n Greenock Advertiser* 28 June).

CASTLEFORD (CUTSYKE) [LY] op 16 January 1860 (*co n Leeds Intelligencer* 14th). This was opening date for passenger use of line through here.

CASTLE MILL re-op 16 March 1891 (*Carnarvon* 20th) clo 6 April 1933 (*Rails to Glyn Ceriog – pt2, Milner & Williams* 2015)

CATHCART [Cal] op 25 May 1886 (*Scotsman* 26th); clo after Saturday 17 March 1894; replacement [for circle line] op Monday 19 March 1894 (*co n Glasgow Herald* 15 March).

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

CAUSEWAYHEAD [Carlisle & Silloth] first trains probably 4 October 1856 (in *co n Carlisle Journal* 3rd, not in line opening notice); Saturdays only; last trains 29 May 1857 (*co n Carlisle Journal* 30 May that would discontinue from 1 June).

CHAPELTON [LSW]: last stop 27 July 1860 (*co n Exeter & Plymouth Gazette* 4 August – after Wednesday 1 August trains will no longer stop.) 'New station' op 1 March 1875, all days, (*co n North Devon Journal* 4th).

CHARTHAM op 1 November 1859 (*co n Kentish Gazette* 25 October).

CHATTERLEY op, as TUNSTALL 1, January 1864 (*co n Staffs Advertiser* 2nd).

CHESTERTON clo 1 February 1851? – still shown in January tts *Cambridge Independent Press*, tt *ibid* 8 February 'calling at these stations is now discontinued'.

CHEVINGTON [NE] first in *Brad* October 1870 but available much earlier; line op 1 July 1847; opening description says line ran through 'Chivington' Wood, no mention of station here or in connection with point at which intended Amble branch would leave main line; on Macaulay's map 1851; in use for goods by 15 July 1851 when driver of a luggage train (= goods; any passenger coaches attached?) was accused of negligence here (*Newcastle Guardian* 20th); certainly passengers' use by 16 December 1853 when advert in same paper gave C SIDING as nearest stop – all slow trains stop on notice to guard at Acklington or Widdrington – presumably could halt trains to leave again. C WOOD early locally.

CHIRK [Glyn] re-op 16 March 1891 (*Carnarvon* 20th) clo 6 April 1933 (*Rails to Glyn Ceriog – pt2, Milner & Williams* 2015)

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CHISLET [SEC] op September 1919 as C COLLIERY HALT (*Dover Express Friday 26th*).

CLOCK FACE first in *Brad* November 1856 but perhaps op earlier – cited in advert *Liverpool Daily Post 21 August*.

CLYDACH near Abergavenny op 12 December 1863 (*co n Usk Observer 12th*).

CLYDEBANK [NB] op 17 May 1897 (*co n Glasgow Herald 18th*) as C CENTRAL. Originally included in May tt but op had to be postponed (*co n Edinburgh Evening News 30 April*) – re-inspection necessary.

Where NB list found date given in Supplement 3 is not known (but see note with Dundee Esplanade); date accords with that from Clearing House and is supported by fact that in the first half of June there many adverts that included Clydebank East.

COLE GREEN [GN]: *co n for tenders for building station house near here (Hertford Mercury 15 May 1858)*; first in *Brad* December 1858.

COLEBY BRIDGE [GN] (non-tt): two trains each way advertised to stop 9 May 1867 for sale of short-horned cattle at Coleby Hall; { 1½ miles from Harmston, 3 from Navenby } (*Lincs Chronicle 3rd*).

COMMONDALE [NE] op start of May 1882? (*Whitby Gazette 6th* – all trains stop when required).

CONWIL [GW] op 4 September 1860 (*Welshman Friday 7th* – public 1 o'clock Tuesday, formal a.m.).

COOKSBRIDGE [LBSC] included in inspection report for line op 1 October 1847; but tts in *Sussex Advertiser* 1848, headed 'only apply to current month in which they appear' suggest later opening – no mention 23 May, 30 May footnote that trains up to London would call (how did this appear, apparently during a month?), 6 June included in tables both ways; only added in *Brad* January 1851.

COOPER BRIDGE [LY]: line op 1 October 1840; this op later – *Leeds Mercury 10 October* 'there will be a station here'; included in an item *Sheffield Iris 22 December 1840* as one of the stations to which the North Midland had begun to provide through booking 'yesterday'.

COPLEY op 1 November 1855 (*co n Halifax Courier 27 October*).

CORNbrook (a) [MSJA] op Whit Monday 12 April 1856, one minute's walk from Pomona Gardens (*co n Manchester Courier 3rd*); clo 1 May 1865 (*co n ibid 27 April*).

CORNHOLME op 1 July 1878 (*Burnley Express 3rd*).

CORNWOOD [GW] op 1 September 1852? – *co ½ Western Courier 25th* said station had been built, but no explicit reference to opening; seems to have been treated as one of pair with Exminster (q.v.).

COUNTSTHORPE [Mid]: at first market days only, probably beginning at start of December 1840 (first Saturday was 5th) – *Leicester Journal 27 November* said company had ordered one morning and one evening train to stop in response to petition from locals.

COX GREEN [NE] op 1 June 1853 (*Durham Chronicle 3rd*) as COXGREEN, included amongst 'stations' but not in fare list, so perhaps originally a 'halt', which would explain why not in *Brad* until November 1854, when C CROSSING.

COXHoe BRIDGE, TRIMDON FOUNDRY, WINGATE: line op 13 October 1846 (*NE maps*), nd, August 1847; description of formal opening, 12th, in *Yorkshire Gazette (17th)* said stations had not yet been built – but would that have prevented stops? Station at Trimdon cited in advert for house-letting *Durham Chronicle 12 March 1847*.

CRAgg MILL [NE]: line op 29 March 1847**; a station here probably opened with line as BELFORD – see line note. Its existence under this name would have been brief; perhaps closed, more likely kept for market and other special trains. Although it did not appear in *Brad* until 1875 there was certainly much earlier use. The following are earliest examples of various uses found:

14 February 1849 – first train each way to stop at 'the Cragg Mill' for those attending a ploughing match (*advert Newcastle Courant 2nd*); 'Crag Mill station' mentioned in advert for sale of farm machinery by private treaty – only makes sense if possible for prospective buyers to come here, at least on market days (*ibid 21 January 1850*); 3 May 1860 all trains to stop for farm sale, plus a special evening one from here to enable farmers from Kelso to reach Tweedmouth in time to make their connection (*ibid April 20*); 6 January 1863 'Cragg Mill' in list of places to be served by an excursion (*Kelso Chronicle 5th*); on Macaulay's Map 1854 (not 1851).

CRAIGO [Cal] first in *Brad* February 1851 (reported nearly complete *Montrose ... Advertiser 22 November 1850*); clo 11 June 1956 (*RM April*).

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

CRIEFF op 14 March 1856; but much public use on formal op day, 12th (*Perthshire Advertiser 20th*).

CRIGGION op 22 June 1871 (*Shrewsbury Chronicle 23rd*); finally clo 3 October 1932 (*co tt*). Some on this line were corrected in 4th supplement, from a different source. **Melverley** also then escaped correction.

CROSSMYLOOF op 1 June 1888 (*Ayr Advertiser 5th*).

CROXDALE first in *Brad* May 1876 but inspected 2 February 1876 (*Berwickshire News 8th*); outcome unknown.

CWMBACH (a) op 13 July 1914 (*Aberdare Leader 11th*). *Western Mail (2 July)* said it had opened day before: item concerned this and new footbridge to Aberaman; presumably ahead of events with halt since various items in *Aberdare* paper make Monday 13th the opening day.

DALKEITH: Line to North Esk/Dalkeith, opened 26 November 1838 (*co n Caledonian Mercury 24th*) - 'will land and receive Passengers at the High Street of Dalkeith'.

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

(b) op 8 December 1884 (*York Herald* 9th – op yesterday).

DANBY WISKE (b) op 8 December 1884 (*York Herald* 9th – op yesterday).

DANDALEITH [GNS] Op as CRAIGELLACHIE; *Elgin Courier* 24th said formally op yesterday and one extra train ran, with a goodly number of passengers – thus some use 23rd, full use 24th.

DAVENPORT [LNW] clo for winter months 1 October 1859 (*co n Rochdale Observer* 1st), but not back in *Brad* until January 1862.

DECHMONT – see BANGOUR.

DENSTONE [NS]: first used by special trains on 29 July 1873, for the consecration of St. Chad's College Chapel and installation of first principal (*co n Staffs Advertiser* 26th); public op 1 August 1873.

DERRY ORMOND op 20 August 1866 (*Denbigh Herald* 25th).

DICCONSON LANE & ASPULL [LY] first in *Brad* May 1869; cannot have opened much earlier since *Liverpool Daily Post*, e.g. 9 January 1869 carried adverts for tenders for building station here.

DINGESTOW [GW] probably op 5 October 1857**.

DINGLE PARK ROAD [LO]: Closed by fire in tunnel 23 December 1901 as train due at 5.32 was arriving (*Bolton Evening News* 26th); *Manchester Courier Monday* 10 February 1902 said station had been inspected on Saturday and 'will be reopened ... on Monday' (that day or 17th?).

DOLCOATH [GW] op 28 August 1905 (*GW H*). But *Cornubian* 26th August has item suggesting had been provided but does not specify would open on Monday; *ibid* 2 September 'The HALTE at Dolcoath siding is near completion'; not in *Brad* until October. Should 26 August item have said 'was to be provided' or something similar?

DOLYWERN [Glyn] re-op 16 March 1891 (*Carnarvon* 20th) clo 6 April 1933 (*Rails to Glyn Ceriog – pt2, Milner & Williams* 2015)

DOUBLEBOIS op 1 June 1860 (*Lake's Falmouth Packet* 2nd).

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

* = paper's account includes details of unusual formal opening on 31 January: 'first' trains started out from either end; bigwigs had 'special' train to take them back to Cardiff from Dowlais; no indication of how those on Cardiff-bound one got home.

DRONLEY Balbeuchly deviation line op 16 October 1860 (*co n Dundee, Perth ... Advertiser* 16th). (not mentioned in notice but in *Brad* November).

DRUMBURGH [NB]: op 3 September 1856. Line through here to Port Carlisle op 22 June 1854; *Newcastle Journal* (24th) said directors contemplated erecting platform here; no evidence that they did. However trains brought many here on 31 August 1855

for the cutting of the first sod of the line to Silloth by Sir James Graham: *co n Carlisle Patriot* (25th) invited all comers – dinner tickets cost 7s 6d, including Pint of Wine and railway fare to and from Drumburgh. *Carlisle Journal* (30 May 1856) said that any who doubted they were building Silloth line should take a ticket to Drumburgh and see for themselves but nothing else seen to suggest there was a station here then, but it would have made sense for some trains to stop here for those building new line. At least Drumburgh got its station: other 'contemplated' platforms at Grinsdale and Boustead Hill never seem to have materialised.

DRYBRIDGE near Buckie [High] op 1 April 1885 (*co n Aberdeen Journal* 2nd).

DUFFRYN CROSSING [GW] op 13 July 1914 (*Aberdare Leader* 11th).

DUKE STREET Glasgow [NB] op 10 September 1883 (*CGU co ½ Scotsman* 18th).

DUMFRIES new station 13 September 1859 (*Glasgow Herald* 9th).

Non-tt: *co n Dumfries & Galloway* 1 August for excursion to Highland Society's Show here says trains on 2 August 1860 will stop at the **SHOWGROUND STATION**; on the 1st they stopped at Maxwelltown.

DUNDEE

D ROODYARDS op 9 June 1839 (*Scotsman* 12th – on Sunday the train was run to this spot, full use Monday, 10th); replaced on further extension of line* by >

D EAST op 9 April 1840*; replaced on yet another extension of line 14 December 1857 (*Dundee Courier* 16th) by station called DOCK STREET / TRADES LANE 1840 in some sources but just D in *Brad*; finally D EAST 1848 tt, D DOCK STREET 1866 tt (*JS*).

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

D ESPLANADE [NB] op 1 May 1889 (*Dundee Advertiser* 30 April). NB list date probably some earlier reference, such as date of decision to build station, used by compiler of list – such errors known to have occurred in LNW lists of same kind.

** = *Dundee* says op 2 April; *Fife Herald Thursday* 2nd and *Perthshire Advertiser* 2nd, both copying *Dundee Advertiser* 'will open Thursday next', leaving possibility that delay between original and copy would have meant op 2nd, but *Caledonian Mercury Monday* 13th 'opened Thursday last'. [moved from next entry]

replaced on yet another extension of line by >
DUNGNESS [RHD] (ng) op 4 August 1928 (*Folkestone ... Herald* 4th).

EALING BROADWAY op 17 December 1838 (*London Evening Standard Monday* 24th – 'opened Monday last' – i.e. a week before).

Probably ready when line opened, though press then not always clear about 'intended', 'being built' or 'in

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existence'. 2 June 1838: J. Price of the original Old Hat Tavern, Uxbridge Road, midway between Ealing and Hanwell stations was offering to cater for customers (*Morning Post*). 16 June: Mr. Holt of King's Arms, Hanwell, also ready on op of the station (*Ibid*). 5 November: accident between two stations (*ibid* 7th). *Co ½ Bath Chronicle* 23 August: owing to 'incomplete state of the road' they had not been able to run full service (several accidents reported in press) but hoped in a short time to be able to introduce short trains calling at Southall, Hanwell, Ealing and Acton. First and last clearly had to wait longer.

EARLEY op 1 November 1863 (*co n Reading Mercury* 31 October).

EARLS COLNE op 7 August 1882 (*Chelmsford Chronicle* 4th).

EARLSWOOD SURREY [LBSC]: certainly used 25 June 1868 when advert in *Brighton Gazette* (18th) said that one train each way would stop here for visitors to fete at asylum here; although advert referred to station here, this was probably a pre-opening use since descriptions of fete in various papers said passengers in passing trains had a glimpse of festivities. First in *Brad* August 1868.

EAST FARLEIGH op 25 September 1844 (in *co tt Maidstone Journal* 24 September).

EAST FORTUNE [NB] first in *Brad* July 1848; unlikely fully open much before this – advert dated 24 March 1848 says farm adjoins E F goods station and is within various mileages of Linton, Drem and North Berwick stations.

EASTREA [GE] first in *Brad* October 1847, but advert in *Stamford Mercury* 9 April cites it as station to use.

EDINBURGH [NB]: line from Berwick op 22 June 1846 (*co n T* 23rd) to temporary station using partly-completed goods shed on site of the **Old Physic Garden** (between Calton Tunnel and east to south extension of Canal Street); replaced 3 August 1846 (probably – date of opening of goods station) by single platform at NE end of joint station, in **Canal Street** immediately under the North Bridge; replaced by **Joint** station 17 May 1847*, initially operated by NB on behalf of itself and E&G;

[EG] line from Glasgow extended to this station 17 May 1847 (*Edinburgh Advertiser* 18th, *Edinburgh Weekly Journal* 19th). Known variously as E, E NORTH BRIDGE, E WAVERLEY BRIDGE, E WAVERLEY STREET in various tts and co documents, and E General in popular usage.

* = 'Canal Street' brought back into use late 1852 to early 1870s for suburban trains following abandonment of 'proposed new passenger Station'.

(See series of articles by D. Cattanach and A. Rodgers in the *Journal* of the NB Railway Study Group, March 2013 onwards, for full details of station's development and naming.)

EDINBURGH GATEWAY op Sunday 11 December 2016, to provide interchange with tram service to airport

(*Edinburgh Evening News* 9th); still open. (via Donald Cattanach)

EDINBURGH ST LEONARDS: ...clo 1 November 1847 (*co n Scotsman* 27 October);

ELDELSLIE [GSW]: 'in course of erection' (*Scotsman* 15 May 1875); first in *Brad* August 1875.

ELLERBY (b), first trains 29 March or 5 April 1864 (*line op* 28 April, *Hull Packet* 1 April, in *tt for April* *ibid*); Tuesdays only;

ELLIOT JUNCTION first in *Brad* October 1866 but already in use: work had begun on building cottage for ticket collector according to *co ½ Dundee Advertiser* 17 December 1861 (trains already stopping?); cited as stop in advert for those attending a sale 1 May 1863 (*same paper*).

ELSENHAM [GE]: line through here op 30 July 1845 (*Norfolk Chronicle Supplement* 2 August). Detailed description of line listed two stations hereabouts:

HENHAM, about 37 miles from London; handsome brick building with booking-offices etc.; near level crossing on road from Henham to Elsenham.

ELSENHAM: built on same plan as other stations on line, at end of deep cutting, by level crossing on road to Dunmow and Confield (Canfield?).

No evidence seen for the use of former by passengers. Col Cobb's atlas has Elsenham re-sited north 1846 to avoid incline (C/W – correspondence with H Paar); was move from Elsenham to Henham?

[Description cited looks far more accurate than others seen for this opening. Anyone looking for this is likely to find it filed under 26 July 1845.]

ELVANFOOT [Cal] first in *Brad* April 1848. Line op 15 February 1848 and no mention of station here; indeed, *Caledonian Mercury* (17th) said was 18 mile gap between stations at Abington and Beattock; though station expected soon at Crawford, no mention of one here. However, *Dumfries Standard* (23 February) said that the coach from Edinburgh to Dumfries via Thornhill started for the last time on the 17th and it was 'supposed' that a coach will be started from Thornhill to join the Caledonian Railway at Elvanfoot. This would suggest that latter was expected to open shortly; indeed, since Crawford did not open until 1891, possible that paper wrong and Elvanfoot the expected one?

ENDON [NS] op 1 December 1867 (*co n Staffs Sentinel* 30 November) – line had opened 1 November but this station then only in course of erection (*Derbyshire Advertiser* 8th).

ESGAIRGEILIOG (b) op 6 March 1884 with verbal permission from Major Marindin, who had just inspected line (*Aberystwyth Observer* 15th).

ESKBANK & DALKEITH [NB] op, as GALLOWSHALL, with line 20 February 1849 (all trains stop – *Caledonian Mercury* 21st).

Line through here op 1831 so perhaps stops hereabouts in early days; something here used 23 June 1847 as temporary replacement for Dalkeith (see 1831 A** below for fuller details on this); no evidence seen that it

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was ‘closed’ when Dalkeith reopened 14 July or that it stayed open but advert in *Scotsman* 28 July 1847 referred to ‘proposed new station’ near the Gallowshall Toll; certainly available with line extension 20 February 1849 (all trains stop – *Caledonian Mercury* 22nd). Needs to be added to map 18.

ETCHINGHAM [SE] op 1 September 1851 (*notice and item Kentish Gazette* 2nd).

EXMINSTER [GW] op 1 September 1852 (*item Trewman’s Thursday* 2nd – ‘this day (Wednesday) was opened..’).

FALLSIDE [Cal] op 1 August 1872 (*co n Glasgow Herald* 3rd).

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

FARNWORTH near Bolton [LY]

Line op 29 May 1838*; this station was in local press tt for 11 June 1838 cited by *Bolton*; clo 1 December 1838 – ‘station at north end of the tunnel at Halshaw Moor will be given up’ (*co n Manchester Times* 24 November); 1845 – *co n* for additional trains from Saturday 20 September mentioned stop here, two one way, one the other (*Manchester Times* 13th); *co n Bolton Chronicle* 25 October gave a long list of trains stopping here from 27 October – now full use, as Halshaw Moor station, north end of tunnel .

FENTON MANOR op 1 October 1889 (*Staffordshire Sentinel* 30 September).

FINEDON [Mid] op 9 June (probably) 1857 (*Stamford Mercury Friday* 12th – ‘Tuesday last’);

FISHERROW: there was a station on the main line which op 22 June 1846; certainly op by 2 July 1846 (date on *co n of alterations* in *Scotsman* 4th), where served by stopping trains to Musselburgh (later Inveresk); also mentioned (in note that extra train for gardeners and fruiterers from Haddington would not stop here) in *co n* dated 29 June 1847 (*Scotsman* 30th). Sited at / near later Newhailes? Clo ? – probably early since no later references known.

FISHPONDS (a) first in *Brad* October 1849, same in tts *Bristol Mercury*; Thursdays & Saturdays only; last in *Brad* September 1850 but last in August tts *Bristol Mercury*.

FLAXBY – see GOLDSBOROUGH.

FORD BRIDGE [SH Jt] op 1 September 1854 (*co n Hereford Journal* 1st).

FORD GREEN & SMALLTHORNE [NS] op 1 June 1864 (*co n Staffs Advertiser* 28 May).

FOREST GATE [GE]: line op 20 June 1839; adverts (*Morning Advertiser* e.g. 13 July 1839) from G.R. Dalby, proprietor of Eagle and Child Tavern here said Eastern Counties brought passengers here and included tt; next mention found *co n for alterations* from 14 September 1840 (*Morning Chronicle* 8th).

FOTHERBY GATE HOUSE first in *Brad* September 1863 (Fridays only) but advert dated April 2 1863 said certain trains now stop. Extra use 7 May 1863 (a

Thursday) for those attending reopening of Fotherby Church (*notice Louth Advertiser* 25 April).

FRINTON-ON-SEA [GE]: section of line through here op 17 May 1867, to Walton-on-Naze; inspection report (MT29/208) described it as the only intermediate station, platforms unfinished, not to be used until June; *Essex Standard* 8 May said there was to be a flag station here and it appeared with trains in tt *ibid* 24 May; if used life probably short – notice *ibid* 1 July 1868 for special service for reopening of Frinton Church gave Walton and Kirby Cross as stations to use; *hb* 1872, 1877, 1883 shows as ‘stopping place’, without facilities (outdated information?). Station proper op Sunday 1 July 1888 (*ibid* 7th); on-Sea added tt later 1888;

FUSHIEBRIDGE [NB]: *Scotsman* 26 June 1847 said opening expected shortly, awaiting BoT permission (but false expectations common); certainly in use 27 August 1847 when used by excursion of ‘the order of gardeners’ (complete with blue sashes, etc.) (*Caledonian Mercury* 30th); first in *Brad* September 1847, in notes; omitted from *Brad* September 1848 when extension to Bowland included (so clo 4 August 1848? – or, more likely tt omission only?); back in tt May or June 1849 (*Topham*). [*ignore supplement 3; this probably should be interpreted to mean that Fushiebridge site had been moved – many stations then originally temporary structures, easily moved – or site changed before anything built*]

GAERWEN op 1 February 1849 (*Caernarvon & Denbigh Herald* 10th).

GAILES [GSW]: in 1889 a camp-site was created here for Volunteer Regiments’ annual meetings and railway use resulted. 11 June 1889 – siding being formed; 2 July – advance party arrived yesterday at railway platform to start pitching tents; 10 July – platform has been provided for convenience of Volunteers but no ordinary trains to stop; 3 July 1893 – work started on building a footbridge to comply with BoT requirements because of the large numbers using (*Glasgow Herald*); perhaps also used by golfers – Glasgow Club had opened course in 1892 and next year petitioned for station. Public station opened 22 September 1894 (*co n ibid* 19th). [support seen for erratic *Brad* version, best deleted].

GARGAD [NB] op 10 September 1883 (*CGU co ½ Scotsman* 18th).

GATESHEAD

DERWENTHAUGH [NC; NE]: Saturdays only service between here and Newcastle was last shown in *Brad* February 1868 but was still shown in tts *Newcastle Guardian*; last shown 12 February 1870, after which paper stopped publishing relevant table.

REDHEUGH [NC] was reduced to being terminus of Tuesday and Saturday service to Swalwell Colliery, which operated detached from system 30 August 1850 (*co n for opening of Newcastle Central Newcastle Guardian* 24th). Although last in *Brad* May 1853 it remained in paper’s tts. Last May 1854, absent June.

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GILNOCKIE [NB] probably op with line 11 April 1864 since preliminary description of line (*Dunfermline Press 24 February / Carlisle Express*): ‘we arrived at Thorniewats. This station ought to be called “Gilnockie” on account of its proximity to Gilnockie Castle’.

GLANRAFON [VoR] (ng) op 7 May 1904 (*VoR; Aberystwyth Observer 12th – ‘have opened’*); paper said it ‘was understood’ it was opened ‘partly as a compliment to Mr. Powell, Nant Eos, in return for his kindness to the contractors during the construction of the line’; a mile beyond Llanbadarn, it would be useful for Moriah, Capel Sion, Nant Eos and neighbouring farms.

GLAPWELL first used 13 August 1892 by those attending laying of foundation stone of chapel and classroom at Doe Lea, for benefit of new community resulting from opening up of coalfield.

GLASSON near Carlisle [NB]: line op 22 June 1854 but *Newcastle Journal* (24th) said Burgh was only station; directors contemplated erecting platform here; earliest evidence is in *co n* of alterations from 25 July 1854 (*Carlisle Journal 28th*) as request stop, fitting first appearance in *Brad* August.

GLEMSFORD [GE] op 1 June 1866? – *Bury & Norwich Post 26 June* said it had first appeared in tt then.

GLENTARRAS [NB] (non-tt): siding for distillery and tileworks; HALT here during First World War for Gretna munitions workers billeted at distillery and later for Boy Scouts camping here; exact dates not known (siding lifted mid-1950s); {Langholm – Gilnockie}. See R. B. McCartney, *The Railway to Langholm ...*, author, 1991).

GLYNCEIRIOG [Glyn] re-op 16 March 1891 (*Carnarvon 20th*); clo 6 April 1933 (*Rails to Glyn Ceriog – pt2, Milner & Williams 2015*)

GOLDSBOROUGH [NE]: trains stopped at FLAXBY level crossing on market days from line opening 30 October 1848 (*co n York Herald 28th*).

GOULDSBOROUGH here / nearby all days when first in *Brad* February 1850.

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

GOSWICK [NE]: line op 29 March 1847**; opening date unknown; some sort of facility, perhaps not passenger, existed by 6 March 1850 (evidence from inquest on stoker killed in accident level crossing here on 5th after they had stopped to detach cattle trucks, *Newcastle Journal 9th*). Earliest examples of varied mentions of clearly passenger use found: 11 May 1858 certain trains to stop at ‘Windmill Hill Station’ for those attending farm sale at Goswick (*Illustrated Berwick Journal 8th*); 25 October 1862 advert for letting of Windmill Hill Farm – railway passes through farm, on which there is a station for goods at which passenger trains stop on market days (*Newcastle Journal 25th*); 6 January 1863 ‘Windmill Hill’ in list of places to be served by an excursion (*Kelso Chronicle 5th*); first in

Brad November 1870 as WIND MILL HILL.

GOUDHURST and **HORSMONDEN** [SE] op 13 September 1892 as HOPE MILL for G and LAMBERHURST but just H M in press and *co tt*; item in *Maidstone Journal 20th* reads suspiciously like a formal opening but *co tt Kent & Sussex Courier ‘at present in force’ (23rd)* shows trains running weekdays and Sundays.

GRANBOROUGH ROAD first in *Brad* December 1868 but in November tt *Bucks Herald* – no October tt in paper – with line 23 September 1868?

GRAYRIGG (a) [Lancaster & Carlisle] op by 8 July 1848, when first in weekly tt *Westmorland Gazette*; it was not in tt in paper of 1 July, but that was probably still June tt.

GREEN ROAD [Fur] first seen in tt for 1 December 1850 (*Cumberland Pacquet 31 December*), where shown as The G R, Millom.

GRIMESTHORPE BRIDGE [Sheffield & Rotherham] op on or by 24 November 1838**; clo 25 March 1839 (*co n Sheffield Independent 23rd* – where just Grimesthorpe).

GROVE FERRY & UPSTREET [SE]: probably op 14 July 1846; though first in *Brad* July 1846 it was not in *co tt SE Express* July 1, ‘Alteration of time from July 1’ but was present in similar tt for alteration from July 14, same paper 21 July .

HAGLEY [GW] op 1 June 1857 (*co n Worcester Cronicle 3rd*).

HAMMERTON [NE]: trains stopped on market days at HUNWICK level crossing from line opening 30 October 1848 (*co n York Herald 28th*); assumed to be forerunner of this (no explanation for this name has been found); HAMMERTON all days when first seen elsewhere, April 1849 (*Reid*, first issue of this tt).

HAMPDEN PARK [LBSC] op 2 January 1888 (*Mid-Sussex Times 20 December 1887 – ‘will open on 2nd proximo; Pall Mall Gazette 3 January – op yesterday*) as WILLINGDON.

HAMPSTHWAITE [NE]: line op 1 May 1862; not op with it (*Leeds Mercury 2nd* gave Birstwith as station for here); *co n Yorks Gazette 23 July 1864* advertised for tenders to build station here.

HANWELL op 17 December 1838 (*London Evening Standard Monday 24th – ‘opened Monday last’ – i.e. a week before*). Probably ready when line opened, though press then not always clear about ‘intended’, ‘being built’ or ‘in existence’. 2 June 1838: J. Price of the original Old Hat Tavern, Uxbridge Road, midway between Ealing and Hanwell stations was offering to cater for customers (*Morning Post*). 16 June: Mr. Holt of King’s Arms, Hanwell, also ready on op of the station (*Ibid*). 5 November: accident between two stations (*ibid 7th*). *Co ½ Bath Chronicle 23 August*: owing to ‘incomplete state of the road’ they had not been able to run full service (several accidents reported in press) but hoped in a short time to be able to introduce short trains calling at Southall, Hanwell,

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Ealing and Acton. First and last clearly had to wait longer.

HARPERLEY (b) op 1 November 1892 (*NE Hoole*); now a fully recognised station, in time books for first time and all trains call (*Northern Echo 27 October 1892*); presumably paper looking forward to November tt; does wording imply already in e.g. market use, or just that previously goods only?

HART [NE]: some time ago David Geldard showed, from a timetable dated 1 November 1839, that there was an early stop here, originally named CRIMDON, apparently soon disappearing from the record, on the line opened 1 May 1839. It was only added in *Brad* July 1871, still CRIMDON. However, there was earlier use than suggested by *Brad*, perhaps (unlikely?) even continuity with that of 1839; a station at Crimdon (perhaps goods only) was mentioned in an account of an accident on 15 February 1865 (*Sheffield Independent 18th*); certainly passenger use by 12 March 1870 (report of Saturday pay-day fight amongst miners, *York Herald of 19th*).

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

HAVERTON HILL [NE] op 1 October 1872 (*Huddersfield Chronicle 28 September, in account of accident there – signalman who was to have been promoted on opening of new station was killed*).

HAYLING ISLAND probably op 15 July 1867: *Brighton Gazette Thursday 11th* – it is stated will be opened Monday next; *Chichester Express Tuesday 9th* – every reason to believe same, inspected previous Wednesday (no problems mentioned), would give company practice before heavy use for race meeting and Naval Review later in week (16th, 17th); fancy opening, followed by usual speeches had been 28 June (*Hants Telegraph 3 July*); last in *Brad* December 1868 (January 1869 ‘discontinued’); ‘Intention to reopen within eight or ten days’ (*Hants Teleg 29 May 1869*). Advert in *Portsmouth Times 12 June*: ‘Hayling is connected’; back in *Brad* August 1869 as SOUTH H.

HEADS NOOK op 1 July 1862 (*co n Carlisle Journal 1st*).

HEATHFIELD near Eastbourne, op 5 April 1880 (*Brad new openings list*); 3rd was date of inspection when line was given permission for opening – *Hastings ... Observer 10th*). 5 April is also date in secondary works seen.

HEDNESFORD (a) according to Clinker this station only passed by BoT in December 1859, service first shown *co tt* January 1860; however it was included in *tt* with notice of line opening 7 November 1859 (*Aris 7th*) and still included in notice ‘line is now open’ *Aris 28 November*; *tt* error? (unlikely given second inclusion); minor adjustment needed and given verbal permission to open on promise that work could be done, with later inspection at leisure to ensure it had been?

HELLINGLY op 5 April 1880 (*Brad new openings list*); 3rd was date of inspection when line was given permission for opening – (*Hastings ... Observer 10th*). 5 April is also date in secondary works seen.

HERBER TOLL GATE [Glyn] present in monthly *tt*s *Wrexham Advertiser* until September 1883, absent *tt* for October 1883.

HERCULANEUM DOCK [LO]: re-sited ready for extension to Dingle 20 July 1896 (*Liverpool Mercury 21st*). [DINGLE PARK RD op 21 December 1896 confirmed (*co n Liverpool Mercury 18th*).]

HERTINGFORDBURY [GN]: *co n* for tenders for building station house near here (*Hertford Mercury 15 May 1858*); first in *Brad* December.

HESLEDEN [NE]: line op 1 May 1839, nd; added to Macaulay’s map between 1851 and 1854, though not in *Brad* until February 1858; clearly some earlier use but not known how full or continuous. See 1836 A** (book); 12 October 1850 special train run for convenience of pitmen attending meeting on Town Moor, poorly patronised so perhaps not repeated (*Newcastle Journal 19th*); Saturday market service began 6 December 1851 (*Durham County Advertiser 12th*); station mentioned in connection with accident (*ibid 13 May 1853*) but perhaps goods only. Originally CASTLE EDEN COLLIERY.

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

HIGH ROYDS [SY] according to *GC* and *Cl* there was a passenger station briefly in use in 1856; however, the only trains shown stopping here in *tt* *Sheffield Daily Telegraph 5 July* (starting 4 July) were in columns headed ‘goods and coal’; that 28 August (‘for September’) showed one train from Sheffield taking ‘goods, Coal, 1, 2, gov’ stopping here; no *tt* for August seen; that in paper 27 September (‘for October’) was confined to passenger trains and omitted this station completely;

HIGHAM near Gravesend [SE]: *co n* dated 5 April 1845 – H Station is now open.

HIGHLANDMAN op with line 14 March 1856 (in description *Perthshire Advertiser 20th*).

HIXON op 1 December 1864 (*Staffordshire Advertiser 3rd*).

HOGHTON TOWER [East Lancashire] certainly in use by 5 May 1847 (*tt* in paper of that date *Blackburn Standard*); perhaps earlier use – same paper, 17th, said had opened for the summer season so people could visit Elizabethan relic with its picturesque scenery; also item in *Preston Chronicle 12 September 1846* that 1,871 had during previous week come here by rail, but also said that a station was being built here – did visitors use unfinished station or walk from Houghton?; last in *Brad* October 1848 – press items about later trips here suggest, on balance, that trippers then walked from Houghton.

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HOLBECK Joint Mid/NE LL station opened fully in 1862 saw earlier use: ‘Midland new station at Holbeck’ to be used 15 to 19 July (inclusive) 1861 for Royal Agricultural Society’s Show at Leeds (*co n Leeds Mercury 11th*).

HOLLAND ARMS op 8 March 1865 (*co n and item North Wales Chronicle 11th* both refer to Wednesday).

HOLLY BUSH South Wales [LNW] first in *Brad* August 1871; clearly in use earlier; line op 19 June 1865; not in earliest tt, nor one of ‘immediately ordered’ ones (see Argoed) but included in advert in *Merthyr Telegraph (12th)* for Blackwood Artillery Corps Monster Picnic and Gala at Woodfield Park (Blackwood) on 14 May 1866, where shown as HOLLY BUSH; same for May 1867 event.

HOLLYM GATE in December 1854 tt *Hull Advertiser* (not October, November not seen).

HOLME near Burnley [LY] op 12 November 1849 (*co n Manchester Times 10th*) – **HOLMES CHAPEL** in notice and description of opening in *Blackburn Standard 14th* but just **HOLME** when first in *Brad* September 1851.

HOLMES near Rotherham [Mid]: op on or by 24 November 1838**.

HOLMFIELD [Halifax & Ovenden] op 1 December 1879 (*Yorkshire Post 3rd*). Revised date applies also to stretch of line between Queensbury and Halifax; paper referred to new Bradford and Halifax railway, stream of traffic considerable.

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

HOLYTOWN (a): original had separate platforms for Motherwell and Mid-Caldar services; replaced late July 1869 by one with simpler layout for passengers needing to change trains (*Hamilton Advertiser, Saturday 31 July, ‘this week’*). This was later renamed **MOSSSEND**, which see below.

HONLEY [LY]: probably op 1 July 1850 with line (*Huddersfield Chronicle 6th* ended its list of stations with ‘etc’; in earliest tt seen *ibid 10 August*).

HOOTON [Birkenhead]: line op 23 September 1840; station later (no mention in *co n* for line opening) – first seen in tt in *Chester Chronicle 9 October 1840*, where shown for early market train on Tuesdays and Fridays*, to carry passengers and their baskets of produce (see Birkenhead Grange Lane for other details); all days before / with tt for 15 December 1840 (*ibid 25th*); still open.

* = market trains originally ran Wednesdays and Saturdays; a shareholder at the *co ½ meeting* on 2 October requested change to Tuesdays and Fridays and was told it was under consideration (*ibid 9th, from Liverpool Journal*). A more rapid response than likely in C21st?

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

HORAM op 5 April 1880 (*Brad new openings list*); 3rd was date of inspection when line was given permission

for opening – (*Hastings ... Observer 10th*). 5 April is also date in secondary works seen.

HORRINGFORD [IWC]: events of 1872, much condensed, from *Hampshire Advertiser*. 28 June (Coronation Day) formal opening, trains every half hour, shareholders and Volunteers in uniform free (though in practice it would seem that it was open to all comers), regular traffic to begin 1 July, notices that road services would cease from 1 July (*26, 29 June*); trains running free since day of opening (28 June or 1 July?) (*3 July*); inspector had deferred decision because of use of turned second-hand rails and free services were being run by contractor (*July 6*); line closed Saturday 13 July (last day – so specified in later advert for reopening of road service) on BoT orders even though company prepared to run trains free (*20th*).

HORSMONDEN [SE] – see **GOUDHURST**

HOSCAR [LY]: line op 9 April 1855. Report of inspection (*Wigan Examiner 6th*): ‘a mile and a half or two miles beyond Newbrough [Newburgh/Parbold] is the Hoscarr Moss Station ...’. However, *Bolton Chronicle (14th)* referred only to a ‘gate-house’ (for level-crossing keeper). Op 1 November 1870 (*Ormskirk 3rd*). [*much deleted*]

HOUSTON op 3 April 1871 (*Paisley Herald 1st*); paper called it station at Windyhill to be called Crosslee.

HOWSHAM op 1 February 1849 (*co n Hull Advertiser 26 January*).

HUNWICK near York: see **HAMMERTON**.

ICKLETON: *London Illustrated News* said station [EC] existed here and provided picture, between (Great) Chesterford and Whittlesford on line op 30 July 1845: however no supporting evidence – not in line description (*Norfolk Chronicle Supplement 2 August*), which is very full and appears accurate; judging from that, picture is more likely to represent a ‘lodge’ provided for level crossing keepers.

INGATESTONE: ‘now reopened’ (*Essex Standard 31 May 1844*). Resited to site at Hall Lane, given by Lord Petre 7 September 1846 (*co n Chelmsford Chronicle 4th*).

JOPPA : there was an earlier station here on the main line, which op 22 June 1846; certainly op by 2 July 1846 (date on *co n of alterations* in *Scotsman 4th*), where it was served by stopping trains to Musselburgh (later Inveresk); also mentioned (note that extra trains for gardeners and fruiterers from Haddington would not stop here) in *co n* dated 29 June 1847 (*Scotsman 30th*). Clo? Replaced by next? *Co Minute June 1848*: ‘resolved that ... Joppa Station be removed from its present position to the bridge immediately to the south’. This seems to refer to next entry; however, the evidence for next suggests it was already open. Did minute concern transfer of buildings from an already disused station?

JOPPA (at present shown as first station here) would logically have opened 14 July 1847 with line towards

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Hawick which provided NB link to former Edinburgh & Dalkeith and new Musselburgh station. However, it was not included in either *co n* for line opening *Caledonian Mercury 10 July* nor in description in that paper 19th, though neither was Niddrie; the earliest detailed timetable evidence seen is in *Topham* May 1848 (its first issue) and there this station is shown in connection with trains to Musselburgh. Replaced by >

JOPPA (now 'c') op 16 May 1859 (*Edinburgh Evening Courant 12th*). Site in relation to 1846 station not known.

JORDANSTONE op 1 October 1861 (*co n Dundee Advertiser 26 September*).

KEITH TOWN [GNS]: op 1 April 1862 (*Dundee Advertiser 29 March*).

KILBURN HIGH ROAD [LNW] op 3 May 1852 (*Morning Advertiser 3 May* – 'this day ... will be opened to the public'); op as K. [*delete note*]

KILLAMARSH [N Mid]: reop May 1843 Tuesdays, Saturdays and Sundays (first train 2nd) (*co n Sheffield & Rotherham Independent, 28 April*); not known how long this service lasted.

KILNHURST [N Mid]: reop May 1843 Tuesdays, Saturdays and Sundays (first train 2nd) (*co n Sheffield & Rotherham Independent, 28 April*); not known how long this service lasted – perhaps continued until back (Doncaster – Sheffield table, SY) October 1852 (*Mid*).

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

KIRKANDREWS [NB]: same as GLASSON (above).

KIRKSANTON CROSSING [Whitehaven & Furness Junction] first seen in *tt* for 1 December 1850 (*Cumberland Pacquet 31 December*); last present that paper in *tt* for March 1861.

KNOWESGATE [NB] op 8 June 1864 (*Morpeth Herald 11th*).

LAMANCHA [NB] op with line 4 July 1864 (*Scotsman 4th*).

LAMINGTON [Cal] op with line 15 February 1848 – in line description *Newcastle Journal 19th*.

LANCASTER GREEN AYRE: new station op a little further up the line 9 August 1873 (*Lancaster Gazette 16th*).

LANCING clo 1 November 1847 (*Hampshire Telegraph 30 October* – *presumed for winter*); included without trains monthly *tts Sussex Advertiser November*; trains restored *ibid 7 March 1848*.

LANGBANK [Cal] probably op 3 April 1848: *co n Greenock Advertiser 31 March* dealt with additional trains and WEST FERRY Station; not in *co n ibid 30 November* for 1 November 1847, previous seen. From May 1848 was LANGBANK near the West Ferry.

LANGLEY near Slough [GW] op 1 May 1846 (*Windsor & Eton Express 2nd*).

LANGSTON: see note for Hayling Island, above.

LAPWORTH [GW]: line op 1 October 1852, not mentioned in accounts of opening in *Oxford Journal 2nd* and *Aris 4th*, but latter (30 August) listed it as one of stations in course of erection and was cited in advert *Leamington Spa Courier 27 November*, so probably opened soon after line though not in *Brad* until October 1854. Leamington paper treated it as station in existence but Acock's Green (which see) was so treated while *Aris* said this was an intended station.

LAW JUNCTION [Cal]: used for sale of contractor's stock 13 November 1879, one train each from Glasgow and Edinburgh to stop to drop passengers, another later to 'lift' them (*ad Glasgow Herald 7th*); fully op 1 December 1879 (*Scotsman 28 November*).

LEASINGTHORNE first in *Brad* June 1864 but in use much earlier – mentioned in legal case about a ticket in *Shields Daily Gazette 10 April 1852*- event 15 February.

LEEDS

LEEDS HUNSLET LANE [Mid] op 1 July 1840 (*co n T 27 June*); Mid trains transferred to WELLINGTON 2 April 1849 (*Committee of Management Minute 6474; Leeds Intelligencer 31 March*).

L WELLINGTON [Mid] op 1 July 1846* (*Mid*); original temporary station replaced by permanent by the autumn of 1849 (evidence of contracts cited in *North of Leeds*, P. E. Baughan, Roundhouse, 1966; application to transfer license from old refreshment to new, *Leeds Intelligencer 29 September 1849*).

LEEMING BAR op 4 March 1848 (op for passengers last Saturday, *Newcastle Courant Friday 10th*).

LEIGHTON BUZZARD [LNW]: confirmed op with line 9 April 1838: in description *Morning Advertiser 11th / Sun*.

LEITH [Edinburgh & Dalkeith], later **SOUTH LEITH** [NB]: Service to Leith opened in instalments. Began? *Caledonian Mercury, Monday 24 April 1834* – 'we understand' line to Seafield will open in 14 days.

14 May 1838: Leith coaches start from end of Bath Street, South Leith (*co n ibid 12th*). Further opening early June 1838: during present week service extended to foot of Constitution Street (*Scotsman 9 June*) – but paper said extended from Seafield. Line almost complete (*ibid 14 July*). *Co n Scotsman, 1 August 1838* gave details of Sunday service, coaches now to THE SHORE, SOUTH LEITH .

SEAFIELD STATION, L in *co notices* (e.g. *Caledonian Mercury 29 September 1836*); CONSTITUTION STREET STATION, L in *co n ibid 31 March 1842*; usually just L in most timetables. Clo ? (last in *Brad* July 1856; reop 15 September 1859 (*co n Caledonian Mercury 14th*)).

[The Sunday service, which applied to the whole system, immediately fell foul of religious interests – *co n 11 August*: service will not run on 12th.]

LIMEHOUSE (when STEPNEY): According to *Morning Advertiser 1 April* a new station opened in Commercial Road East on 31 March 1857, replacing the old one on the corner of White Horse Street; new site or essentially a rebuild?

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LINDAL [Fur] op 1 June 1851 (*Lancaster Gazette 31 May*).

LISCARD & POULTON [Wirral] op early September 1895 (*Liverpool Mercury Wednesday, 4th*, said Mill Lane Station Liscard had just been opened, op 1st? – December 1895 *Brad* shows Sunday service).

LITTLE MILL [NE]: ‘will be private station here’ *Newcastle Guardian 3 July 1847*; first in public tt January 1861 but cited in several adverts in local press October 1850 on.

LLANDANWG [GW] op 18 November 1929.

LLANDENNY [GW] probably op 5 October 1857**.

LLANGFNI op 7 March 1865 (*Carnarvon & Denbigh Herald, Saturday 11th*, says line opened for passenger traffic on Tuesday).

LLANGOLLEN: although the line to Corwen op 8 May 1865 the replacement station on the extension was not opened until 16 October 1865 (*Eddowes 11th*).

LLANGWYLOG: line op 1 February 1866 but not in *Brad* or *co tts North Wales Chronicle* until April 1866.

LLANSAMLET (NORTH) [GW] re-sited 1 June 1882* (*Cambrian 2nd*).

* = date of 1 January 1885 is given by *hbl 12 February 1885*; copying error during catching-up exercise? *Cambrian* refers to new Llansamlet station and end of old near Lonlas.

LLANTARNAM (a) [Monmouthshire], on line to Newport Mill Street, op 2 May 1853 (*co n Merlin 29 April*).

LLANWERN [GW] op 1 October 1855 (*co n Merlin 29 September*). Advert in *Merlin 1 September* for Bishton Fair (held 11th) said new station had just been opened here – presumed ahead of events.

LLWYNGWERN op 6 March 1884 with verbal permission from Major Marindin, who had just inspected line (*Aberystwyth Observer 15th*).

LLWYNYPIA [TV] first seen tt *Cardiff Times* 1 April 1871 (not present 25 March).

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

LOCHEARNHEAD relevant date back to 1 June 1905.

LOFTHOUSE & OUTWOOD [GN] op 6 September 1858 as L & WRENTHORPE (*Leeds Times 4th*); renamed ?

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

LONDON

BRICKLAYERS ARMS: following August 1850 closure: reappeared in 12 November 1850 tt in *South Eastern Gazette* – not present 5 November tt. Last in *Brad* January 1852 but present in April tts *South Eastern Gazette* (inertia?) – no tts seen later that year in that paper. Special train carrying hearse containing the Duke of Wellington’s body from Walmer to Lying-in-State at Chelsea Hospital and a select group of mourners arrived here in the early hours of 11 November 1852 (*London Evening Standard 11th*). Various press items show that clearly goods only by then.

LONGSIGHT (a) [LNW] op 10 April 1843 (*co n Manchester Courier 8th*), New station at Kirkmanshulme Lane near Longsight in *op notice*.

LOW ROW [MC] op 30 November 1844 (*Carlisle Journal 7 December*); clo 2 February 1848 (*co n Carlisle Journal 28 January*), replaced by Leegate. Possible source of earlier date given is *co tt Cumberland Pacquet 10 December*; gives times from 2 December; does not specify that as opening date but might easily have been wrongly assumed.

LYTHAM [PW] terminus from Preston, op 16 February 1846; advertised thus *co n Preston Chronicle 14th*; *item ibid (21st)* explained that many passengers carried 16th, but the real opening was considered to be the formal, next day.

MADELEY ROAD op 1 October 1870 as M (*co n Staffordshire Advertiser 1st*).

MAGDALEN GREEN op 1 June 1878 (*Dundee Courier 3rd*).

MANGOTSFIELD [Mid] op 21 April 1845 (*co n Bristol Mercury 19th*); re-sited 40 chains south 4 August 1869 [*deletion*] when Bath branch op (*Mid; Western Daily Press 2nd*). *Cl* has 12 August – reason? BoT had required some work to be done but had been content with co’s assurance that had been, so no delay needed.

MARGATE [LCD] op 5 October 1863 (*T 5th*).

Evidence from *Thanet Advertiser* and *co tt (D Banks)* is that name M BUENOS AYRES was in use from 1 August 1864 to end of October 1864, for local service (true of *co tt, Brad* and *tts Thanet Advertiser*).

According to Dr E Course’s *The Railways of Southern England: The Main Lines* (1973) it was another name for this when it was M West.

MARISHES ROAD [NE] op 10 May 1847 (*Yorks Gazette 8th*).

MARSH MILLS Temporary platform 12 – 15 July 1865 (inclusive) for Trial Ground for Agricultural Implements (at Woodford Farm), Royal Agricultural Society’s Show at Plymouth (*co and Society’s ads Western Times 7th*). Site in relation to others of this name unknown, though all on Tavistock branch.

MARSTON [GW] {Pembroke – Titley}

M LANE first seen in November 1862 tt *Hereford Journal (8th)*, not present October tt; last in *Brad* January 1864 – no local tts seen.

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

MAYBOLE new station for line to Girvan 24 May 1860 (*co n Glasgow Herald 24th*); all trains diverted to new station 18 June 1860 (*co n Glasgow Herald 18th*).

MEADOW HALL [GC] op 1 January 1868 (*co n Sheffield Independent 1st*).

MELVERLEY – as CRIGGION, above.

METHLEY JUNCTION [LY] op 16 January 1860 (*co n Leeds Intelligencer 14th*).

METHLEY NORTH [Mid] line through here op 1 July 1840**. Most of the sources cited in that note say there was a station here; *co n Leeds Intelligencer (25 July*

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1840) for start of York to Leeds service on 27 July said all trains from York would go via Methley, which only makes sense if there was a station here; on 19 August 1840 Lord Mexborough returned to Methley Park by the North Midland Railway (no station specified, but one likely to have been if other than Methley) (*ibid* 22nd); item in *York Herald* (10 October 1840) in reporting that trains from Leeds to Selby were still going by the old route and it was proposed that all should go via new route (this came into effect 9 November 1840), said that York trains were running ‘through Fairburn, Castleford and Methley’. However, Methley is not in Allen’s tt for 24 August 1840 and first clear tt evidence comes from co tt of 6 April 1841**. Possible explanations: built but not used at first; short-lived early station, brought back into use later; always in use but from 27 July 1840 only used by trains to Selby (would explain how it came to be missing item, 1 January 1841, since this referred to NM use); mainly for use of Lord Mexborough (Mid records show that this station was ‘by arrangement’ and he would have been most likely to be other party to this).

MEXBOROUGH on line op 3 April 1871; *Yorkshire Post* (8th) said new station would be shortly erected. Exact date of opening not found, but at inquest on Joseph Smith, killed in accident 10 February 1872, cause was attributed in part to inadequacy of station and it was said new station was being built (*Sheffield Independent* 14th) and *Manchester Evening News* 7 March 1872 referred to ‘Old Mexborough station’ in item about accident 5 March, implying that new then in use; thus late February / early March would seem to be likely.

MEXBOROUGH JUNCTION op 1 January 1850? - first in *Brad* January 1850, also tt for 1 January 1850 in *Sheffield Independent* 29 December 1849 but not in December 1849 tts that paper.

MIDDLEWOOD

Both [GC/NS] and [LNW] op 2 June 1879 (*combined co n Staffs Sentinel* 2nd).

MILLBROOK HANTS op 1 November 1861(*Hampshire Telegraph* 2nd).

MILTON near Stoke-on-Trent [NS] op 1 May 1868 (*Staffordshire Advertiser* 2nd).

MIRFIELD op 31 March 1845 (*co n Bradford Observer* 27th).

MONIKIE [Cal] op 10 June 1871 (*Dundee Advertiser* 13th).

MONMOUTH TROY probably op 5 October 1857**;

MONTROSE

MONTROSE [Cal] op 1 February 1848 (*co n Dundee, Perth & Cupar Advertiser* 1 February). Item (*ibid* 21 September 1849): original was a temporary station about a mile from Dubton and equal distance from harbour and docks; new terminus in Erskine Street formally op 19 September 1849 and intention was to open it at same time as line to Limpet Mill, but had yet to be inspected (see 1 November 1849**); exact date cannot be confirmed – might have been earlier than that for main opening if problems were only on latter.

Further change: 10 April 1863 work had begun on new station a little to the east; 25 September 1863 will soon be completed (*Montrose ... Advertiser*); no exact opening date seen; some descriptions suggest was more of an extension than complete re-siting.

M BROOMFIELD: according to *D&C 15* there was a temporary station (1866-7) just north of Scottish North Eastern (later Caledonian) Broomfield Road Junction station, north of Montrose in attempt (successful) by the Montrose & Bervie to get charges for use of main station reduced. However this is not recorded by Clinker or Col Cobb and references in *Montrose ... Advertiser* suggest it probably arises from casual way in which names were used; furthermore dates given there do not match. Modern sources call station north of Montrose Broomfield Road Junction; all tts for Bervie company during relevant period call it Broomfield Junction. Co n for opening of Birnie Road: ‘Broomfield’. All notices seen prior to 31 May 1867 show that co’s trains were running to Montrose. Issue of 3 May 1867 had item on co ½ in which it was said that unless satisfactory concessions could be obtained from the Caledonian, from 1 June all its trains would stop at ‘Broomfield’ except for one each way per day, third class only, to meet legal requirements (under Gladstone’s Act). 31 May *ibid*: article saying that they had gained no concessions and would stop trains at ‘Broomfield’ and notice which began by specifying ‘Broomfield Junction’ as point beyond which passengers would not normally be booked and later referred to ordinary trains from ‘Broomfield’. Nowhere was there any reference to a separate station; indeed, at the half-yearly one speaker had said that many were already walking from the Broomfield station. Exact date of resumption of normal business not known. Paper of 30 August 1867 included September tt which showed full use; according to *Stonehaven Journal* 15 August the matter had been settled at a meeting on the 7th.

MOOR EDGE [BT] (non-tt): for races on Newcastle Town Moor; line op 27 June 1864; certainly used 29th (*Shields Daily Gazette* 2 July); in press descriptions said to be near entrance to North Jesmond (House?);

MOSS END [Cal] op late July 1869 as HOLYTOWN; renamed 1 June 1882 (*CI*).

MOUNTFIELD op 1 August 1923 (*Sussex Agricultural Express* 3rd).

MOW COP & SCHOLAR GREEN [NS]: line op 9 October 1848 but this not opened with it – *Staffs Advertiser* (14th) said it hoped that the lodge to be erected at the level crossing at the foot of Mow would also serve as station for excursionists; first seen in January 1849 tt (*ibid* 6th) – not present December 1848 tt.

MURIE [Cal] (non-tt): on a number of occasions trains stopped here (usually all day both ways) for the benefit of people attending farm and timber sales and lettings of grass by public roup (*advert Perthshire Advertiser*); usually M CROSSING or something similar; date of earliest sale seen 10 May 1852, latest 7 April 1863; {Glencarse – Errol}.

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MURTHLY [High]: line op 7 April 1856; no station mentioned in description of formal opening, 5th – said train through estate (*Dundee Advertiser* 8th); in *Brad* June 1856, and co tt for 1 July (*Dundee Advertiser* 18th), first time paper included tt; in paper as M (CAPUTH).

NEATH

NEATH [GW] Uncertainties over siting – February 1864 extra ¼ mile added in mileage column, so by then? But *Cardiff Times* 16 June 1865 ‘on and after 1 July present station .. will be closed and all passengers ... will be put down at the new station, near that of the Swansea and Neath line’.

NETHERFIELD [GN] probably came into use May 1878 (GN) but conflicting evidence – *Nottingham Evening Post* 31 May referred to an accident near station ‘rapidly approaching completion’ here, yet shown with trains in tt *Grantham Journal* 1 June and (without trains in previous tt seen 18 May *ibid*);

possible that op 1 June or already in use partly built? **NEW CROSS** [SE] first seen in tt for September 1849 in *South Eastern Gazette* 3rd – not present August tt *same paper*.

NEW DYKES BROW [NB] first trains probably 4 October 1856 (in *co n Carlisle Journal* 3rd, not in line opening notice); Saturdays only.

NEW PITS – see BEDWELLTY PITS.

NEWBY BRIDGE [Fur]: op ? *Lancashire Evening Post* 17 February 1905 ‘a stopping place’ has been made for passengers on steam motor car.

NEWCASLE NEW BRIDGE STREET [BT]: first used 14 June 1864 by special train taking Bishop of Durham to consecrate a new church at Blyth (*Morpeth Herald* 18th);

NEWHAILES [NB]: Probably place served by occasional stop on a train from Musselburgh mentioned in report of accident on 21 July 1850: no station but a gate-keeper was stationed at level crossing concerned. According to the report it was about half way up a three-quarter mile long incline which began about a third of a mile out from Musselburgh; from 1854 6 inch map of Newhailes area D. M. Cattanach suggests about ¼ mile east of point where branch, still following original route, crossed the main line. Dates ? Op with branch to Fisherrow and clo when known station opened?

NEWTON ST CYRES [LSW]: see 12 May 1851** (below) for opening; originally ST C, NEWTON added 1 October 1913 (*hbl* 23rd) but N St C in earliest tts *Trewman*’s; aot request; still open.

NEWTONHILL [Cal] line op 1 February 1850 (*co n Aberdeen Journal* 30 January), nd even local press; first seen in *co n alterations for fish train (did carry passengers) from 11 April 1851 (ibid* 9th).

NINE MILE POINT [LNW] first in *Brad* September 1868 and tt *Merlin* 5 September 1868; not found earlier in any of tts seen in local papers but *Merlin* 5 August 1865 said that directors had given orders for ‘immediate erection’ of station here (line had opened 15 June). *Merlin* 30 March 1867 had article that said passengers

with ticket to / from here (then owned by Sirhowey Co) could use instead Risca station of Monmouthshire, whose line Sirhowey had to use to reach Newport.

NORMANTON [Mid/LY/NE Joint]: line op 1 July 1840**.

Earliest tt evidence is in Manchester & Leeds notice for 5 October 1840 opening (*Leeds Mercury* 3rd), where trains to and from Hebden Bridge were calling but arrangements were clearly primitive: item on opening (*ibid* 10th) said M&L were building a station ‘a little to the north of the junction’ for the exchange of carriages but made no mention of a North Midland structure – both companies to use same partly-built ‘station’? Looks suspiciously as if NM had intended exchange with Y&NM to be made at Wakefield / Oakenshaw (earliest tts suggest this was happening in some cases) and had not planned an interchange with M&L but were pushed into station here by M&L; at a meeting at Wakefield on 12 November 1840 representatives of three companies (York & North Midland the third) agreed that the building of a joint station was desirable and on 11 December the NM Board agreed to this (*NOM* 1/2); *co ½ ibid Leeds Mercury* 6 March 1841 described Normanton as an ‘additional station’, the expense of which had not been foreseen (meeting previous August had made no mention); *Leeds Intelligencer* 28 August 1841 said a station for all three companies was then being built; *The North Midland Railway Guide* (R. Allen, Nottingham, 1842) said new station existed now for use of three companies. In earliest NM tts as N (Manchester & York Junction), perhaps suggesting that seen as interchange station rather than one for the locals. An agreement dated 23 January 1844 (*NER* 3/104) set up a joint committee to manage the station, though through lines remained NM property; RCH treated it as joint Mid, LY, NE station. Still open.

See WARMFIELD for unlikely early station hereabouts.

NORTH BERWICK [NB] a special train ran from Edinburgh to ‘North Berwick’ 8 August 1849 for the final of the ‘Great Golfing Match’ between a pair from St. Andrews and one from Musselburgh (*Edinburgh Evening Post* 11th).

NORTH HAYLING: see note for Hayling Island, above.

NORTH KELSEY op 1 February 1849 (*co n Hull Advertiser* 26 January).

NORTH QUEENSFERRY (b) add to existing note (which can be much shortened) ‘expected to be opened at beginning of June’ *Edinburgh Evening News* 15 May.

NORTH WATER BRIDGE op 1 June 1866 (*co n Montrose ...* 22 June).

OAKENSHAW [Mid] op 1 July 1840**, probably as WAKEFIELD*; renamed O for W between 1 January and 6 April 1841 *co* tts, O 1861/3; clo 1 June 1870 (Wednesday) (*Mid*); {Royston – Normanton}.

* = earliest usage seems to have been flexible: Engineer’s Report on progress in *co ½ Leeds*

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Intelligencer (7 March 1840) - 'The Wakefield station at Oakenshaw'; all press items on opening called it Oakenshaw – because it was there? Earliest printed tt seen (24 August 1840) uses Wakefield.

OAKLE STREET [GW] op 19 September 1851 (*T* 10th); clo 31 March 1856 (*co n Gloucester Journal* 29th)*; *co n ibid* 2 July 1870 'is now open'; clo 2 November 1964 (*CI*).

* = 'business of Oakle Street Station will be transferred to Grange Station on 31st March next, from which date Oakle Street Station will be closed'. Usual practice then would have meant closure dated 1 April but 31 March was a Monday – tidier end?

OAKLEY near Basingstoke op 10 March 1856 (*Hampshire Chronicle* 8th).

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

OULTON near Leeds – see WOODLESFORD

PEACOCK CROSS op 1 November 1878 (*co n Glasgow Herald* 2nd).

PEGSWOOD [NE] op 1 January 1903 (*Morpeth Herald* 3rd); still open.

PEMBROKE DOCK op 18 August 1864 (*Merlin Saturday* 20th): inspected Thursday and permission given to open at once – formal had been 10th, when only waiting for inspection before opening, *Pembrokeshire Herald* 12th).

PENALLY op with line 6 August 1863 (used for free trip for Sunday School pupils 4th – *Potter's Electric News* 12th), *Brad* previously nd.

PENGE [London & Croydon] op 5 June 1839 (*co n T* 6th); clo 13 June 1839 (see ANERLEY, second entry, which effectively replaced it). Site? According to *CI* same as later Penge West – assumed?

PENISTONE BARNSELY ROAD [LY] op 21 February 1916 (*letter from co's official, Huddersfield Daily Examiner* 21st); temporary terminus after viaduct collapse cut line short of main station 2 February (*Sheffield Evening Telegraph* 3rd).

PENTRE-BACH [TV] op 2 August 1886 (*S Wales Daily News Thursday* 29 August – *all trains stop from Monday next*).

PEPLOW [GW]: op for all days use 1 June 1870 (*Eddowes* 1st).

PETERSTON [GW] first in *Brad* September 1858, also in tt *Cardiff Mercury* 4 September, not in August tts there.

PIEL: see 1846 August 24** (below)

PLAS POWER op 22 January 1883 (*Wrexham Advertiser* 27th).

PLESSEY first in *Brad* July 1859 but probably opened earlier: cited in advert for a sale on 2 May 1859 *Newcastle Journal* 30 April; earlier advert, *same paper* 26 June 1858 said Cramlington was nearest station for here.

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

PONFEIGH [Cal] probably op with line 1 April 1864, though not in *Brad* until December 1865 – *Hamilton*

Advertiser 2nd includes a station at RIGSIDE, assumed to be this one (but possibly goods only?); several papers included op notice but they gave no station detail.

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

PONTFADOG [Glyn]: line op 1 April 1874 (*Glyn*), nd, June 1877 *Brad* but in earliest tt seen in local press, for June 1874 *Wrexham Advertiser* 6th).

re-op 16 March 1891 (*Carnarvon* 20th)

clo 6 April 1933 (*Rails to Glyn Ceriog – pt2, Milner & Williams* 2015)

PONTFAEN [Glyn] re-op 16 March 1891 (*Carnarvon* 20th) clo 6 April 1933 (*Rails to Glyn Ceriog – pt2, Milner & Williams* 2015)

PONT LLANIO op 20 August 1866

PONTLOTTYN certainly in use 3 September 1859 (mentioned as newly opened in *Merthyr Telegraph*).

PONTSARN [BM/LNW] first in *Brad* June 1869 but earlier use: *Brecon County Times* 22 August 1868 said a platform had 'recently' been erected here for picnic parties; party from St. John's Choir, Brecon, had been here by train on June 16 (*same paper* 20 June).

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

PORT EDGAR (public) op 2 September 1878 (*co n Scotsman* 31 August).

PORT ELPHINSTONE [GNS]: add note below still no clear answer.

* = also included in *co n Aberdeen Journal* 20th and still present in all September tts in local papers seen; also in description of formal opening on 19th, *Dundee, Perth* 22nd, without any indication that not ready – Kinaldie, e.g. was so described..

PORT TALBOT DOCKS op 24 August 1891 (*co S Wales Daily News* 22nd).

PORT VICTORIA [SE] op 11 September 1882 (*St James's Gazette* 11th); line beyond Sharnal Street closed 1 December 1902 (probably – *Maidstone Journal* 27 November said that service for December would be same as October except that trains from Gravesend would not run beyond S S) – Admiralty was thinking of taking over line. There was frequent Royal use of line (e.g. 8 November 1902 a special train took Emperor William II of Germany to Shorncliffe) and this continued: 12 August 1903 King Edward VII travelled 'incognito' as the Duke of Lancaster, though the receptions he was granted suggest that the alias had failed, 7 August 1903 Queen Alexandra used on a visit to her father in Denmark and others were recorded. In November 1903 the only definite public service was to connect with Flushing night boat (diverted from Queenborough Pier following 1900 fire); latter returned to Q P 3 May 1904. Line fully op Sunday 6 September 1904 for the day only because bridge over Shale was closed and passengers normally going to Sheppey were taken here and on to Sheppey by steamer (*co n Whitstable Times* 20 October). Local service fully restored? (clearly by July 1906 when extra halts opened).

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Original station was on the pier - gradually retreating along it as its condition deteriorated (Hart, *Hundred of Hoo Railway*, 1989) until 1932, when it was replaced smaller one on shore.

PORTSLADE (a) in tts for July 1847 without trains *Brighton Gazette* – were trains June.

PORTSLADE (b) first in *Brad* and tts *Brighton Gazette* October 1857.

PORTSMOUTH ARMS [LSW]: op March 1855?

Letter (25 July 1854) from engineer to BoT – do not intend to open for public traffic at present. Timetable ‘corrected to March’ (*co n Exeter & Plymouth Gazette 24 March*) has note that time between Umberleigh and South Molton Road included stoppage at P A Coal Siding when required and it was in that month that ‘new station’ here first appeared in adverts for sales; not in tts in February papers, but they were headed ‘corrected to September’.

PRESTON

Preston & Longridge

Opened from **P DEEPDALE STREET** 2 May 1840**.

1 November 1856 services diverted to new station,

P MAUDLAND BRIDGE but a couple of Saturday market trains called at DEEPDALE STREET 5 minutes after Maudland Bridge (*co n Preston Chronicle 1st*).

January tt 1857 (*ibid 10th*) again had ‘DEEPDALE STATION’ as terminus; it was explained at co ½ meeting on 28 February that M B had been closed for the winter (exact date?) so that sleepers in tunnel could be replaced and that it would be sensible to move the old station to Deepdale Bridge, to save reversal (*ibid 7 March*). 1 July 1857: **P MAUDLAND BRIDGE** again terminus, with trains calling on way at **DEEPDALE BRIDGE** (D STREET in one of notes) (*co n ibid 27 June*).

PRESTON WEST END GATE [Hull & Holderness]: in September and October tts 1854 *Hull Advertiser* (2 and 30 September), Tuesdays and Fridays; not present August and December tts (November not seen).

PRICKWILLOW clo 1 February 1851? – still shown in January tts *Cambridge Independent Press*, tt *ibid 8 February* ‘calling at these stations is now discontinued’.

PWLLYPANT op 1 April 1871 (*Cardiff Times 8th*).

QUEENSBURY near Halifax [GN] op 12 April 1879 (*Leeds Times Saturday 12th* – opens today) but op 14th according to RCG – rounded out to start of a week?

RAGLAN (19 m 44 ch) op 1 July 1876 confirmed (*Western Mail 4th*).

RAGLAN FOOTPATH Last present (notes)

September 1861 *Brad*, back in May 1866, when in body of table as R F. However, actual period of closure was much shorter according to evidence from *Monmouthshire Beacon*: clearly still in use May 1862 (letter of complaint 14th about lack of privvy – but did have a station-master) and 28 September 1865 (advert for fete at Raglan Castle, paper of 26th). Closed 1 November 1865 for the winter (letter of complaint, 4th,

wording suggesting that this was unprecedented); item, paper 5 May 1866 – ‘now and for remainder of summer all trains will stop’. Closed apparently for good 1 November 1866 (paper of 16th carried copy of protest to GW; that of 21 December included copy of letter from GW refusing to reopen on grounds that uneconomic to have two stations for same place). The Duke of Beaufort (owner of Raglan Castle) now lent his support to the locals and 23 March 1867 paper carried letter from GW promising daily service; actually reopened? Certainly in use 30 May for another fete at Raglan Castle; no evidence found of any later interruptions.

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

RAVENSTHORPE LOWER [LY] op 1 July 1869 (*evidence given at inquest on porter killed here on 12th, Dewsbury Reporter 17th*).

REEPHAM op 1 February 1849 (*co n Hull Advertiser 26 January*).

RENFREW

R WHARF [GSW] op 3 April 1837** (which see for intermediate detail).

R FULBAR STREET [GSW] op 1 December 1865 (see 3 April 1837** for detail).

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

RIBBLETON (a) op 11 June 1854 as GAMMER LANE BRIDGE (*co n Preston Chronicle 10th*).

RISHTON reop / new station 1 May 1853 (*Blackburn Standard 20 April*).

ROGERSTONE: first in *Brad* August 1851 (as TYDEE). But added to tt in *Cardiff & Merthyr Journal* 12 July; not present 5 July – but both were headed as June tts and no change in overall timings.

ROSEMOUNT: line op 1 August 1855, no mention in *co n Dundee Courier 8th* but clearly op before was first in *Brad* September 1857 since adverts in *Perthshire Advertiser* refer to it as nearest station for those attending sales from May 1856 onwards.

ROYAL GARDENS Leeds [NE] only in *Brad* from June 1857 to October 1857 (inclusive) but used over a longer period; earliest use found was for a Whitsun Temperance Gala 16 & 17 May 1853 (*Leeds Mercury 14th*), then every day, including Sundays, from June to September (inclusive) 1853, for the general public; this pattern, or some variant of it (at times only a couple of days per week) was followed until the gardens closed for most purposes 1 July 1858 (*Leeds Intelligencer 12 June*). There was at least one later use, for a Temperance Gala, 13 and 14 June 1859 (*Leeds Times 18th*). Service varied in detail: most trains were regarded as excursions and came from the Wellington goods stations of the NE and GN but advert 9 May 1857 (*ibid*) referred to Sunday trains from Midland and Holbeck stations, at times there were stops on regular services (thus its appearance in *Brad*).

RUDGWICK [LBSC] op 1 November 1865 (*Sussex Advertiser 31 October*) – after line because originally condemned by BoT inspector, but paper said it had now been made satisfactory.

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RUSHALL [LNW] op Easter Monday 24 March 1856 (*co n Aris 17th*).

RUSHFORD clo 10 April 1843 (*co n Manchester Courier 8th*).

RYDERS HAYS [South Staffs] op Easter Monday 24 March 1856 (*co n Aris 17th*); clo 1 June 1858 (*co n ibid*).

ST LEONARDS (BULVERHYTHE) [LBSC] op 27 June 1846 (*Hants Chron 4 July*); according to description of line in *Hastings & St. Leonard's Observer 9 September 1905* Glynne Gap Halt was about 200 yards west of site of this.

SALTAIRE (a) [Mid] op 1 April 1856? – *Bradford Observer (3rd)* – ‘The Midland Railway have, perhaps tardily, recognised the importance of the establishment at Saltaire by stopping certain of their trains there’; first in *Brad May*; clo 22 March 1965

SALTBURN op 19 August 1861; replaced by new station 19 August 1861, with excursion trains still using old (*co n Durham County Advertiser 23rd*); main still open; excursion use ended?

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

SCRUTON [NE]: line op 4 March 1848 (see LEEMING BAR); although not in *Brad* until January 1857 was cited in advert *Newcastle Journal* March 1851.

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

SHAWFORD op 1 September 1882 (*Hampshire Advertiser 2nd*).

SHENFIELD (a) [EC] first in *Brad* October 1847 (advert for tenders for building station ‘at Hutton Road near Shenfield’ *Chelmsford Chronicle 5 February*); last in *Brad* March 1850 (shown with trains tt for February *Chelm Chron 5th*, no trains April tt *ibid*, no tt for March seen there).

SHENFIELD (b) [GE] op 1 January 1887 (*co n Essex Newsmen 3rd*).

SHEPLEY [LY]: line op 1 July 1850 (*T 8th*), in earliest detailed tt seen, *Huddersfield Chron 10 August*.

SHERIFFHALL [Ed & Dalk; NB?]: terminus of first contractor’s service run by MJ Fox, begun 2 June 1832 (*his advert, Caledonian Mercury 4th*, saying would run to S near Dalkeith); *co n Caledonian Mercury 3 September 1838* said parcels could be sent via station here; another *co n 30 March 1843* said that fares between SHERIFF LODGE (same place?); and all places south would be twopence; no conventional timetable evidence seen; presumably clo 1847 with line rebuilding.

SHILTON [LNW] first included in November 1847 tt (*Staffs Advertiser 30 October* – not included in October tts *ibid*).

SHOREHAM AIRPORT BUNGALOW TOWN: reopening of old B T Halt; brought into limited use in connection with Railway Air Services 27 May 1935 (*advert Portsmouth Evening News 8 June*, which gave

times of arrival at S Airport, with electric train service to Brighton; a Bristolian describing his experiences of flying used this as S A Halt 12 June 1935 and gave opening date, *Western Daily Press 16 June*). Full public use 1 July 1935 (*CI 29*);

SHOTTON BRIDGE (b) full use 1 January 1877 (*Northern Echo 1st*).

SINCLAIRTOWN [NB] op January 1848 – *Fife Herald (6th)* – station is now open.

SINGLETON [LNW] (non-tt): temporary platform on Mumbles Road opposite Singleton Abbey used for arrival here of Prince and Princess of Wales on 19 October 1881; they left by road (*Western Mail 20th*).

SKEWEN (a) op as DYNEVOR 1 June 1882 (*Cambrian 2nd*).

SLEIGHTHOLME [Carlisle & Silloth]: op with line, first stop 6 September 1856 (*co n Carlisle Patriot 13th*); Saturdays only; last trains 29 May 1857 (*co n Carlisle Journal 30 May* that would discontinue from 1 June).

SMEAFIELD [NE]: line op 29 March 1847**; opening date or exact type of facility unknown – given lack of earlier evidence, likely (but not certain) that opened later than Cragg Mill and Goswick (which see). Earliest use seen: 6 June 1864 in list of places to be served by excursion (*Illustrated Berwick Journal 3rd*) – not included in earlier notices that did include those two and none of the other types of use seen for them found.

SMEETH [SE] first in *Brad* October 1852 (advert *Kentish Gazette 13 July* ‘nearly completed’).

SMITHY BRIDGE (a) [LY] op 1 October 1868 (*Rochdale Observer 3rd*).

SNELLAND op 1 February 1849 (*co n Hull Advertiser 26 January*).

SNOWDOWN [SEC] op 1 January 1914 for conveyance of miners and workmen only (*notice Dover Express 2nd*)* as S HALT; public? *Dover Express 3 October 1913* had said that workmen’s trains would be provided here and Lydden on 20 October, erection of halts would begin at once; however, *ibid 28 November* ‘construction about to be put in hand’.

* = *Dover Express 3 October 1913* had said that workmen’s trains would be provided here and Lydden on 20 October, erection of halts would begin at once; however *ibid 28 November* ‘construction about to be put in hand’.

SOLE STREET first in *Brad* February 1861; *co tts Maistone Journal* include without trains January, with February.

SOUTH HAYLING: see note for Hayling Island, above.

SOUTH QUEENSFERRY (a) re-sited on extension to Port Edgar 2 September 1878 (*co n Scotsman 31 August*).

SOUTHCOATES (b) op 1 June 1864 (*item Hull Packet 3rd*).

SPEKE [LNW] op 2 August 1852 (announced at co ½ meeting, *Liverpool Mercury 3rd*).

SPINKS LANE [Norfolk]: last trains shown December 1845 *Brad* but perhaps lasted longer. Item in *Bury & Norwich Post 13 May 1846* described adventures of

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accident-prone train twice running over bullocks which had jumped out of their trucks, once being near Spink's Lane station; by the time *Stamford Mercury* (15th) had story, station had acquired clerk, Mr. Wilby; were passenger trains stopping? Unrecorded goods use, needing services of clerk, as at Beam Bridge, since hardly needed clerk for meagre passenger service in tts? Press error? *Norfolk Chronicle* (22 July 1848) described inquest on trespasser killed 16th near level crossing at Spinks Lane so unlikely any station there then.

SPOONER ROW [GE] ... back December 1855, Saturdays only but perhaps in use earlier – cited in advert for sale on 9 March 1855 (*Norfolk Chronicle* 3rd), not seen in similar adverts 1854.

SPRATTON [LNW] confirmed op 1 March 1864 (*Northampton Mercury* 5th).

STANLEY near Wakefield [Methley Joint] op 13 May 1869 (*co n Bradford Daily Telegraph* 13th). Date also applies to line opening.

STANLEY near Perth [Cal] moved ¼ mile north from village to junction, 1856, for Dunkeld branch; branch op 7 April but *Dundee Advertiser* describing formal opening said this was being erected and would be called Dunkeld Junction, but not seen in any tt under this name.

STILLINGTON (c) all days use 1 April 1875 confirmed by *Northern Echo* 3rd, calling it S (CARLTON IRONWORKS).

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

However, at least one of the market services seems to have continued. *Western Times* of 8 February 1862 said that locals had asked BE directors for increased [*compiler's emphasis*] service in the form of daily passenger trains; on 22 February it said directors had agreed. Full service began? first in tt *Trewman* 21 May 1862 – not there 7th (14th either no tt or page missing).

STONEHALL & LYDDEN [SEC] op for conveyance of miners and workmen only 1 January 1914 as LYDDEN HALT (*notice Dover Express* 2nd)*; public? Halt open and trains calling reported at Temple Ewell Parish Council meeting 30 March 1914 (a Monday) (*ibid* 3 April); S & L HALT when first in *Brad* June 1914; clo 5 April 1954 (*Cl*); stop for staff only (as STONEHALL) in *wtt* 17 June 1957 towards Dover only; {Shepherds Well – Kearsney}.

* = see note in Snowdown entry.

STRANRAER op 1 October 1862 (*Northern Whig* 2nd) as S HARBOUR. Early use erratic: clo 1 January 1864 as a result of end steamboats sailings to Larne (*LNW*; Thorne, *Rails to Portpatrick*, 2005). Steamboat sailings and rail connection began again 4 December 1865 (*Cal notice Glasgow Herald* 24 November); ceased again

abruptly in January 1868 – on 28th passengers had already arrived by train and were on ship when a telegram from Caledonian head office ordered immediate cessation of service so passengers were unloaded and sent via Glasgow (*Newcastle Journal* 3 February). Began again 1 July 1872 (*item and Cal notice Galloway Advertiser* 4th).

STRATA FLORIDA 20 August 1866

STRATHORD [Cal] op by / on 17 May 1849 (*Montrose ... Advertiser Thursday* 18th – ‘opened yesterday’ – whose yesterday? – paper's or that of journalist writing earlier?).

STRINES [GC/Mid] op 1 August 1866? *Glossop Record* 4th said had been opened.

STURRY first in *Brad* April 1848 but in *co tt SE Express* 20 July 1847 for 1 July alterations – not in similar 1 June tt, *paper of 8 June*.

SUDBURY [GE] op 2 July 1849 (*T* 5th). According to *Essex Standard* 11 August 1865 the BoT Inspector refused to allow this to be used for trains for Bury St. Edmunds when that line opened 9 August, the new station was only partly-built; thus a hut had to serve as booking-office; interim arrangements until permanent ready? Platforms at least in existence?

SWALWELL (a) last shown in tt *Newcastle Guardian* for May 1854, absent June.

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

SWINTON CENTRAL [GC] near Sheffield op 1 March 1872 (*Sheffield Independent* 4th).

THE AVENUE [BT]; *Replace note with:*

* = however, it remained D H for Seaton Sluice & Delaval Hall in Wansbeck Co's tts in *Morpeth Herald* until closure. There seems to have been some flexibility in use hereabouts: a letter of complaint in *Newcastle Daily Chronicle* 5 September said that had been promised that his party would be dropped off at Crow Hall (about half way between Dairy House and Brierdene Junctions); this promise was broken but on the way from Tynemouth some had been dropped at Hartley Avenue (site? – would have had to be south of Dairy House since complainant alighted there and found stationmaster unhelpful) and on the way back someone was picked up in the woods somewhere beyond the Dairy House.

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

THORNER [NE] op 1 May 1876 (*Leeds Mercury* 29 April*) as SCARCROFT; by September 1876 was T & S (*Brad*); became T 1 May 1901 (*RCG*); clo 6 January 1964 (*Cl*).

* = paper said Thorne would be more appropriate name but NE had preferred Scarcroft to avoid confusion with ‘Thorne’. Also confirmed that Scholes, Collingham (Bridge) and Bardsey op with line.

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

THORNTON CURTIS / ABBEY: according to Clinker a station called C Curtis last appeared in *Brad*

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November 1848 and was replaced there by T Abbey ½ mile north August 1849; Col Cobb's atlas follows this, placing T Curtis in the middle of a cutting with no means of outside access apparent on modern map. Evidence seen would suggest that station was always at the later site, in continuous use, name altered during a gap in the timetable evidence (the relevant tables in *Brad* were reorganised at both dates, with some detail missing in between).

It opened on or before 18 May 1848 (a Thursday), the date on *co n*, *Hull Packet* 19th: '... a passenger station has been opened ... at Thornton Curtis, within a Quarter of a Mile of the OLD ABBEY, the magnificent Ruins and Pleasure Grounds of which the Rt. Hon. the Earl of Yarborough [company chairman] has been kindly pleased to throw open to the Public'; clearly aimed at tourists since later adverts emphasised availability to picnic parties. A monster Temperance Gala was held there on 14 August 1848; those arriving by rail 'sped down a leafy lane' to the abbey (*Sheffield Independent* 19th). It was still shown in tt headed alterations for 17 October in Hull paper (20th), which would suggest wider than tourist use but then disappeared from there also, no detailed tables appearing in Hull paper until 1851. The next mention found was for another Gala on 9 July 1849 when Hull paper (15th) described 'Thornton' station as a small roadside one (i.e. stopping trains only). Nowhere was there any mention of this as a special use or a new site, though journalists were likely to be more interested in the event itself. In any case it would have made no sense for a tourists' station to be out of use for the time suggested by *Brad*. Added strength is given to suspicion by *hb*, which in 1862 just had T, in 1867 T ABBEY OR CURTIS; Macaulay's maps showed T CURTIS 1851, T ABBEY 1854.

THUXTON [GE] first in *Brad* September 1851 (not in EC co tt May 1851) but included in advert for excursion to Norwich Regatta on 27 August (*Norfolk News* 23 August).

TILLICOUNTRY [NB] 22 December 1851 (*Caledonian Mercury* 5 January 1852).

TINSLEY [GC] op 1 January 1869 (*Sheffield Daily Telegraph* 5th).

TIVOLI [SE] (non-tt): first used 20 July 1848 (*Kentish Gazette* 25th); adverts seen suggest spring and summer use by evening trains; last adverts seen to mention trains appeared in 1867 (Gardens closed 14 September that year – *Thanet Advertiser*, 21st); Gardens continued to be advertised in 1868 but no mention of trains.

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

TONFANAU [Cam] first in *Brad* July 1896 but inspected 22 January (*Cambrian* 24th) and 'T New station' cited in adverts *Cambrian* 20 and 27 March.

TOWNELEY [LY] op 12 November 1849 as ORGAN ROW* (*co n Manchester Times* 10th, item *Blackburn Standard* 14th); TOWNELEY by first appearance in *Brad* September 1851.

* = according to Blackburn paper Organ Row was the name given to the locality in order to ridicule a

respectable individual still then living; locals wanted name changed to Burnley Wood because few would know where Organ Row was; same paper, 31 August 1918 said was name of row of old cottages near Towneley station.

TREETON [N Mid]: reop May 1843 Tuesdays, Saturdays and Sundays (first train 2nd) (*co n Sheffield & Rotherham Independent*, 28 April); not known how long this service lasted.

TREFFOREST [TV] *co n Western Mail* 20th 'on and from Sunday afternoon 21 December' 1881 new station will come into use and old closed (R. A. Cooke's *GW Atlas* has old station site just south of later one). Crawshay's workers were treated to an excursion on 22 August 1846 from Treforest by an early train and returned there by a special one (*Cardiff & Merthyr Guardian* 29th) but no guarantee that any station existed.

TREGARON [GW] 20 August 1866

TRENCH CROSSING near Shrewsbury [LNW] op January 1854? (first seen in tt *Shrewsbury Chronicle Supplement* 6 January 1854) – not present 1853 tts seen in local press but in Shrewsbury paper it was included in a table of local trains (only one of that type seen) so perhaps opened earlier but not included in main tts – first in *Brad* February 1855.

TRIMDON FOUNDRY – see COXHOE BRIDGE

TROEDYRHIEW GARTH first in *Brad* October 1873 but 'has been opened recently' *S Wales Daily News* 20 September 1873.

TWECHAR [NB] first in *Brad* December 1878 as GAVELL – just completed, expected to open soon (*Falkirk Herald* 14 November), 'has been opened' (*Edinburgh Evening News* Tuesday 2 December).

TYNE DOCK [NE]

JARROW DOCK op August 1856 (*Newcastle Journal Saturday* 9th – a station has just been opened at Harton Lane, called J D). Replaced by >

TYNE DOCK (a) late 1860 / start of 1861: *Shields Daily Gazette* 21 June 1860 – new station is just about completed; included in *co n Newcastle Journal* (29 December 1860) about a new express service to be run from 1 January 1861.

UTTOXETER [NS] {map 58}

U BRIDGE STREET op from Stoke-on-Trent 7 August 1848 (*Staffordshire Advertiser* 4th); paper said station not begun, at present using lodge [for level crossing keeper] at Marchington Road, a little south-east of town; assume station built here later >

U DOVE BANK op from North Rode via Leek 13 July 1849 (*Staffordshire Advertiser* 14th) >

U JUNCTION op 13 July 1849 (assumed date, *line as above*) – needed as interchange but also general use according to local press; closed in May 1881 – article in *Staffordshire Daily Sentinel* 22 September said new curve allowing trains to run to Bridge Street had been passed by inspector and brought into use in May, 'since which time trains have run from the Churnet Valley line ... to Bridge-street'. Curve opened 6 June (*Churnet Valley Railway*, B. Jeuda, Lightmoor, 1999) so paper

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apparently ran inspection and opening together. *Co n ibid 27 June* of alterations for July said ‘has been closed for traffic’, presumed to be a reminder, no earlier notices seen; would support June rather than May closure.

All replaced by **UTTOXETER** op 22 September 1881 – *Daily Sentinel* (evening paper) 22nd ‘opened to-day without ceremonial’, supported by *Derby Daily Telegraph Saturday 24th* ‘opened Thursday’.

WALL GRANGE & LONGSDON [NS] first in *Brad* November 1873 but probably opened much earlier: line op 1 November 1867 but this station then only in course of erection (*Derbyshire Advertiser 8th*), cited in advert *Staffs Advertiser 18 April 1868*.

WALLYFORD (a) op 1 May 1866 (*co n Caledonian Mercury 28 April*); clo by 15 October 1867 (*in co tt 1 September, absent co tt 15 October*).

WANSTROW [GW] first in *Brad* August 1860 but opened before / on 23 July, when used by Shepton Mallet Juvenile Band, clearly ordinary trains (*item S M Journal 27th*).

WARMFIELD: see 1840 July 1** for line details. *Leeds Mercury* said there was a station here, half an hour south of Oulton (Woodlesford?) and nine minutes north of Oakenshaw. No other paper included it and no other evidence for existence seen. Short-lived early station? NM intended to have station here but were pressed by M&L into building junction station at Normanton instead since this was south of junction? (Note that as late as 1861 Warmfield parish had nearly twice the population of that of Normanton, as well as Sharleston Manor, belonging to the Earl of Westmoreland and would thus have offered more local trade.) Did paper’s information come directly from company or did journalist mistake some other structure for a station?

WARRINGTON [GJ]: branch from LM, terminus in Dallam Lane, op 1 June 1831? Notices in various papers in May had promised opening that month, with emphasis on trains for Newton Races; *Preston Chronicle Saturday 4th* – ‘The Newton and Warrington railway was opened on Wednesday last by an engine built by Mr. Stephenson running along the whole line. We understand it is now open to the public’ (1st was first day of Newton races). *Co n Chester Chronicle, 29 July*, said that they had arranged with the Liverpool & Manchester for the regular conveyance of passengers starting 25 July. Was earlier use just local or occasional? Previously connections at Newton by chance?

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

WARTON LYTHAM DOCK op 1 June 1865 (*Preston Chronicle 3rd*).

WASSAND, op GOXHILL first trains 29 March or 5 April 1864 (*line op 28 April, Hull Packet 1 April, in tt for April ibid*); Tuesdays only;

WATERINGBURY [SE] op 25 September 1844 (*in co tt Maidstone Journal 24 September*).

WAVERTON [LNW] first in *Brad* November 1846 but mentioned as first station when others in carriage could tell staff that a man had jumped out on 4 February 1846 (*Bradford Observer 12th*; *BoT Rtn listed accident but did not give location*).

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

WELLFIELD [NE] op 1 May 1882 (*Newcastle Courant 5th*).

WEST FERRY near Dundee [DA]: line op 3 October 1838**; this first seen in *co n Northern Warder 3 May 1842* (first full tt found in that paper; served by local trains to Broughty Ferry).

WHITBECK CROSSING first seen in tt for 1 December 1850 (*Cumberland Pacquet 31 December*); last present that paper in tt for March 1861.

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

WINCOBANK [Mid] op 13 April 1868 (*Sheffield Independent 29 December*, survey of year’s events); its opening had been followed, 17th and 18th same paper, by complaint about name – Brightside was a more convenient station for anyone going to village from Sheffield and anyone going to the station named after the village would walk twice as far and pay a penny more.

WINGATE – see COXHOE BRIDGE

WITHINS LANE [East Lancashire] first in *Brad* August 1847 but was used 26, 27, 28 May 1847 by special for races at Pendleton *co n Manchester Courier 22nd*; no indication in notice that this was unusual use so possible that station already in general use.

WREAY first seen December 1852 *tts Lancaster Gazette*, replacing Brisco (see for note).

WYE: probably op 14 July 1846. Though first in *Brad* July 1846 it was not in *co tt SE Express July 1*, ‘Alteration of time from July 1’ but was present in similar tt for alteration from July 14, *same paper 21 July*.

YAPTON clo 1 November 1847 (*Hampshire Telegraph 30 October – presumed for winter*); included without trains monthly *tts Sussex Advertiser November*; trains restored *ibid 7 March 1848*.

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

YNYSDDU [LNW] first in *Brad* August 1871; but likely (as with several other stations on what was originally [Sirhowy] line) to have been in use earlier; *Merlin 5 August 1865* said that directors had given orders for ‘immediate erection’ of station at Duffryn Chemical Works; judging from description on line at opening in *Cardiff and Merthyr Guardian (25 June)*, this would be the one.

YSTRADOWEN first in *Brad* March 1866, recently opened (*co ½ Cardiff Times 9 March*).

SECTION 5

1828 B There were also workmen's services: an accident occurred on the Ballochney Railway (later part of the Monklands) to one taking workmen from the coal and iron pits east of Airdrie to Rawyards on 10 February 1840 (*Reading Mercury* 22nd / *Glasgow Chronicle*).

1831 A. Edinburgh & Dalkeith. [*completely reshaped – main new points only listed here*] All press references from *Scotsman* unless otherwise attributed; CM = *Caledonian Mercury*.

It would seem that stretches of line were put into use as soon as they were available and someone had a use for them; line was initially treated like a toll road rather than the railway it would gradually become. Anyone could pay toll and put his own vehicles on the line, without any distinction between goods and passenger use (other than rates charged).

First section opened? – *co n* 23 April 1831 gave rates for use of line; it showed that more than 5 miles were in use and included carriages containing passengers. The basis was use to and from St Leonards Depot, with no other 'end' listed; however, special regulations were given for vehicles on the Fisherrow branch so part of that was in use; rest later 1831. Line extended to the Craighall Collieries, between Niddrie and Millerhill, 4 July 1831: *co n* 6th said line now open and made it clear that no coal other than that carried by the company would be allowed into the St Leonards Depot; not known if any other restrictions applied to use of this stretch.

Co n 16 March 1833 said it was 'proposed to run Light Carriages from the termination of the Company's line along that of the Marquis of Lothian's to the Armiston Estate, the romantic beauty of which is scarcely surpassed in Scotland'; was the last part of the trip by road or was there a short private line at Armiston? An article (17 July 1833) about pleasure trips: line had been extended almost to Armiston and many were taking advantage of the Armiston coach. How long did this last?

[*most of it information to be deleted*: usually lacking detail, at variance with notices in the local press.]

Steam was introduced between St Leonards and Niddrie and Fisherrow on 1 February 1847 (*co n* 30 January) and *co n* 27 March, complete with picture of steam engine, gave times for service from 1 April to Fisherrow. This poses problems: would this have been all the way for the latter, given that the last section of this would shortly be abandoned and change of gauge as well as motive power needed? Item in *Edinburgh Advertiser* 18 June 1847, said that up to then passengers had been locomotive hauled only as far as Stoneyhill; this can just be seen in Col Cobb's Atlas on page 545, printed over by 'FISHERROW JUNCTION' and would fit such a contention, but the paper's item treated

extension as a way of taking steam closer to Dalkeith. Was an alternative means of transport provided for the rest of the way? Was short-lived station on main line (Fisherrow b) regarded as alternative? Were Fisherrow folk treated in the same way as those of Dalkeith later in the year, so that Fisherrow actually closed 1 February? Was one track still available for horse-power (goods would have been more difficult to move from one means of transport to another than passengers)?

Co n CM 21 June 1847 gave details for trains from Wednesday 23rd to Musselburgh; Dalkeith and Dalhousie; Leith. Article CM 28th said line to Dalhousie had opened to steam power on Thursday (so still horses Wednesday); also said line to Dalkeith had been given up and passengers were now taken further south and left to walk. Angry letter dated 28 June (7 July) said that on the Wednesday passengers had been left to walk to and from Gallowshall; this paper also carried *co n* for reopening to Dalkeith for goods on 7 July. Reopening to Dalkeith and opening to Gorebridge on 14 July 1847 given in *co n* CM 15th, confirmed by item 17th.

1833 May. Cromford & High Peak. Inevitably there was also casual use. *The Evening Mail* of 11 October 1833 described an accident to a 'mixed train' of loaded and unloaded wagons: two passengers had been killed in an accident on the Middleton Plane. The 'engineer' had ordered them to walk the plane but they had jumped back into a wagon when he went off to work the machinery.

Certainly still in use late 1839: on 7 December there was an inquest on the death of an infant killed when its mother jumped out in panic when the horse stumbled. The jury gave a verdict of accidental death but said that the carriages were not fit for the purpose and in future a heavy deodand (species of fine) should be levied (*Derbyshire Courier* 14 December). Perhaps this warned the carrier off.; in 1842 the Board of Trade was assured they were not carrying passengers.

1834 September 22. Leeds & Selby. Details of opening from *Leeds Mercury* (27th). Only one train each way on first day (only one track had been laid); most, if not all, passengers went to Selby and back for the novelty. No references to any stations, but gave times 'exclusive of stoppages, which were nine minutes.' Two trains each way on second day; on the second trip they stopped at Garforth to set down a man living there, the engine refused to restart and they were dragged back to Leeds by horses. Paper listed 'places at which trains stop to take up and set down', with fares: Cross Gates; Garforth; Roman Road and Mickleford [presumed two stops at same fare, second being Micklefield]; Milford; Hambleton. It did not give any indication of how these 'places' were marked. Said 'real opening' would come on 15 December when second track would be available and goods would be carried. Paper of 13 December confirmed that target date met. *Co n* for opening to

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York, 30 May 1839*: now ‘stations’ included ‘At Junction near South Milford’, Micklefield, Garforth. * = date from *co n Leeds Mercury 18 and 25 May*; in both issues a notice on another page gave 29 May but this said 29th was a Thursday (actually a Wednesday); it seems to have confused formal and public openings – *Yorks Gazette (1 June)* gave an account of what was clearly formal opening on 29th.

1835 B. Whitby & Pickering. 6 July 1835: Ruswarp Fair Day: coach made 16 return trips between Ruswarp and Pickering, carrying children at a penny a-piece, mammas and nurses two-pence, many going backwards and forwards several times (*Hull Advertiser 10th*).

1837 B. Lines to Coupar Angus and Glamis.

The last certain reference to Washington; Ardler Depot; Kirkinch; and Leason Hill in *Brad* was June 1843 tt but it is probably safe to say that they remained in use until the line was closed for rebuilding – Eassie was also omitted after June 1843, to return later, when it became the terminus for the time being. Washington and Ardler on the Coupar Angus line were included in *co n Dundee ... Advertiser 18 June 1847* (the line to Eassie was already closed).

‘After Saturday 4 July 1846’ line between Eassie and Glamis ‘shut up’ (*co n ibid 19 June*).

1 August 1847: line to Eassie closed and replaced by omnibus (*co n ibid 27 July*).

1837 April 3. Add At some times at least it was let out by auction, as toll gates were: 1845 for £700, 1846 £1,025 (*Edinburgh Evening Post 1 July 1846*). ...

1 December 1865: line cut back for conversion to begin. Trains would discontinue going to and from Harbour Station and would use new one in Fulbar Street (*co n Paisley Advertiser ... 2nd*).

1 February 1866: rest of line closed, buses provided instead (*co n ibid 3rd*).

1 May 1866 reopened to Fulbar Street, now connected to main system at Paisley end (*co ½ RAIL 1110/149* for meeting 19 September 1866 says line to Fulbar Street op then and works thence to Wharf were ‘far advanced’). Tts in *Paisley Advertiser* just ‘Renfrew’. Still same August 1867 tt (paper of 24th). Paper of 31 August had tt still headed for August trains but now separate entries for Wharf and Fulbar Street – should it have been headed ‘September’?

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

1838 October 8. Dundee & Arbroath opened for passengers. Date is based on modern practice of citing date when first revenue was declared, here taken from *PP 1*. Contemporaries saw things differently. *Caledonian Mercury 8th*, copying *Arbroath Journal* said was opened ‘*de facto*’ on Thursday 4th: the *Wallace* locomotive had taken 6 second-class carriages from Dundee to Arbroath with about 230 passengers and brought them back after about 20 minutes at Arbroath, no payment mentioned. Company’s advert in *Perthshire Advertiser* said it would open to the public on Saturday,

6th; two trains each way, each leaving Arbroath on return journey one hour after leaving Dundee; fares cited for journey Craigie to Arbroath (return free or taken for granted?). The impression given is that journeys on 4th and 6th were non-stop.

See entries for Deyhouse and West Ferry above.

1838 November 24 (on or by). Sheffield & Rotherham. Line opened 1 November but indications are that there were no intermediate stations. None mentioned in any press descriptions of formal opening on 31 October; *Sheffield Independent (10th)* gave a progress report on use of line in first week, 1st to 7th inclusive; this only referred to termini and mentioned passengers from ‘each of the stations’ in a way that suggested there were no others. Furthermore, line had opened in a last-minute rush and was clearly not fully ready, First press it seen (*ibid 17th*) only included the termini. Intermediate stations first included in tt in notice dated 24 November saying trains would run as listed until further notice, *ibid 24th*.

1840 May 2. Preston & Longridge.

Initially service varied: notices in Preston papers show that Thursdays were added 5 September 1840, missing again 10 October 1840; Sundays added 3 March 1841; Mondays added 17 July 1841; much further chopping and changing until all days service shown in tt of *Preston Pilot* of Saturday 17 June 1848 (Wednesday, Saturday and Sunday only 10 June).

Financial problems led to brief closure 14 June 1852* (*Rtm* gives Fleetwood etc Co return to 13 June, when it ceased to work line - probably last day - was Sunday service). Reop 13 July 1852 (*Preston Chronicle 17th*).

* = many papers cited a notice that line would close and equipment be sold off on 1 June; however, they were given a fortnight’s grace to try and resolve problems.

1840 July 1. North Midland: full public opening, Leeds to Masboro’ (*co n T 27 June*). No certain details of stations and their names have so far been discovered. The first public use had been on 25 June, by an excursion (provided free by the railway company) of the Geological and Polytechnical Society of the West Riding of Yorkshire; *Leeds Intelligencer (27th)* gave some account of their trip. Most of their stops were made to inspect the strata revealed in the cuttings but three stations on the Leeds to Masboro’ section are identified: Methley, Oakenshaw and Cudworth Bridge. Clearly independent (and conflicting) accounts of the formal opening on 30 June were given by *Leeds Mercury 4 July*, *Leeds Intelligencer 4 July*, and *Hull Packet 5 July*; for example, the time they gave for arrival at Oakenshaw ranged from 8.48 to 9.05. The earliest timetable seen is that in Allen’s *The Midland Counties’ Railway Companion*, corrected to 24 August 1840 (according to publicity in *Derby Mercury 26th*); this only shows stations at Wakefield, Woodlesford and Leeds. One for 1 January 1841 is reproduced in B. Radford’s *Rail Centres: Derby*, Ian Allan, 1986. One for 6 April 1841** (see below) also exists. Matters are not helped by companies’ habits then of stopping at

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places where only the most rudimentary facilities (or even none?) existed.

See entries in Section 4 for details of individual stations.

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

1840 July 16. Preston & Wyre: Preston to Fleetwood. *Opening notice (Preston Chronicle 11th)* only mentioned Kirkham and Poulton as intermediate stops; 6d extra charged to take passengers to or from company's station at Maudland-bank to North Union's Fishergate. Still same stations in very detailed notice (*ibid 3 October*). Notice for November service (*ibid 31 October*) added Saturday market service calling in addition at Lea Road, Treals Road, Weeton and Ramper Road.

1845 July 8. Dating as now. This deals with station detail.

Printed inspection report dated 5 July 1845 listed stations on main line, with mileages from junction with Great North of England. A number of papers (*e.g. York Herald 12th*) provided descriptions of line in recording formal opening; these included lists of stations in tabular form with distances from York that look as if they were derived from some official source. The lists, with mileages shown (inspection; press) were CLIFTON (-;1), HAXBY (4½; 5), STRENSALL (6¾;7), FLAXTON (9½; 10), BARTON (11¾; 12), HOWSHAM (-; 14), KIRKHAM (15¼; 15), thereafter as stations given this opening date in station list. Nothing else has so far been seen about Clifton and Howsham; early 'halts'?

According to printed inspection report dated 5 July 1845 there were then no intermediate stations between Rillington and Pickering. *Yorks Gazette (12th)* included the Bull Lane station where the line crossed the Malton to Pickering turnpike (clearly Kirby) but said nothing about the Marishes, other than passing through them. Marishes Road opened in 1847 (see above). Bull Lane probably soon closed (with locomotive haulage?).

1846 June 22. NB: Edinburgh to Berwick. 17 February 1847: start of Wednesday service for Edinburgh cattle market by goods trains; passengers from all stations, with note that trains also stopped at Innerwick and East Fortune (*co n Scotsman 13th*); this also included East Fortune in Friday service.

1846 August 24. At one time there were clearly stations both for 'town' and pier at Piel but when 'town' station came into being is not known – it would have served no useful purpose in the early days when the line operated detached from the main network, mainly for excursionists. What facilities existed on the pier at first is not known; it was clearly re-sited several times. *Brad* never gave separate mentions but did intermittently note that some trains ran to the pier. Also shown as P P BARROW (*hb*) and Barrow (Piel Pier) in adverts in Belfast press. So much chopping and changing that only

way of dealing with it is by giving a summary of information from local press and its there and *Brad*:

So much chopping and changing that only way of dealing with it is by giving a summary of information from local press and its there and *Brad*:

1846: Advert in *Westmorland Gazette 22 August* gave details of service to and from Piel Pier; item *ibid* said line would open in the course of the next week, to connect with steamers to Fleetwood, whence rail services would take passengers to other destinations – *e.g. Liverpool*.

September and October *Brad*: Piel – Furness Abbey – Dalton.

October: last adverts seen in local press.

November: 'some doubts about continuance'.

December: omitted.

1847: May: Piel – Rampside – Furness Abbey – Dalton – Kirkby; to come into force on 24th instant; confirmed by *co ½ Kendal Mercury 4 September*.

June and July: same stations.

... as in book

1850: May to October: Piel also.

November: extension to Whitehaven added.

1853: storm of 5 and 6 January badly damaged Piel pier and line (*Westmorland Gazette 8th, 15th*). Pier reop to public 11 June 1853 (*Preston Chronicle 13th*) and adverts suggest rail service now resumed.

Next gap for Piel seen was omission from *Brad* December 1857. Thereafter samples suggest closed during winter:

1862 connecting steamers to Barrow; 1864 trains from Piel resumed 7 June; later 1864, 1866 closed in winter.

1867 'new trains' (i.e. additional) for steamer passengers and local use in tt alterations for 1 June; one dependent on tide times. Was this start of 'town' station?

1868 – *co ½ Cumberland Pacquet 18 August* said passenger trains had begun to run on new pier in February.

No later gaps seen.

At one time note in *Brad* that for steamer passengers only – but stop at Rampside shown; this note was last there October 1881, when steamer service diverted to Barrow Ramsden Dock so no further use for Piel Pier.

...

September 1914 no trains shown (clo 1 September, *co n Andrews, The Furness Railway ..., 2012*).

1846 October 7. York & North Midland: Seamer to Filey and Hull to Bridlington. Date from *Brad*, October 1847 – said line would open 7th inst. Confirmed for Bridlington line by *co n Hull Packet (2nd)*. Earliest detail seen in national tts is in *Topham* May 1848, *Brad* July 1848. However, descriptions of formal openings of Filey line on 5th (*Yorkshire Gazette 10th*) includes Cayton and Gristhorpe. That for Bridlington formal on 6th (*ibid*) listed Cottingham, Beverley, Lockington, Hutton Cranswick, Drifffield, Nafferton, Burton Agnes. Earliest reference for Carnaby so far seen is advert for

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George Robinson's show of rams there on 11 August 1847 (*York Herald* 7th) which said that all trains would stop at 'Carnaby station', suggesting that some already did. For Lowthorpe earliest is in *Hull Packet* (31 March 1848), reporting death of stationmaster's wife on 25th.

1847 March 29. [revised] Newcastle & Berwick: Tweedmouth to Chathill op 29 March 1847 (*Newcastle Journal* 3 April- line). Additional information + revised interpretation.

Some time before opening *Newcastle Courant* 4 September 1846 / *Berwick Advertiser*: according to present arrangements station for Belford is to be at Crag(g) Mill; many feel this is unsatisfactory because of poor approach from Belford and will result in traffic from west and south Belford being thrown into Mousen and Lucker stations; more sensible if station eastward of tile works, allowing Mousen to be dispensed with; petition being sent to company.

Possible explanations: (1) line opened with Belford station at Cragg Mill and another at Mousen, soon (before / with August 1847 tt) renaming Belford 'Cragg Mill', opening new Belford and closing Mousen; (2) last minute change of mind. (1) is better fit to evidence seen but not certain.

Any existence of early Pegswood and Ulgham stations is unlikely.

1847 September 20. Edinburgh & Northern: Collessie mentioned as stop in *co n Dundee Advertiser* 1 October 1847. Amend entry in Section 4 accordingly.

1847 October 18. York & North Midland: Filey to Bridlington. *Hull Advertiser Friday*, 22nd: line inspected Saturday (16th), opened to public Monday last, since when trains have been running regularly. *Yorkshire Gazette* and *York Herald* (23rd) told same story, though wording so similar that almost certainly common source; none gave any station detail. *Brad Share* 1850, in a calendar of openings also gave 18th. *Co ½ T* 22 February 1848, *Hull Advertiser* 25 February 1848 said op 20 October 1847; date used by e.g. *NE Maps*. Press date preferred as nearer to event; copying mistake by railway official who compiled half-yearly?

Apply to Bempton; Flamborough; Hunmanby; Speeton.

1848 March 1. Eastern Counties: March to St Ives *co ½ T* 28 February and *Cambridge Chronicle* 4th); the line was opened by excursion from Huntingdon (later Godmanchester) to Wisbech, 32 carriages, upwards of 900 passengers, including children from various schools along line, most of whom were carried in open carriages – boys only taken, girls left behind and initially disappointed but perhaps cheered up when boys saturated by incessant rain. Regular trains ran later in the day.

1848 September 27. Glasgow, Barrhead & Neilston Direct opening Glasgow to Barrhead and Spiersbridge. *Co n Glasgow Herald* (25th) said in heading would open from Glasgow, Temporary Station at Gushet Fauld, near Old Gorbals Toll; main table gave Glasgow, Pollokshaws, Kinnishead Junction, Nitshill, Barrhead. Separate one gave times for Thornliebank branch (heading) with times from Glasgow to Spiers Bridge

and return, with no reference to intermediate stops (but perhaps provided on horse drawn branch); on balance it would seem that S and T were used indiscriminately for same place. Description of line (formal opening, 26th, *ibid* 29th) included stations 'Kennishead', and 'Thornliebank' (no Spiers Bridge). *Greenock Observer* (29th) managed 'Kennieshead Junction' and 'Speirs Bridge'. [All spellings as found.]

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

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

1849 November 1. Aberdeen Railway: Dubton to Limpet Mill. This date was given in *co ½ T* 27 November but some sort of service seems to have operated for a couple of days previously. Opening had originally been advertised for 23 October (e.g. *Aberdeen Journal* 17th) but problems connected with inspection and payment to contractors meant delay. *Co n dated* 30 October, *Aberdeen Journal* 31st: Commissioner of Railways had authorised opening and trains were 'now running'; this also gave outline tt from 1 November. Little station detail in press or *Brad* (first March 1850) at line opening but all stations given this date in *Topham December* 1849, when it first included line. According to *Stonehaven Journal* 6 November, which treated 1 November as opening date, bridge across the Water of Bervie had not been formally passed by BoT inspector (seems to contradict other versions). Directors played safe: engine across on own, carriages pushed over by men stationed for purpose, any passengers who 'felt any alarm for the stability of the arches' walked across. How long this arrangement continued is not known.

Apply ** to Drumlithie; Fordoun; Laurencekirk; Limpet Mill; Marykirk; Stonehaven. Some deletion possible in those entries.

1851 May 12. Exeter & Crediton. . [replace last sentence with] Arrangements there confirmed at BE Board meeting of 24 September (M Hutson, *Chron*). Stop first mentioned in *tt Trewman's* 2 October 1851 (tts printed there every week but not themselves dated): 'several of week and Sunday trains' stop here; same paper on 9th said station was in course of erection here; *Western Times* 25th said the completion [compiler's emphasis] of station here would be celebrated by dinner on 29th. Possible explanation is that once platforms had been moved from Cowley Bridge trains began to stop here, the rest of station following – many early stations described as 'temporary' in press accounts of openings.

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

1853 December. Shrewsbury & Hereford: Ludlow to Hereford. A re-reading of Hereford paper shows that I had public and formal openings reversed. The public

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opening was Monday 5th, according to notices; the formal opening was Tuesday 6th. Applies to: Berrington & Eye; Dinmore; Hereford; Leominster; Moreton-on-Lugg; Woofferton.

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

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

1856 September 3: Carlisle & Silloth Bay: Op 3 September 1856 (*co notices Carlisle Journal* 5th and *Carlisle Patriot* 13th); no record of delay; 4 September previously given perhaps error from *Brad Share*.

1857 August 20: Leominster & Kington. Date from company minutes of 18 August 1857 (*RAIL* 363/2) and *Hereford Times* 22nd. The formal opening had been on 1st, with public originally advertised for next day but inspection problems (e.g. unauthorised level crossing at Pembridge) caused postponement.

1857 October 5: Coleford, Monmouth, Usk & Pontypool: Usk to Monmouth (Troy). Much conflicting evidence. Stations on this stretch included in its *Usk Observer* without trains until 19 September (inclusive), trains shown 26 September, with no indication that stations not yet open; however, advert dated 30 September (*Monmouthshire Beacon* 3 October) asked for applicants for a Traffic and General Manager for the line 'which is now about to be opened'. *Cardiff & Merthyr Guardian* (*Saturday* 17 October) said line opened Monday sen'night (i.e. 5th); Since *Merlin* 10th said line was now in regular use this would suggest 5th was opening day; furthermore latter said that formal opening had not yet occurred and it may be that this was held on the 12th, date usually given for this stretch of line. *Co ½ T 2 September* said 'since opening of line 12 October ...' but, in view of press evidence, likely to have been delayed formal.

1857 December 8: Edenham and Little Bytham. There was an intermediate stop on the line; dates as line? An advert for a sale (*Lincolnshire Chronicle* 30 September 1865) said there was a siding at Hale House Farm, Scottlethorpe at which all trains stopped when required; it gave times of trains to use (all then were mixed trains). Hale House is shown in Col Cobb's Atlas. Still unresolved questions about the breaks in service. However, clo 1 October 1866 confirmed *co n Stamford Mercury* 14 September. Evidence suggests service restored in 1867. Line used by a special train 8, 9, 10, 11 April 1867 for those interested in timber sales (first two for viewing, when a woodman was in attendance, other two for sales; train from Bytham to Elsea Wood, Old Hills, Cherry Hill and Spring Woods, but no guarantee regular service then running. Continuance in *Brad* until February 1872 was probably result of hope of reopening to passengers; this disappeared with full closure (goods and parcels only now affected) on 1 February 1872 as a result of the opening of the line

between Bourn and Sleaford (*co n Stamford Mercury* 26 January).

1859 August 11: Llanidloes & Newtown opened, isolated from other lines (*Eddowes* 17th, *Wrexham Advertiser* 20th). Date previously given probably resulted from previous source assuming that public opening followed formal. In reality, formal was later, 31 August. Some papers (e.g. *Shrewsbury Chronicle* 2nd) described that as opening and gave no mention of earlier use, but that paper did list intermediate stations in its description of opening: Caersws Junction [Moat Lane J], Dolwen, Llandinam. Apply 'op 11 August 1859**' to five stations involved.

1863 January 5: Newtown & Machynlleth: Moat Lane Junction to Machynlleth. According to *Talerddig*, formal opening 3 January, public 5th. *Shrewsbury Chronicle* (2nd) confirms this but adds that many who had walked to Machynlleth to watch first train's arrival were allowed to pack into the train for the return to Newtown; return made at a cautious speed because of the numbers.

1863 February 2: Hamilton & Strathaven. Confirmed by *co n Hamilton Advertiser* 31 January and item 4 February.

1866 August 13: Potteries, etc Extension to Llanyblodwell opened 18 April 1870 (*co n Eddowe's* 20th).

All closed 22 June 1880; 21 June as last day supported by *Eddowe's*, *Wednesday* 23rd, 'for some reason or other, at present unexplained' yesterday traffic was suspended without public notice; next paper said much local inconvenience and speculation as to reason.

1864 September 22: Ruthin to Corwen. Opened without ceremony 22 September 1864 (*Wrexham Advertiser* 1 October; *N Wales Chronicle* 1 October says 'Thursday last' – presumably + a week ago – *Wrexham* paper specified '22nd'). 22 September also given by *Brad Share New openings list*. No mention of any intermediate stops in any of items seen but all stations given this date are in *Brad October 1864*. Apply to entries for Corwen, Derwen, Eyarth, Gwddelwern, Nantclwyd in Section 4

1866 June 15: Hoylake Railway public opening (*Liverpool Daily Post* 19th). Paper said 5¼ miles now completed and opened, from Hoylake to Wallasey Bridge Road near the Dock Cottages at Birkenhead, with intermediate stations at Bidston, Moreton and Meols (also a couple of references to one at 'Hoose', likely to be someone's misreading of Hoylake?). 2 July was the formal opening (e.g. *London Daily News* 3rd), and this was the date given for line opening in the *co ½* (*Liverpool Daily Post* 14 November), where length shown as 5½ miles [a more favourable approximation rather than an extension?]. *Cheshire Observer* (23 June) confirmed that two trains each way were running daily but poorly patronised because little notice had been given and the expectation had been that it would open

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on 2 July (which is when full timetabled service began); it suggested early opening was made to help company's case in Bill then before Parliament; it also included 'Hoose'. The Liverpool paper said that the completion of the line to Seacombe Ferry (2 miles) was in course of construction and would shortly be opened (a premature hope); the portion opened was complete in every particular; meanwhile, passengers would be booked at Woodside (ferry 'station') and taken to Wallasey Bridge Road so that effectively there was through communication Hoylake to Woodside.

4 July 1870 [*moved from 1870 July 4*]: as result of court order obtained by local landowner, sheriff's officers took possession of part of line and removed length of rails. In the afternoon trains started using temporary terminus, Leasowe Crossing, at first no proper platform. Bus took passengers to Seacombe, for Liverpool. (*T 6th*; B Maund).

1 August 1872: reopened throughout (*Cheshire Observer 3rd*).

[*Apply necessary amendments to Bidston; Birkenhead; Hoylake; Leasowe; Meols; Moreton Merseyside.*]

1869 September 6. LNW: Mold to Denbigh. This date given by *North Wales Chronicle 11th*; also by notices in *Mining 4th*, and *Chester Chronicle 4th*. Last lists all stations ('Rhyd y Mywyn'). There were excursions on 1st (for Mold Sports) and 2nd, former at least calling at all stations.

1870 October 19. Northumberland Central: Scots Gap to Rothbury. Op date given by *co n Morpeth Herald 15th* and *co n Newcastle Courant 21st* 'is now open'; latter also contained notice of formal opening on 31 October. Local press said Rothley was private station but tts in papers simply had 'stops only when required'. [applies to Brinkburn; Ewesley; Longwitton (op as Rothley); Rothburn.]

1874: Corris. After a new Act had been obtained, a locomotive hauled service began 4 July 1883 (date from *Corris*); *Cambrian News ... Visitors' List Supplement Friday 6 July* says inspection made Monday and declared satisfactory, passenger traffic began on Tuesday (3rd) – formal occasion of some sort?

1874 July 23. Edinburgh, Loanhead & Roslin. *Edinburgh Evening News (23rd)*: not until a late hour last night was it intimated that line would be opened to-day; first train left Edinburgh at 7.30 this morning; carried a fair number of passengers despite shortness of the notice. [*replace present entry*]

1875. Newport Junction, later Isle of Wight Central. Sandown to Shide (a) opened 1 February 1875 (*Hants Chron 6th*); Ryde to Newport (b) opened 20 December 1875 (*Hants Adv 22nd*).

On section (a) Alverstoke; Newchurch; Merstone; Blackwater and on (b) Haven Street and Wootton were all first included in *Brad* June 1876. Strangely, the apparently less important stations at Ashey and

Whippingham, both on (b), were in tt from January 1876 and relegated to footnotes in June 1876 as request stops.

The missing items on (a) were all included in February tt in issues of *Isle of Wight Observer* 1875. They were all shown as '... Crossing pass' with time suggesting that they were available for use (other entries given arr., dep. times). It would thus seem that they were available as 'halts', with passengers able to signal to driver as train was about to pass the level crossing. This is supported by item on steeplechase meeting, 20 April 1875, paper of 22nd: Merstone Crossing was the nearest station to the course, 'a little temporary platform erected, we should imagine, for the occasion [*more likely there for everyday use?*] and not a station at all'. Haven Street and Wootton were first shown in tt *Isle of Wight Observer* 18 March 1876 (tt just headed 'March'); not present in paper of 11 March (which was headed 'February'); previously same arrangements as for (a)'s missing items or now opened? Col Yolland had reported on 11 March 1876 that he had inspected new stations at Haven Street and Wootton.

1879 October 1: 1 October opening for passengers was given by *Edinburgh Evening News 1st*; *Falkirk Herald 2nd*, *Glasgow Herald 2nd* and in *co 1/2* in latter 7 October. (Two papers said this was goods opening also.)

[An advert for the letting of meadow grass at Torrance, which appeared several times late May and early June in Glasgow paper, had said station would open 1 May. However, Falkirk paper of 10 May 1879 said that they had begun building of station at Torrance on 3rd and an advert in Glasgow paper of 30 June said that it was being built.]

[*much of material in Supps can be ignored*]

1885 March 2. East & West Junction, later SMJ:

5 June 1871: *co n Birmingham Daily Post* – will be opened between Kineton and Fenny Compton station of the GW on and after this day (June 5); confirmed by *Aris (10th)*.

1 July 1873: *Leamington Spa Courier (5th)* confirmed opening. Also said that line had been very accommodating: trains had stopped for passengers whenever they appeared, each train carrying its own booking office (the guard?); specifically mentioned North End and presumably involved Warwick Road also, or did it mean stopped anywhere?

23 July 1877: *Leamington Spa Courier (28th)* said it closed since had made hundreds of journeys with less than half-a-dozen passengers. *Northampton Mercury (28th)* said had closed 'Saturday last' (21st), presumably last day, and had done so because Government Inspector had pronounced it unfit. Perhaps some truth in both – expensive repairs needed, not felt worthwhile? Goods traffic continued.

[Applies to Blakesley; Byfield; Ettington; Fenny Compton; Morton Pinkney; North End; Stratford; Warwick Road.]

1887. Llanelly & Mynydd Mawr ran a 'workmen's service' from about 1887 with liberal interpretation of 'workman': teachers at Pontyates School near Pontyberem who lived in Llanelly were allowed to use

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(*Weekly Mail* 29 July 1905, described attack on one as she was walking to station at Cynheidre).

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

1893 March 6. Liverpool Overhead Railway (*Manchester Courier* 7th). Huskisson Dock; Langton Dock; and Nelson Dock were added later: at half-yearly meeting in February 1894 it was said that these had been ‘contracted for’ (*Liverpool Mercury* 14th); at meeting on 14 August said that Nelson and Huskisson (a ‘removal’ of one at Sandon Graving Dock) had been opened and Langton would be opened next day (*ibid* 15th, 16th confirmed opening).

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

1897 August 27: Chichester to Selsey. Account in *Portsmouth Evening News* (28th) only mentions one train and looks like a formal opening. No public date seen. Paper said that Selsey terminus (Beach) was not yet constructed and there would be stations at Hunston; Chalder (Sidlesham); Sidlesham Mill. First in *Brad* July 1898.

1901 May 18. BWA: Otherwise, [*delete*] trains used a temporary ‘terminus’ near the Art School, at northern end of the Quay, between Quay station and Strand Road. Council fought company every step of the way

over the reopening of line on Quay. Col. Yorke re-inspected 27 February 1903 and passed it (*N Devon* 28th); Light Railway Order issued late July (*ibid* 28th); service resumed before / on 9 August when councillor told meeting that he had seen it in use that day (*ibid* 13th). [Company perhaps had some satisfaction in August 1904 when it successfully prosecuted a councillor for using abusive language in one of its carriages – fine 30 sh, 13 sh costs or 14 days with hard labour (*ibid* 11th).]

1904 September 1. ANSW: *Evening Express*, 24 August, described a trial run on the previous day and listed all the ‘stations’ given this date (including ‘Rhydfelen’), though it did not explicitly refer to terminus at Pontypridd; same paper, Tuesday 30 August, said line would open on Thursday.

1906 August 17. Campbeltown & Machrihanish: Conflicting evidence: this date was given by *Return*, supported by *Edinburgh Evening News* 17th – inspected yesterday, opened today and *Greenock Telegraph* 17th also gave 16th as date of inspection; *Camp* says inspected 17th, opened 18th, apparently supported by *Scotsman* 18th – inspected yesterday, passenger traffic will begin immediately. Likelihood is that *Scotsman* failed to adjust its ‘yesterday’.

1933 April 1, 3: closure to Dolphinton confirmed Saturday 1 April (*co n Scotsman* 23 March); to Gifford 3rd (*Scotsman* 15 March). (via Donald Cattanach)

1933 April 6. *Revise book entry for 1933 April 7 with;* Closure: *co* notice reproduced in *Rails to Glyn Ceiriog – Part 2* (Milner & Williams, 2015) says service would be discontinued ‘on and from’ Thursday 6th.