Disused Junctions and Loop Lines

Page last updated 16 June 2025

The monthly magazine *Railway & Travel Monthly* in October 1918 carried the first part of a short series of articles highlighting a number of passenger services which a precursor of ***PSUL*** would have included. Alas, however, the lines had all seen their services withdrawn in consequence of service reductions on account of the war. The accompanying sketches were not, alas, up to the quality of *Branch Line News*'s cartographers…. but, nevertheless, the articles do present an interesting survey (not entirely exhaustive) of such 'lost' lines of that era. Indeed, some of them resumed after the war. The relevant articles appeared in *R&TM* in the issues of October 1918, November 1918, May 1919, and June 1919.

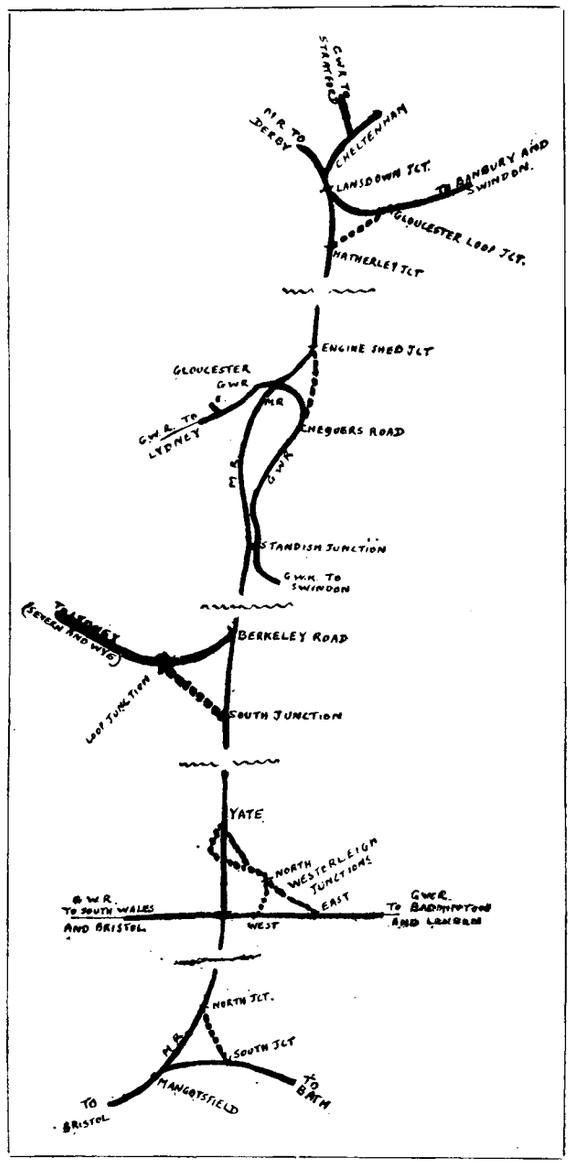
The first article mentions previous allied articles which impinge on the use of obscure routes (not all of the examples would be regarded as ***PSUL*** candidates where they carried other local services). These articles are also appended below, having appeared in *R&TM* in October 1917, June 1918 and September 1918 respectively.

Finally, to show that the interest in 'obscure' routes is no modern day phenomenon, a piece from *Railway Magazine* from November 1902 is included.

Richard Maund

Disused Junctions and Loop Lines.

ARTICLES in the RAILWAY AND TRAVEL MONTHLY on "Round-about Expresses" (October, 1917) and "Through Services that Passed Round-about London" (June and September, 1918) described a number of the peculiarly routed trains which have been discontinued in recent years. War-time economies have, however, left bare of all passenger service a number of junctions, loops, and "spurs" all over the country, many of them at no time largely used, which present very curious features to the student of railway working. Some of these lines form the subject of the present article, which may perhaps be followed by some description of the through-carriages and cross-country through trains of pre-war days, before peace-time travelling facilities become ancient history. Disused, or almost disused, connections and junctions in lesser known country districts have been selected for mention, rather than those in the Metropolitan area, and the article is illustrated by maps, which are not necessarily to scale and do not pretend to show all the railways in the district.



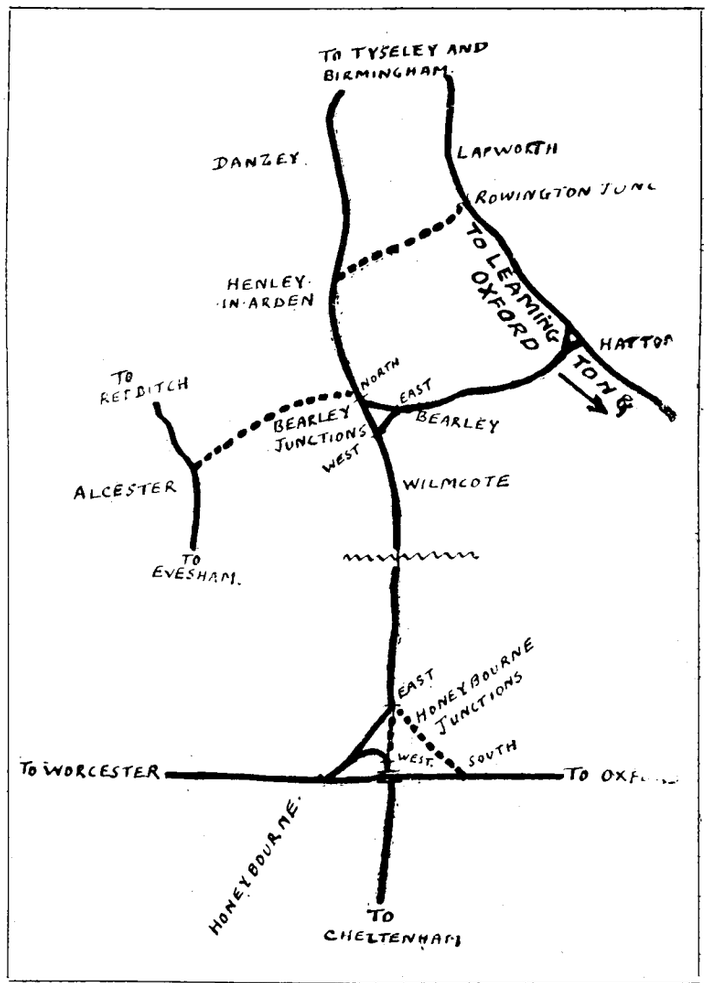
SKETCH MAP.—MANGOTSFIELD, YATE, GLOUCESTER AND CHELTENHAM DISTRICTS.

If, for example, we follow the map northwards from Bristol, we find the network of junctions between the Great Western and Midland Railways at Westerleigh and Yate idle (in so far as public facilities are concerned) since the former company's Bristol and Birmingham trains were withdrawn at the end of 1916. Inaugurated in July, 1908 (but using the Midland Railway's route from Yate into Bristol until the following November), this service had grown to four expresses in each direction daily by 1914, but no regular passenger train now uses the Westerleigh West - North - Yate spur. Westerleigh North to East, together with the direct connection from the Midland Railway's main-line at Berkeley West Junction to the Severn and Wye Joint territory, has never been in advertised use, though it adds to the Great Western Railway's various alternative routes from South Wales to London. The suspension of the Bristol and Birmingham trains has also left no passenger service between Chequers Road and Engine Shed Sidings, Gloucester, and on the direct link, Honeybourne West to East Junctions, between the Broadway line and Stratford-on-Avon, the only communication now being into and out of Honeybourne station, while the direct line from the Oxford and Worcester section at Honeybourne South to the East Junction has been out of use since early in 1915, till when the Stratford and Cheltenham through carriages off the 4.45 p.m. from Paddington, slipped at Moreton-in-Marsh, used to run direct to Honeybourne East and there part company —one going forward to Stratford, and one

back to Broadway and Cheltenham. North of Stratford-on-Avon, the route of the Bristol and Birmingham expresses touches two other disused sections, Bearley North Junction to Alcester, used by a local service from Bearley to the Midland Railway's Redditch and Evesham line at Alcester until the end of 1916, and the connecting link from Henley-in-Arden to the Leamington-Birmingham line at Rowington Junction, south of Lapworth. Here the passenger service was withdrawn in 1915, but the triangle bounded by Bearley North, West, and East boxes is still in use, as some of the motor trains over the North Warwickshire line from Birmingham to Stratford make a *détour* from Bearley North to Bearley station, reverse there, and proceed *via* Bearley West to Stratford.

In January, 1917, when the Newcastle and Cardiff through service *via* Banbury was withdrawn, two "spurs" in the Cheltenham district passed out of use—the Kingham cut-off, by means of which a train passing over the Great Western Railway's Banbury and Cheltenham branch can run direct from Chipping Norton to Stow-on-the-Wold, without going into and out of Kingham station; and the spur from Gloucester Loop Junction, where the line for Cheltenham forks off to the north, to Hatherley Junction, on the joint line (Midland and Great Western Railways) between Cheltenham and Gloucester. Over both these links, the Cardiff and Newcastle train was, latterly, the only passenger service. The Kingham spur, from Kingham West to East boxes, passing across the Oxford and Worcester line, is the only portion of the branch between Andoversford and Adderbury which has been doubled.

In October, 1910, a Manchester and Bournemouth through train, *via* Birmingham and Bath, was inaugurated by the London and North Western and Midland Railways, and continued to run till the end of September, 1915. From Birmingham to Manchester (where a 1¾ hours express service was provided) the through train avoided Wolverhampton, and leaving New Street *via* Vauxhall, so as to avoid reversal after arriving from Bath, ran over part of the old "Grand Junction" line from Portobello Junction to Bushbury, passing the old "Wolverhampton" station at Wednesfield Heath. The corresponding train west-bound (but no others) used this route, which now carries no passenger service, and, oddly enough, the very same trains, between Birmingham and Cheltenham, traversing the direct route of the Midland Railway's West of England expresses from Stoke Works Junction to Abbott's Wood, passed derelict stations at Droitwich Road, Dunhampstead and Spetchley, from the last of which the Worcester mails are still conveyed by road to the county town off

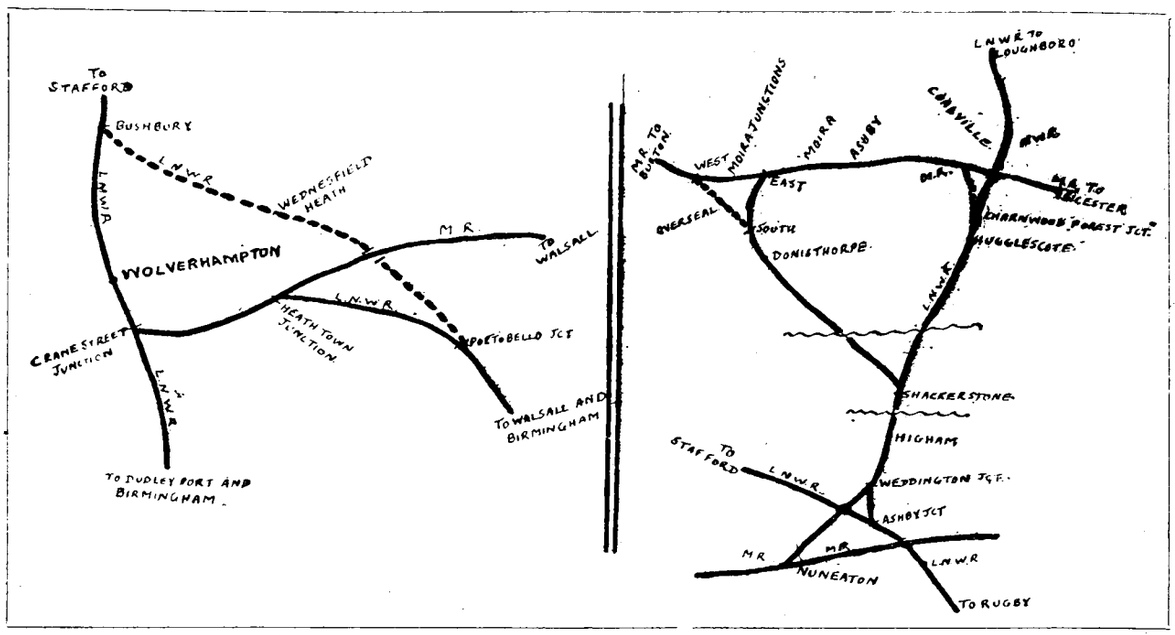


SKETCH MAP.—BEARLEY AND HONEYBOURNE DISTRICTS.

one of the night expresses. They also used the direct line to and from Bath, from the North to West Junctions at Mangotsfield, which has been denuded of passenger trains since January, 1917.

In the Birmingham district the London and North Western Railway's spur from the Vauxhall end of Aston station to Stechford, which affords a route from Wolverhampton and Walsall to Coventry and the south without touching New Street, now carries only one passenger train, a local from Walsall at 6.50 a.m., connecting at Stechford with the 7.30 from Birmingham to Euston, and returning from Stechford to Wolverhampton at 8.5. Until the end of 1916 a connection ran by this route from Walsall to Stechford for the 11.45 a.m. from Birmingham, and in past years conveyed a luncheon-car and a through portion from Walsall to London; but there was no corresponding "down" service, and the morning and mid-day trains, together (latterly) with one evening trip to Stechford comprised the sum total of passenger traffic over the spur.

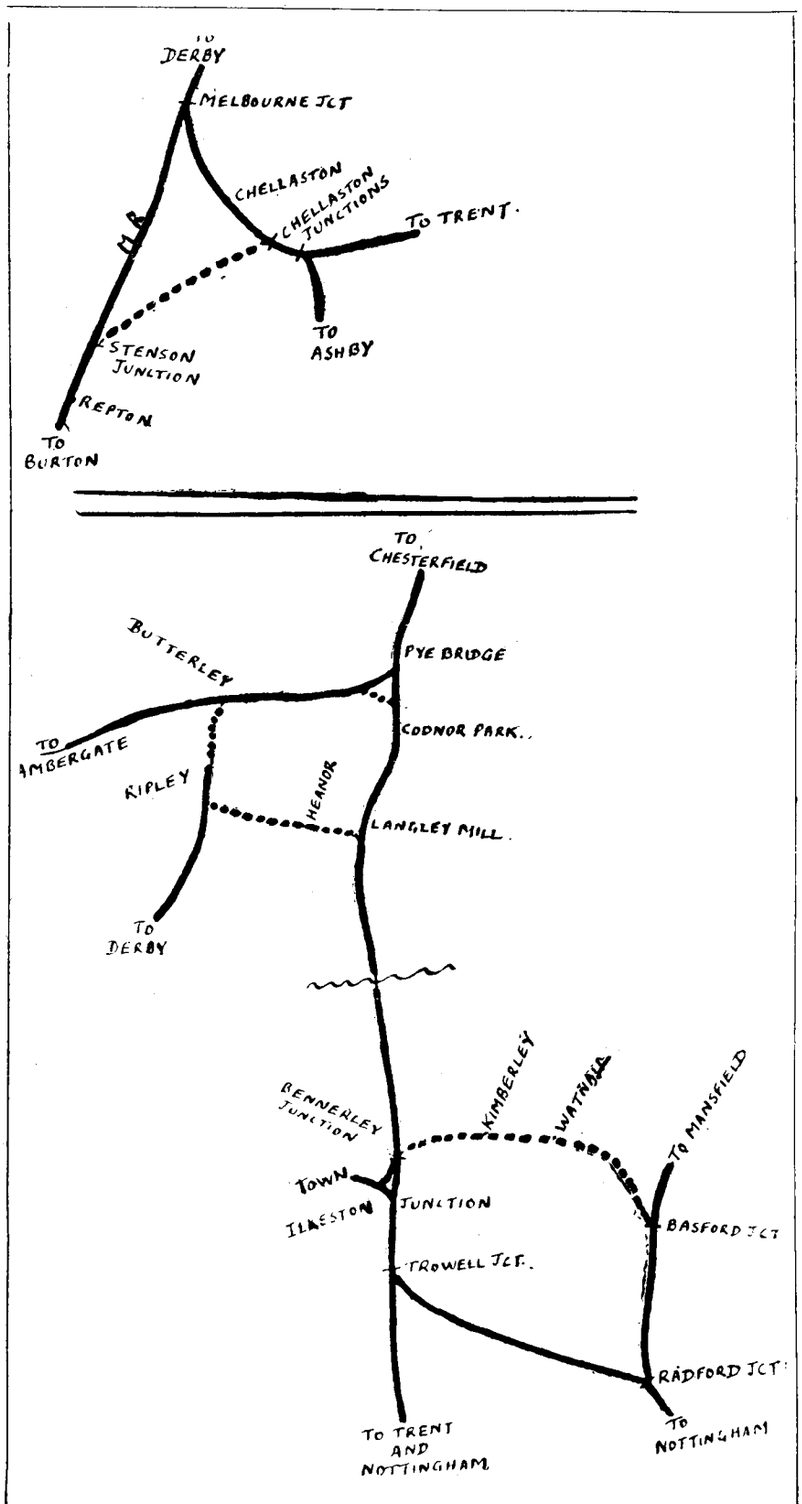
The "Ashby and Nuneaton Joint" (London and North Western and Midland Railways) line includes at least two "derelict" links. Till the end of 1916 the London and North Western Railway worked a passenger service into and out of Coalville (Midland Railway station) over the short spur from Charnwood Forest Junction to the Midland Railway's Leicester and Burton branch at Coalville Junction, as well as four passenger trains from Nuneaton to Burton (three with through carriages from Euston to Buxton *via* Ashbourne) and three from Burton to Nuneaton, leaving the direct Shackerstone-Ashby line at Moira South Junction and joining the Midland Railway's Burton and Leicester branch at Moira West Junction. This link contains a disused passenger station at Overseal. The Euston and Buxton through trains were withdrawn in January, 1917; but until April, 1918, one local ran between Nuneaton and Burton (8.6 a.m. from Burton and 9.35 a.m. from Nuneaton) across the Overseal spur, which now carries nothing but a milk train. At the Nuneaton end of the joint line only one evening train now runs between Weddington Junction and the Midland Railway's station at Nuneaton; but until March, 1917, a curious arrangement was in operation by which the 8.1 a.m. from Shackerstone to Nuneaton (a Midland Railway train) conveyed a London and North Western portion as well, and was divided at Weddington Junction, where a North Western engine was in waiting to work the rear portion to their own station at Nuneaton. This compliment the London and North Western Railway repaid by providing a train from Shackerstone to Ashby for the Midland Railway, which then proceeded empty from Ashby, over "foreign" territory, to Coalville, and worked as a



WOLVERHAMPTON DISTRICT. NUNEATON, SHACKERSTONE, ETC.

passenger train *via* Charnwood Forest Junction and Hugglescote to Shackerstone.

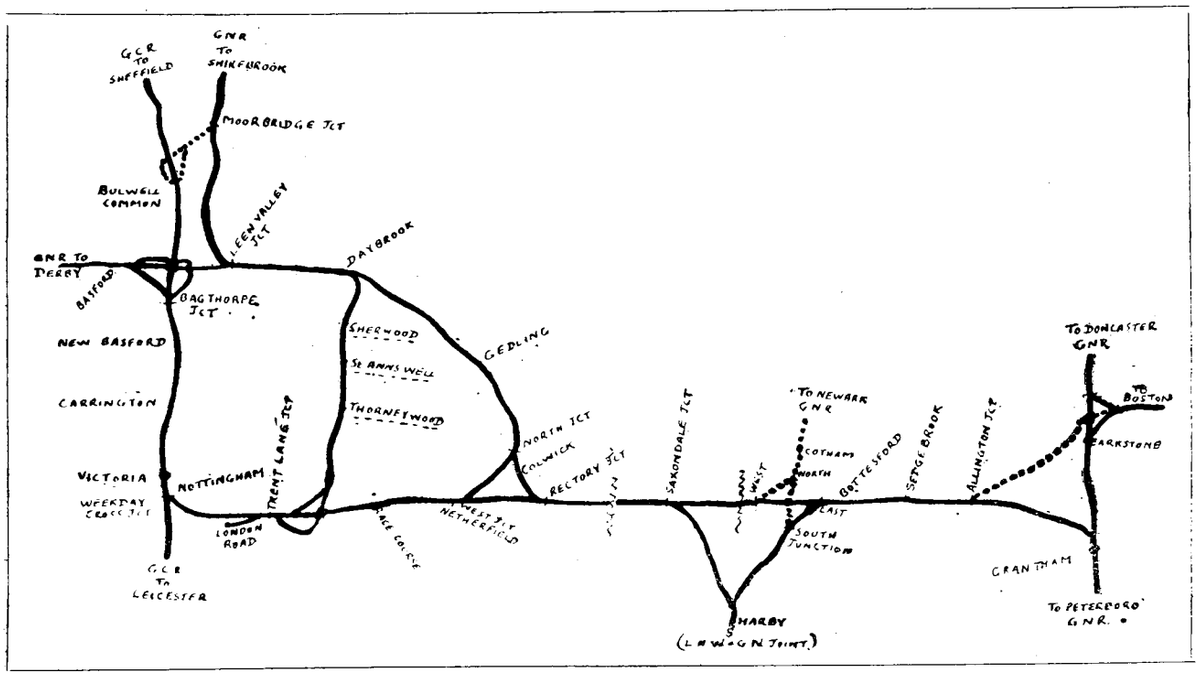
In the Burton neighbourhood the Midland Railway has, since January, 1917, withdrawn all passenger service from the 4¼ miles of line between Stenson and Chellaston West Junctions. This was, of course, the direct route from Birmingham and Burton to Nottingham, and was used in pre-war days by one express in each direction (the 8.10 a.m. from Nottingham, which reached Birmingham in 1 hr. 20 mins., and the 4.15 p.m. from New Street), a morning service from Burton to Nottingham, and an afternoon slow train from Nottingham to Birmingham. From Chellaston Junction to Trent the line, *via* Castle Donington, is rather circuitous, and the saving in distance was only a mile over the route *via* Derby.



KETCH MAP.—*Top*: NUNEATON, ASHBY, AND BURTON JUNCTION DISTRICTS.
Bottom: MIDLAND RAILWAY IN KIMBERLEY AND RIPLEY DISTRICTS.

The joint lines of the Great Northern and London and North Western Railways in the Midlands (which were described in the RAILWAY AND TRAVEL MONTHLY of August, 1914) have been very curiously affected. First of all the withdrawal, in April, 1916, of the Great Northern Railway's three (latterly, two) passenger trains a day between Peterborough and Leicester put three short sections of line out of use—the spur at the Peterborough end from Fletton Junction to Longville Junction, and the Drayton to Hallaton Junction and Marefield South to West links, Medbourne station being closed. Further north, of the Bottesford Junctions only the South to East spur (used by the Great Northern Leicester and Grantham trains) remains in use, as the passenger services to Newark

from Nottingham (over the West to North spur) and from Harby (by the direct South to North line, which passes under the Nottingham-Grantham section) are no more, and Cotham station was closed in April, 1917. To this little nest of derelicts may be added a piece of Great Northern Railway property a few miles east of Bottesford, the direct line from Allington Junction to the Lincoln branch at Barkstone East, which passes under the Grantham-Doncaster main-line just north of Barkstone station. This link was used by the through trains between Nottingham and Boston and Skegness, the last of which (the 5.40 p.m., to North Junction) and Gedling. No inwards trains from Shirebrook to Nottingham use the Thorneywood line ; but whereas three out of the four take the obvious remaining route (Daybrook, Gedling, and Netherfield), one (the 3.55 p.m. from Shirebrook) travels over the spur from Moorbridge Junction and joins the Great Central Railway at Bulwell Common, proceeding into Nottingham (Victoria) from the Carrington, instead of the London Road, side, and actually making a circular journey from Shirebrook to Shirebrook, for the same train then forms the 4.47 train from Victoria to Shirebrook



SKETCH MAP OF NOTTINGHAM DISTRICT, BOTTESFORD, ETC.

Saturdays only, from Nottingham to Skegness) ceased to run at the end of 1916, and by numerous excursions.

Turning West from Bottesford, the curiously complicated suburban lines of the Great Northern Railway around Nottingham deserve notice, for they provide one of the few instances of a section of line remaining open for the passage of through trains, though all the intermediate stations on it are closed. These stations are Thorneywood, St. Ann's Well, and Sherwood on the direct line from Trent Lane Junction to Daybrook, which is still used by two of the five trains which now constitute the Nottingham and Shirebrook service, the remainder working round to Daybrook *via* Netherfield (West Junction *via* London Road, Thorneywood, and Daybrook. This explains the curious setting of the table on page 364 of *Bradshaw*, where, in the Nottingham arrivals from Shirebrook, Victoria station appears twice, before and after London Road, to fit in with whatever route a train may follow ; but the gentleman who sets or checks the table is evidently weak in his Nottingham geography, for until May last he announced that the 3.55 from Shirebrook reached Victoria at 4.49 and London Road at 4.42, when these times should, of course, be reversed; and puzzled us even more with his 8.25 a.m. from Victoria, which he told us leaves London Road at 8.23 and Netherfield at 8.34, but runs *via* Carrington ! In reality it does

nothing of the kind, and leaves London Road at 8.28. But the error as to route is still uncorrected, and may well mystify the uninitiated.

Here, too, the Midland Railway adds to the list by the closing, in January, 1917, of the Basford Junction to Bennerley Junction line, and Watnall and Kimberley stations. The passenger service over this branch ran from Nottingham to Ilkeston Town (crossing the Trent-Chesterfield section of the main-line at Bennerley) and was of very little public use, Kimberley being well served by the Great Northern Railway, and most of the Nottingham to Ilkeston traffic being conveyed *via* Trowell. No attempt was made to use the Kimberley branch as part of a circular service, from Nottingham to Nottingham *via* Basford, Bennerley, Ilkeston Junction, Trowell, and Radford, or *vice versa*.

Following the Midland Railway northwards, towards Chesterfield, we find a little group of derelicts around Ripley, which town, like Ilkeston, the Erewash Valley main-line studiously avoids. First, the branch from Langley Mill to Ripley, through Heanor, was put out of use in January, 1917, and in the following October the closing of the Ripley and Butterley section left Ripley with only one service (the branch to Little Eaton Junction and Derby) instead of three. But here, again, the public inconvenience must have been very slight, as a fairly good tram-service taps Ripley from the east, and the distance by road from Ripley to Butterley station is small. Moreover, the train-service through Butterley (from one main-line at Pye Bridge to the other at Ambergate) was increased when the rail communication with Ripley itself was reduced, so that there is at present a service quite as efficient as, and far simpler than, the complicated "round-abouts" which used to run from Langley Mill to Pye Bridge *via* Heanor, Ripley, and Butterley. It will be seen from the map on page 232 that the Ambergate and Pye Bridge line gives a double junction with the Trent-Chesterfield section at its eastern end; the southern spur, from Ironville Junction towards Codnor Park, is still used by one solitary passenger train (a 6.43 a.m. from Nottingham to Ambergate), but the principal service over it (an evening through train from Ambergate to Nottingham off the 4.20 p.m. from Manchester to St. Pancras) ceased to run after December, 1916.

Beyond Chesterfield, the direct line from Dore to Chinley through the Hope Valley, which was opened in July, 1894, as a new route between Manchester and Sheffield to compete with the Great Central Railway, has junctions facing north and south at either end. The present train service consists of five or six locals between Sheffield and Chinley, but, at the Dore end, the spur which faces towards Chesterfield (Dore West to South Junctions) was used, until January, 1917, by the 8.30 a.m. from Manchester to Nottingham, which ran non-stop from Chinley to Chesterfield and there picked up the London (*via* Nottingham) portion of the 8.25 a.m. from Leeds, and in bygone days (till July, 1908) by the 12 noon express from Manchester to St. Pancras, which ran non-stop to Leicester, *via* the Hope Valley, Chesterfield, and Trent instead of over the five-and-a-half-miles shorter route *via* Peak Forest, Rowsley, and Spondon. At the Chinley end, the junction facing towards Peak Forest (Chinley East to South Junctions) was used from July, 1912, till the end of September, 1914, by a through train between Buxton and Sheffield (8.25 a.m. from Buxton, and 5.45 p.m. on Mondays to Fridays, 1.10 on Saturdays, from Sheffield), a shortlived and unsuccessful attempt to foster Sheffield and Buxton residential traffic by avoiding the *detour* into and out of Chinley station.

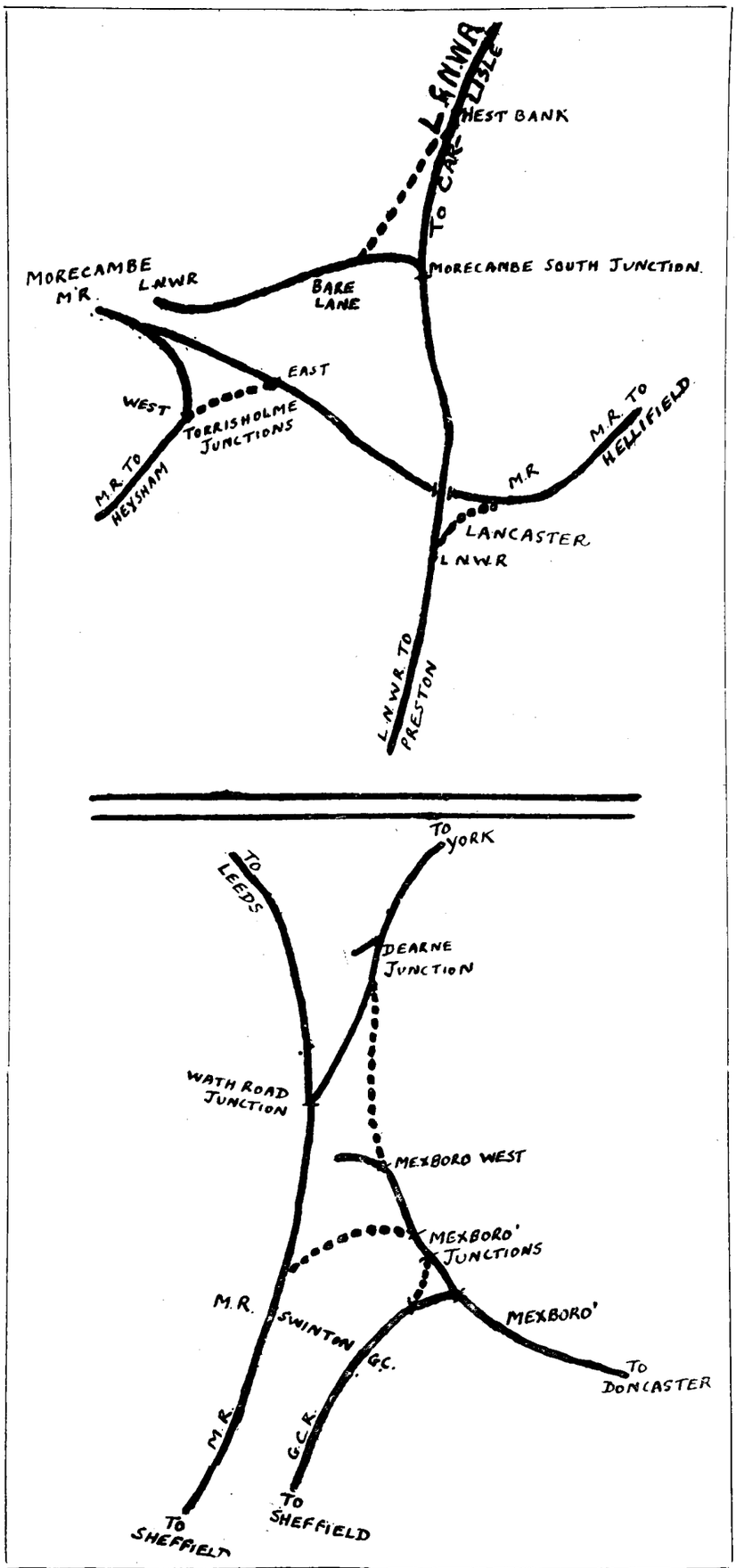
(*To be continued.*)

Disused Junctions and Loop Lines.

(*Continued from page* 234.)

IT is not always realised that the Great Central Railway has, branching off from its main-line between Nottingham and Sheffield, no less than four direct means of communication from the South to the East Coast; over the new Mansfield Railway (opened in April, 1917) from Kirkby Junction to the Langwith-Lincoln line at Clipstone Junction (between Warsop and Edwinstowe stations), by the junctions at Duckmanton with the Chesterfield-Lincoln section (the old Lancashire, Derbyshire, and East Coast Railway prior to 1907), and by the spurs from Killamarsh Junction to the Retford and Cleethorpes line at Waleswood, and from Darnall South Junction to the Sheffield-Rotherham-Doncaster section, used by through trains to York and the North Eastern Railway as far as Mexborough South Junction, where they diverge to Dearne Junction and there pass on to the Swinton and Knottingley joint line. The Mansfield Railway has, so far, had nothing beyond a local service over it; but as the distance from Marylebone to Lincoln *via* Mansfield is only 172½ miles, as compared with 186½ miles *via* Duckmanton, it is pretty certain to play an important part in future developments. No passenger trains have used the Duckmanton Junctions, to or from the main-line, since the end of 1916, when the 8.10 a.m. from Lincoln to Nottingham and 6.8 p.m. from Nottingham to Lincoln were withdrawn (the vehicle once slipped by the famous 3.25 p.m. from Marylebone at Leicester used to work through to Lincoln by this service), but in normal times there was a considerable traffic this way between the Midlands and Cleethorpes, worked from Lincoln *via* Market Rasen, as well as some local trains between Heath and Bolsover, connecting at the latter point with the Chesterfield and Lincoln trains, over the route of the old "Lancashire, Derbyshire, and East Coast" Railway. The third avenue to the east, Killamarsh to Waleswood Junctions, is still used by one train in each direction, the 6 p.m. from Nottingham to Cleethorpes (which travels *via* Chesterfield, and could not, therefore, use the Duckmanton route) and the 1.13 p.m. from Cleethorpes to Nottingham, which conveys a heavy fish traffic for the West and London (the latter is attached at Nottingham to the 2.15 p.m. from Manchester to Marylebone), while the Darnall curve is patronised by one train only, the 10 p.m. from York to Bristol *via* Woodford, Banbury, and Oxford. The corresponding north-bound train, 9.10 p.m. from Swindon to York, goes into and out of Sheffield, and these two expresses are the only passenger trains still using the line from Mexborough West to Dearne Junction, and the Western side of the Mexborough triangle, as well as the Great Western Railway's spur from Didcot North Junction to Foxhall. Adjacent to the Mexborough junctions is the Midland Railway's spur from Swinton station to the Great Central Railway, used till the end of 1916 by a service of three Midland trains daily from Sheffield to Doncaster and *vice versa*.

North of Sheffield, one of the most interesting derelicts is the line from Royston Junction to Thornhill Junction (8¼ miles of Midland Railway property), which was opened for passenger traffic in July, 1909. It was used as a through route from St. Pancras to Bradford, Huddersfield, and Halifax, and the maximum service consisted of five trains a day in each direction. A fairly heavy local traffic had grown up between Sheffield and the Yorkshire towns, *via* Thornhill, before the passenger service was withdrawn at the end of 1916, and the engines of the Lancashire and Yorkshire Railway worked some of the trains into and out of Sheffield, the Midland Railway returning the compliment by sending one of their engines to Bradford (Exchange station). The importance of the Thornhill line lay in the fact that it was to have formed part of the Midland Railway's short route to Bradford and Scotland—a project which, in spite of repeated official assurances that it is not abandoned, seems unlikely to be included among after-the-war enterprises; incidentally, it admitted the influence, and rolling-stock, of the Lancashire and Yorkshire Railway to three termini in London—King's Cross, St. Pancras, and Euston—from the last-named of which the Lancashire and Yorkshire Railway's remaining through service (on week-days) only vanished at



SKETCH MAPS OF DISUSED JUNCTIONS, ETC.—*Top*: MORECAMBE AND LANCASTER DISTRICTS. *Bottom*: SWINTON AND MEXBORO' DISTRICTS.

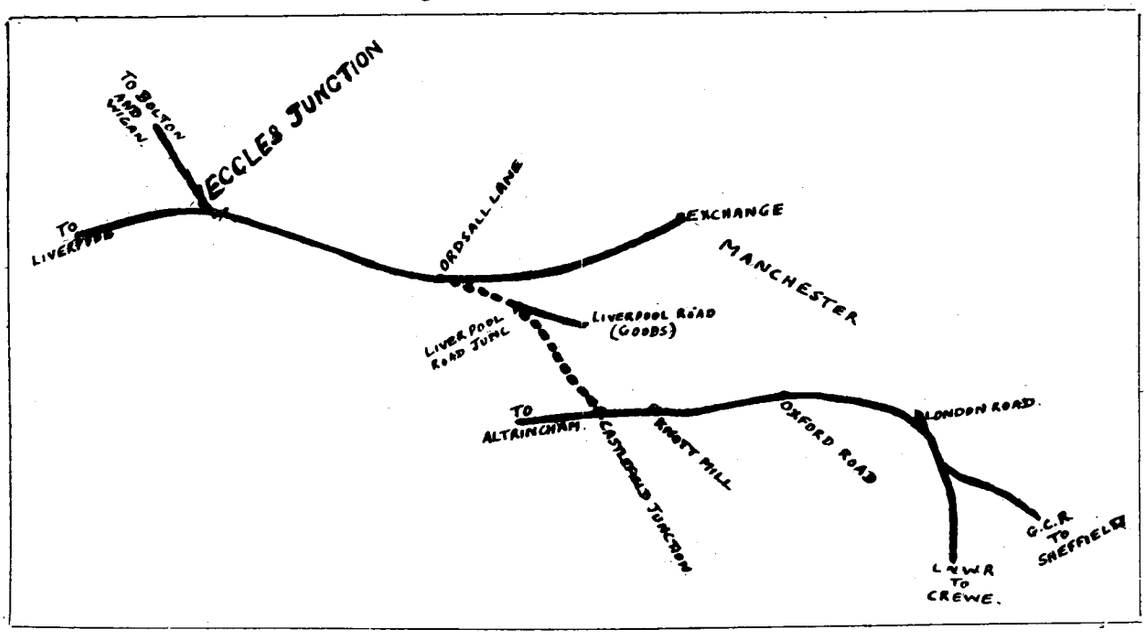
the end of March, 1918. There were no passenger stations between Royston Junction and Thornhill, but two intermediate goods depots, at Crigglestone and Middlestown.

In the Manchester district many junctions and short sections of railway are forsaken. No passenger trains run from Cheadle Heath station (Midland Railway) over the direct spur to Cheshire Lines territory at Cheadle Junction, originally the route of almost all the St. Pancras and Liverpool trains. On the Cheshire Lines Manchester and Liverpool line, the Warrington cut-off, from Sankey Junction to Padgate Junction, which was used by the 40 mins. non-stop trains and saved a little over a quarter of a mile, carries no service, and the London and North Western Railway runs no passenger trains between Stockport and Broadheath, leaving derelict the line between Edgeley Junction and Northenden Junction through Cheadle Village Junction and Cheadle station, nor (except for one train on Sundays) between Stockport and Manchester Victoria, so that the spur from Denton Junction to Droylsden Junction carries no passenger traffic. But *Bradshaw*, in a little table which still appears on page 559 with the legend "service suspended," recalls to the railwayist

a very peculiar "through carriage" from Euston to Bolton (Great Moor Street) which, long after the Lancashire and Yorkshire Railway's through services between Colne or Blackburn and Euston, passing through Bolton, were in operation, used to wander into and out of London Road station and thence through Oxford Road and over the Castlefield Junction (Knott Mill) spur to Ordsall Lane, where it joined the route of the local service from Manchester (Exchange) to Bolton, *via* Eccles, Roe Green Junction, and Plodder Lane. This through train between Manchester, London Road, and Bolton was discontinued at the end of 1916, until which date the Bolton carriage worked

suspended at the end of 1916, but did not really involve the desertion of any line or junction, for trains still run from Crewe to Northwich and, reversing there, to Hartford and Greenbank and Acton Bridge. The through trains from Crewe to Knutsford (which used to run off the 2 and 5.30 p.m. from Euston, and joined the 11 a.m. from Liverpool at Crewe, with one through carriage in each direction between Euston and Altrincham), proceeded straight forward from Northwich along the route of the Chester and Manchester trains of the Cheshire Lines Committee.

A few curious instances of closed junctions in North Lancashire must complete

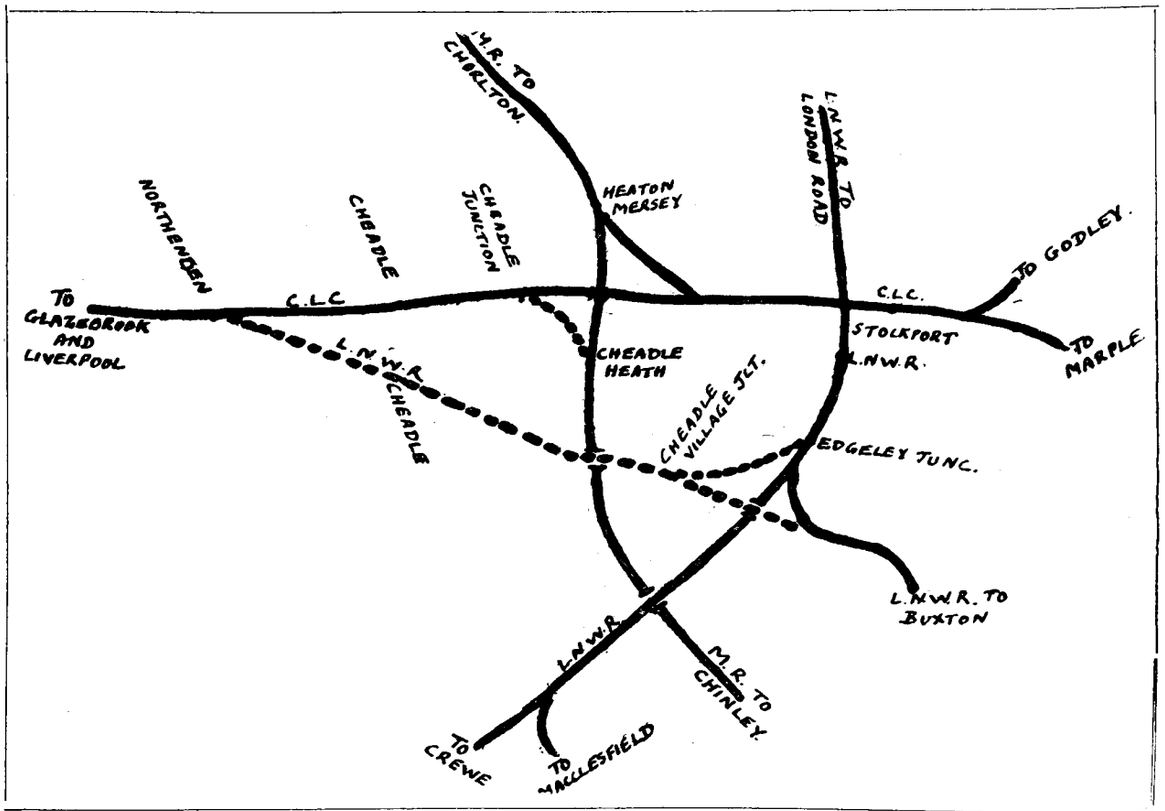


LONDON AND NORTH WESTERN RAILWAY ROUTE TO BOLTON IN THE MANCHESTER DISTRICT.

nto Euston at 4 p.m. (*via* Stoke), and returned on the 12.10 p.m. (latterly 12.5). The other trains over the Ordsall Lane and Castlefield spur, which is London and North Western Railway property to Liverpool Road Junction, where the joint territory (Manchester South Junction and Altrincham) commences, were excursions in summer from Blackpool, etc., to the Great Central Railway, and there was never any local service, though the London Road and Bolton through train used to call at Eccles and Worsley, and at stations on the Bolton branch. Another service which *Bradshaw* still indicates, from Crewe to Manchester (London Road) *via* Northwich, Knutsford, and Altrincham and the "South Junction" railway, was this account for the present. The Lancashire and Yorkshire Railway's direct cross-country route from Kirkham to Blackpool (Waterloo Road and Central stations), which saves seven miles on the old coast line *via* Lytham, now carries only one passenger train—the 7.28 a.m. from Blackpool to Manchester. No train uses it to Blackpool; and it may incidentally be noted that the Manchester to Blackpool service provides almost the only remaining instance of the use of slip-carriages in England, as the 5.55 p.m. from Victoria is still advertised to slip its Poulton and Blackpool (Talbot Road) portion at Kirkham. In the Morecambe neighbourhood are three disused spurs. Two are the property of the Midland Railway—the

direct route from Leeds to Heysham, between Torrisholme East and West Junctions, previously used by the up and down Belfast boat trains and by a direct train from Heysham to Lancaster at 6.45 a.m., and the connecting line between the Midland and London and North Western Railway stations in Lancaster, over which an electric service was worked till the end of 1916. The other piece of line, from Bare Lane to Hest Bank, possesses some historical interest, for until the summer of 1888 (when the London and North Western Railway's direct route to Morecambe was opened, branching off from the main-line at Morecambe South Junction, two miles north of Lancaster) all Lancaster and Morecambe trains had to travel *via* Hest Bank, reverse there, and proceed along the single line branch to Bare Lane. Latterly, a few through trains from Morecambe to Carnforth, and a through service (in summer) of Furness Railway trains between Grange and Morecambe, used this section; but it has carried no advertised passenger service since the first summer of the war, and Hest Bank is, of course, no longer a junction station.

Many sections of railway, opened as "express" routes or to shorten the distance between London and provincial centres, are now in the curious position of carrying no expresses at all. Among these may almost rank the Great Central Railway's Culworth Junction and Banbury branch, and the London and North Western Railway's Styal route to Manchester from Wilmslow to Slade Lane Junction, avoiding Stockport, and shortening the distance from Euston to Manchester by about half a mile. Opened in May, 1909, two up and two down expresses used this line till the end of 1916,* since when it has accommodated a local service only. One up, but no down, express now runs between Euston and Manchester *via* Stoke, passing over the direct line of the North Staffordshire Railway from Stone Junction to Colwich; and the Great Central Railway's newest (but not shortest) route to London enjoys the same distinction, no up express on week-days being booked *via* Wycombe, from Grendon Underwood to Ashendon Junction, though two down trains (12.15 and 6.10 p.m. from Marylebone) use this route.



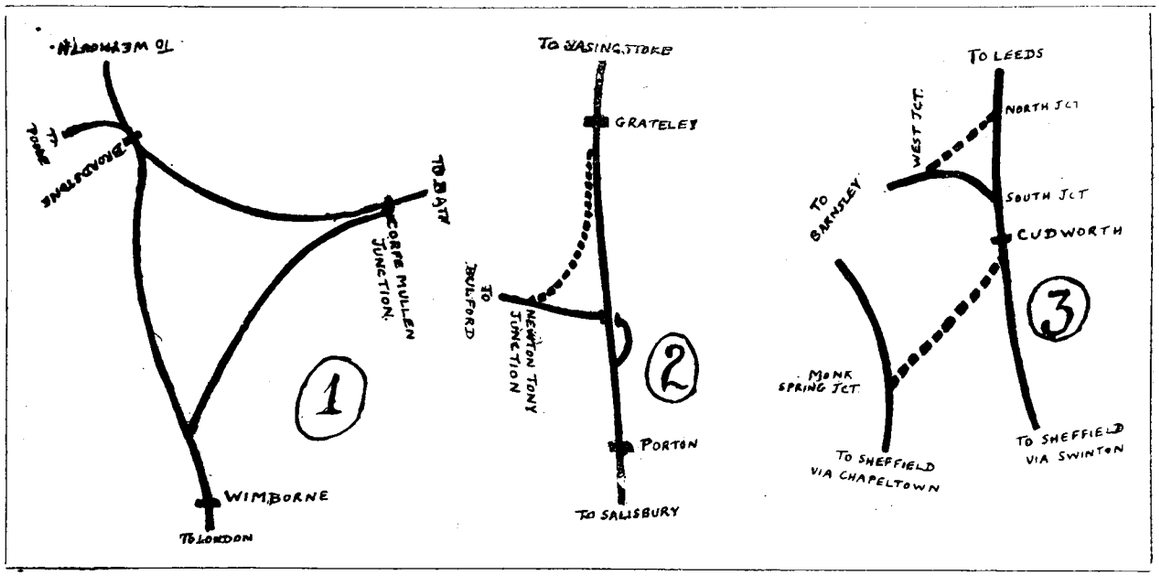
DISUSED ROUTES AND JUNCTIONS IN THE STOCKPORT DISTRICT.

* One up express was withdrawn among earlier "War" cancellations.

Disused Junctions and Loop Lines.

(*Concluded from page* 321, *Vol. XVII.*)

AS the articles on this subject which appeared last October and November in the RAILWAY AND TRAVEL MONTHLY proved of interest to readers, the Editor has found space for a further instalment. This, however, by no means exhausts the available material, and a selection has again been made of lesser known junctions which possess some historical or



DIAGRAMS SHOWING DISUSED LINES, ETC., AT WIMBORNE, GRATELEY, AND CUDWORTH.

geographical interest, London and its environs being, as hitherto, avoided.

One of those familiar "triangles" which the Great Western Railway has scattered over Middlesex (Ealing, Greenford, Denham, etc.) exists among the "Lands undiscoverable in the unheard-of west" beyond Truro, the Blackwater junctions west of Chacewater station, by which through trains can be run to Newquay from either Truro or Penzance. The line between the West and North Junctions has been out of use since the end of 1916; the pre-war (August, 1914) service consisted of eight trains (or motors) from Chacewater, over the East to North spur, one from Penzance and one from Redruth, and there are now four, all from the Chacewater side. The Great Western Railway's Bradford-on-Avon triangle also deserves mention, for the line between the West and North junctions carries only the two Bristol and London trains which run *via* Devizes (the 11.30 a.m. from Bristol and 2.45 p.m. from Paddington) and one motor from Bristol at 4.10 p.m. to Chippenham, which follows a curious route from Bathampton to Thingley Junction *via* Bradford, Holt, and Melksham. During the temporary closing of the Box tunnel for the first three months of 1917 this was, of course, the standard route between Bath and Swindon, adding 8½ miles to the direct distance *via* Corsham. The Devizes route from London to Bathampton (leaving the old main line at Reading and following the course of the West of England expresses as far as Patney) is only three or four chains longer than the Swindon main-line, but it is "single" from Patney to Holt Junction (13 miles). The remainder of the Bradford triangle is well patronised, "West" to "South" by all the Bath, Westbury and Salisbury trains (including the Cardiff and Portsmouth through service) and "North" to "South" by Chippenham-Trowbridge and Devizes-Trowbridge

trains and motors, though the Paddington and Weymouth expresses have all been diverted to the direct route to Westbury *via* Savernake.

The withdrawal of the direct service from Windsor and Eton (avoiding Slough station) to Reading and Basingstoke has left the west curve at Slough "derelict"—in the summer of 1914 two trains from Windsor, at 12.58 and 4.25 p.m., and one from Reading at 5.20 p.m., as well as a "Saturdays only" train starting from Maidenhead, used it—and the "spur" from Oxford Road Junction (close to Reading West Station) to the main-line at Reading West Junction (a mile west of the station), which was for so long the route of the Great Western Railway's through services to and from Bournemouth *via* Oxford, now carries no regular passenger trains.

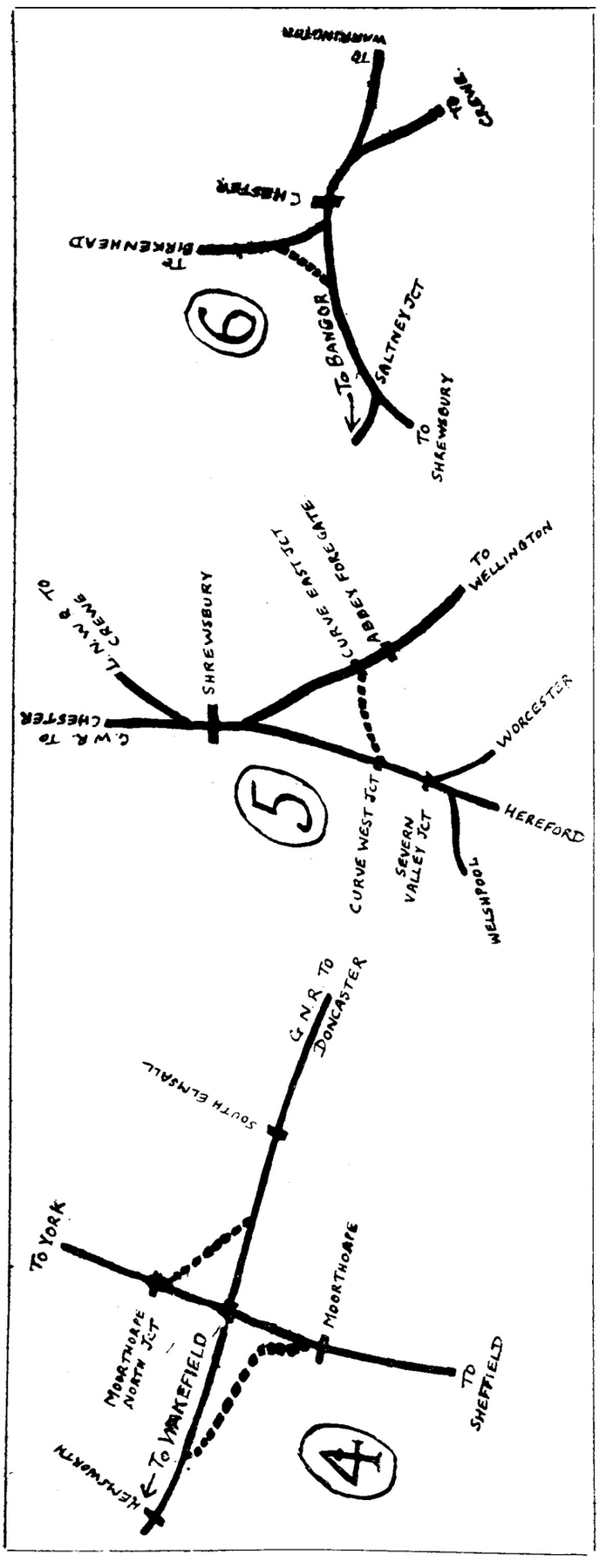
Towards the southern limit of the Somerset and Dorset Joint Railway, at Corfe Mullen Junction, there commences a single-line "spur" to Wimborne, which runs alongside the direct line (also "single") for a little way towards Broadstone and then forks away to the east. Only two passenger trains now run over this line into Wimborne, where they "reverse" and wend their way to Poole and Bournemouth, and only one train from Bournemouth takes this route from Broadstone, which is about $2\frac{3}{4}$ miles longer than the direct line (see Diagram 1).

War-time economies have entirely denuded the direct line between Cosham and Farlington Junctions, in the Portsmouth district, which is the property of the London, Brighton and South Coast Railway. Passengers between Cosham and Havant are now obliged to travel *via* Fratton. The direct route was used by the through train which ran between Brighton and Bournemouth and Salisbury (at one time with a through carriage between Brighton and Plymouth) and by a fairly frequent local service, which finally vanished in May, 1918. Another curious case is that of the London and South Western Railway's direct line from the east to Bulford—the spur from Grateley Station to Newton Tony Junction being used by one train only, the 7.10 p.m. from Basingstoke to Bulford. No direct service is given to Grateley in the opposite direction, all connections from Bulford to the east being made at Porton, or *via* Salisbury (see Diagram 2).

The war has made some curious changes in the territory of the South Eastern and Chatham Railway, but it does not seem likely that the St. Lawrence Loop outside Ramsgate Town station, the old South Eastern direct route to Margate (Sands) from Minster Junction, mentioned on page 39 last January, will ever be of much value. In the summer of 1914, one Sunday train used it, the 12.10 p.m. from New Cross (London, Brighton and South Coast Railway station), which made its way *via* Croydon, Red Hill, and Edenbridge to Ashford, and reached Margate Sands (with no connection into Ramsgate Town) at 2.40, returning at 8.15 p.m. Every other train between Ashford and Margate Sands (including those cross-country curiosities, the Margate and Brighton services *via* Ashford, Rye, and Hastings) ran into and out of Ramsgate Town, and the spur has not been regularly used since August, 1914.

In the Midlands, the London and North Western Railway's direct route from Birmingham to Kenilworth and Leamington—the "spur" from Berkswell Junction to Kenilworth Junction—carried till January, 1919, when the service was slightly increased, one passenger train from Birmingham on Saturdays only, the 12.30 p.m. from New Street, but a daily train from Leamington at 8 a.m. The alternative route, through Coventry station, does not necessitate any "reversal" but it is $5\frac{1}{4}$ miles longer and "single line" for part of the way from Coventry (Gibbet Hill to Kenilworth Junction). The direct line from Berkswell Junction was used by the 9.15 a.m. from Birmingham to Euston *via* Leamington, of 1905 (see RAILWAY AND TRAVEL MONTHLY, October, 1917, page 230), but naturally enough the residential traffic between Birmingham and Warwick and Leamington falls to the Great Western Railway, Kenilworth alone being a London and North Western Railway preserve.

Derbyshire and Nottingham were pretty well covered in the earlier articles, though with regard to the map on page 233 last October it should be noted that the Netherfield North Junction to Rectory Junction link also ranks among the war derelicts, for some of the "season" Skegness and Mablethorpe trains, starting from Derby



DIAGRAMS SHOWING DISUSED JUNCTIONS, ETC., AT MOORTHORPE, SHREWSBURY, AND CHESTER.

and Ilkeston (Great Northern Railway) avoided Nottingham and ran *via* Basford, Daybrook, Gedling, and thence direct by Colwick to the Nottingham - Grantham line. The withdrawal of all the fast services to and from Skegness has also left idle the direct line outside Firsby station (Firsby South to East Junctions). Yorkshire, however, provides a number of deserted, or almost deserted, "spurs" hitherto unmentioned. Two are on the Midland Railway's property near Cudworth—the line from Monk Spring Junction (on the Sheffield and Barnsley section) to Cudworth station South Junction, and the northern side of the triangle on the west of the main line just north of Cudworth station, where the Barnsley branch diverges. Monk Spring to Cudworth is $2\frac{3}{4}$ miles, and the distance from Sheffield to Cudworth by this route through Chapeltown is about a mile less (though much more severely graded) than *via* Rotherham (Masboro') and Swinton; three "down" and three "up" expresses use it during the night, but it carries no local service and no passenger trains at all during the day, though in normal times it was quite a recognised route for expresses between Sheffield and Leeds and carried (till the end of 1916) a peculiarly routed local from Barnsley at 8.32 a.m. to Chapeltown *via* Cudworth, which returned at 9.14 from Chapeltown to Cudworth direct, as well as some of the Sheffield and Thornhill trains and one of the Hull and Barnsley Railway's through trains to Sheffield (4.50 p.m. from Hull), which left Cudworth at 6.20 and made some stops on the Wombwell and Chapeltown line. Cudworth North Junction to West Junction is only about half-a-mile

in length, and has the distinction of carrying only one passenger train, the 8.35 p.m. from Leeds to Barnsley, which returns from Barnsley to Normanton at 9.52, but on this journey goes into and out of Cudworth station. On this short section, passengers passing in main-line trains may notice the dismantled platform of a derelict station (see diagram 3).

The Doncaster-Wakefield length of the Great Northern Railway touches several derelict links (see diagram 4). From Moorthorpe Station Junction on the Swinton and Knottingley joint line, a spur turns off to the west and joins the Great Northern Railway at South Kirkby Junction, one and a quarter miles west of South Elmsall station. This was the route of the Great Central Railway's Sheffield and Leeds service, which amounted in 1908 to seven "semi-fasts" in each direction, of which the last survivor (a slow train, on Wednesday mornings only from Sheffield to Wakefield) was discontinued at the end of April, 1918. Another spur comes up from the Great Northern Railway at South Elmsall Junction to join the "Swinton and Knottingley" at Moorthorpe North Junction, and was used in pre-war days by a curious collection of trains—one local in each direction between Doncaster and York (the distance is 37¼ miles, as against 32 by the direct route *via* Selby), the summer forenoon Scotch expresses (11.20 a.m. from King's Cross and 12.25 p.m. from Edinburgh), and two King's Cross and Harrogate services in each direction, a total of eight trains daily. The six expresses turned off from the Moorthorpe-York route at Church Fenton and ran direct to Harrogate *via* Tadcaster, passing over the straight road to join the Leeds-Harrogate line at Wetherby West Junction (the only trains over this particular length) and avoiding Wetherby station. The Scotch service and one of the Harrogate trains disappeared after the summer of 1914, but one Harrogate connection (1.40, and latterly 1.30 p.m., from King's Cross) and the York local were continued till the end of 1916, since when the "spur" has been derelict. The connection from west of Hare Park station to join the Lancashire and Yorkshire Railway's Wakefield-Pontefract section at Crofton West Junction, which enables Great Northern Railway trains to embrace both stations at Wakefield (Kirkgate and Westgate) on their route to Leeds, is still used by two down and three up trains on week days (and by one up train on Sundays), but another derelict spur comes down from the Midland Railway at West Riding Junction to Sandal Junction, the service of motor trains between Sandal and Walton and Wakefield (Westgate) having been discontinued at the end of 1916, since which date the Midland Railway's passenger connection with Wakefield has vanished

On the Maryport and Carlisle Railway, the eastern half of the loop line between Aspatria and Aikbank Junction, near Wigton, *via* Mealsgate, known as the "Bolton Branch," is almost deserted. Between Aspatria and Mealsgate there are five trains daily in each direction, but only one (the 8 a.m. from Maryport to Carlisle) runs from Mealsgate to Wigton, and from Wigton to Mealsgate there is no passenger service at all. The one intermediate station (High Blaithwaite) welcomes therefore one train a day, save that on three days a week the 5.15 p.m. from Aspatria to Mealsgate runs forward to High Blaithwaite, but not to Wigton.

When the Anglo-Scottish passenger traffic was "allocated" between the three routes, in January, 1917, the West Coast virtually ceased to convey passengers to Edinburgh, with the result that the Caledonian Railway's direct line from Strawfrank Junction to join the Carstairs-Edinburgh line at Carstairs Junction is no longer used. Strawfrank was a familiar spot in old days to regular travellers by the West Coast, and some of the down expresses used to be split up there into three portions (Glasgow, Perth, and Edinburgh); recently there was a tendency to divide the down trains at Symington, and to run the portions from Edinburgh and Glasgow separately to Carlisle, though the Carstairs cut-off was, of course, still used.

Apart from the "platform-avoiding" lines which exist at many large stations (Taunton and Darlington are good instances), and hardly come within the scope of this article, there are a certain number of "loops" in the neighbourhood of important junctions, generally used for summer tourist trains, or to avoid reversal at the station itself. At Shrewsbury, for example, the curve from Abbey

Foregate to the Shrewsbury-Hereford main-line gives direct access from Birmingham or Stafford to Welshpool and the Cambrian Railways (see Diagram 5), and the "Loop line," as it is termed in "Bradshaw," was used, in normal summers, by a through train between Birmingham (Snow Hill) and Aberystwyth and by another service from Wellington at 2.13 p.m. to Welshpool, connecting with the 11 a.m from Euston (*via* Stafford) and 11.5 from Paddington. The avoiding line at Chester, connecting the main-line approaching Chester from Saltney Junction with the Chester-Birkenhead section (London and North Western and Great Western Joint Railways) at Chester No. 5 box enabled the Birkenhead portion of the 6.5 p.m. from Paddington to avoid entering Chester station, and a corresponding "up" service left Birkenhead at 11.47 a.m. and was due in Paddington at 4.50 p.m. attaching in rear outside Chester the portion which started from that town (see Diagram 6).

The Midland Railway used their avoiding line at Leeds, from Engine Shed Junction to Whitehall Junction, near Holbeck station, in summer for the 11.50 a.m. Scotch express from St. Pancras and for certain of the Isle of Man boat trains until 1914 (no passenger trains use it today) and prior to the great revision of the Anglo-Scottish services in 1901 this was the recognised all-the-year-round route for certain up and down expresses. The Derby avoiding line, from Spondon Junction through Chaddesden to Derby North Junction, has also carried no passenger traffic since the London and Manchester reductions of February, 1915, though it is still used for part of its length (between Spondon Junction and Derby South Junction) by some of the Derby and Nottingham trains, which elect to leave or enter Derby station at the north instead of the west end. The Great Western Railway's network of avoiding lines at Bristol has not been used, as between St. Anne's Park Junction and Pylle Hill Junction, for regular passenger trains since the opening (in July, 1906) of the Castle Cary and Cogload cut-off, though the first Paddington and Exeter non-stops in 1896 and 1897 used this route to avoid Temple Meads station. Then there is the Great Eastern Railway's peculiar *detour* at Ely, from the West to North Junctions, by which a train can pass direct from March to the Ely-Norwich (*via* Thetford and Wymondham) section, used in pre-war summers by the Great Central Railway's Manchester and Yarmouth service (*via* Sheffield, Lincoln, and Spalding) and a few other through trains, from Peterborough or the Great Northern and Great Eastern Joint territory, to Norwich, Yarmouth and Lowestoft, but now derelict, and the Spalding and Sleaford avoiding lines. The former, the Midland and Great Northern Joint Railway's property from Cuckoo Junction to Welland Bank Junction, carries one passenger train in each direction which runs non-stop between Bourne and South Lynn (the 3.30 p.m. from Leicester and 9.50 a.m. from Cromer), and the latter, part of the Great Northern and Great Eastern Railway's joint line, from Sleaford North to South Junctions, has now no passenger service. In pre-war days (August, 1914) it accommodated seven or eight expresses daily (the saving in distance is $1\frac{1}{2}$ miles), including the Continental boat train from York to Harwich.

Disused Junctions and Connecting Lines in Scotland.

[N.B.—This article was written prior to the recent alterations in the train services, and therefore some of the statements may not agree with the present arrangements.]

"A Son of the North."

WAR-TIME restrictions have been responsible in Scotland, as elsewhere, for the closing to passenger traffic of various spurs and connecting lines, and it is probable that in many cases these services will never be restored.

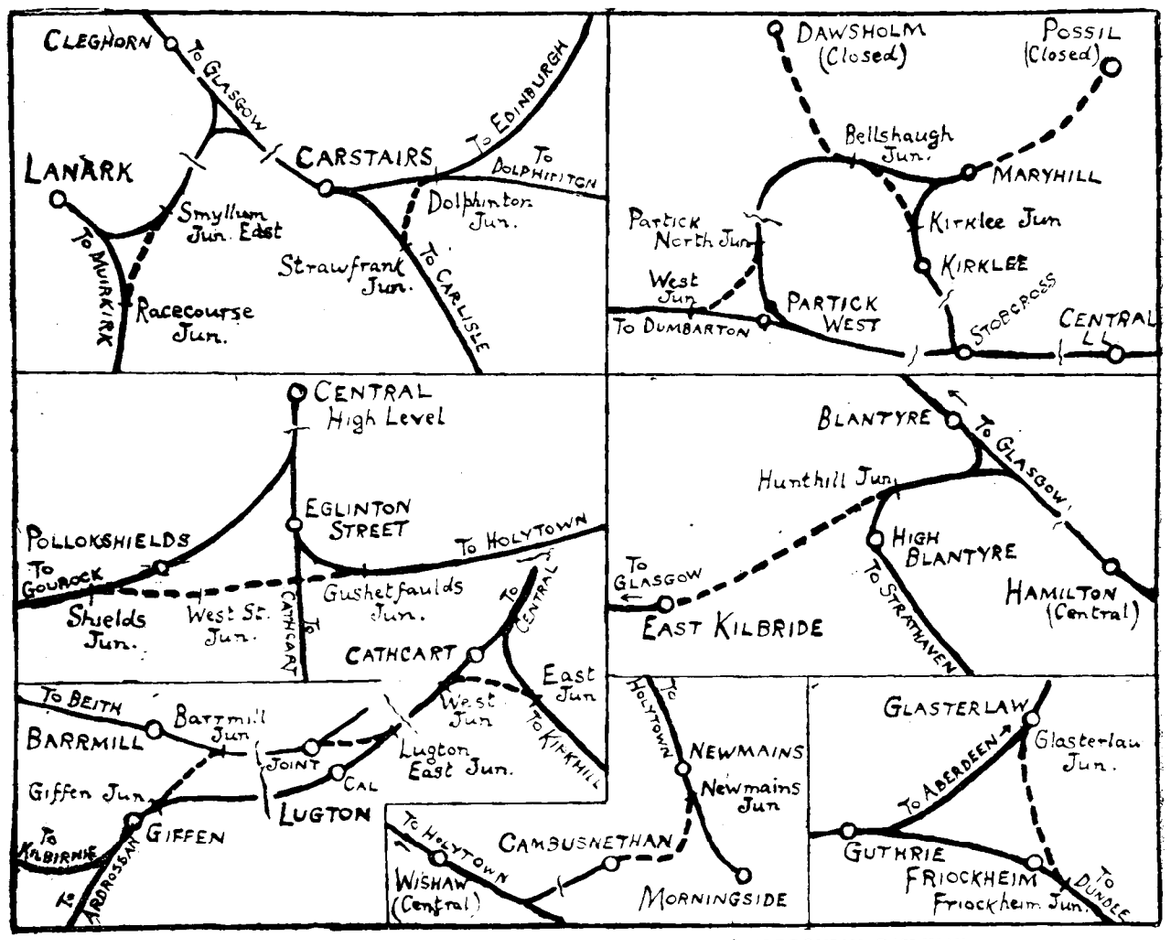
On the Caledonian Railway perhaps the most important instance is to be found at Carstairs, where the spur between Strawfrank Junction and Dolphinton Junction (fifty-seven chains) has been allowed to fall into abeyance so far as ordinary passenger trains are concerned. This spur enabled expresses to and from Edinburgh (Princes Street) and the South to run direct, avoiding Carstairs Station and the reversal which is rendered necessary there, but since the modified West Coast service to and from Edinburgh was introduced in 1917 all ordinary passenger trains call at Carstairs. Another spur on the Caledonian Railway hereabouts which has fallen into similar disuse is that between Lanark Racecourse Junction and Smyllum Junction East (twenty-four chains). In pre-War days and until the end of 1916 the afternoon train from Muirkirk to Carstairs (with through carriages from Ayr to Edinburgh) ran direct by means of it and avoided Lanark, and was the only passenger train which traversed it in ordinary course.

In the neighbourhood of Glasgow numerous Caledonian Railway lines can no longer show a passenger service over them. The sections from Bellshaugh Junction to Dawsholm, and from Maryhill to Possil, have been, of course, "derelict" so far as passenger trains are concerned for many years since Dawsholm and Possil stations were closed. Owing to War-time conditions Kirklee, Botanic Gardens, and Kelvinbridge amongst others, suffered a similar fate (temporarily, at least), and at the time of writing all passenger trains to and from Maryhill, with an exception on Saturdays only, run *via* Crow Road. The short spur between Bellshaugh Junction and Kirklee Junction (twenty-two chains) was never extensively used for passenger traffic at any time, but up to the end of January, 1919, one train traversed it daily. This was the 7.49 a.m. from Crow Road to Cumbernauld *via* Coatbridge, which ran non-stop to Central (Low Level) by Kirklee, instead of Partick. After being disused during February and March the "Kirklee Curve" has from April 1st been traversed by a train which leaves Hamilton (Central) at 2.50 p.m. daily, except Saturdays, and Central (Low Level) at 3.32 p.m., calling thereafter at all stations up to Crow Road (*via* Partick), and thence running back non-stop to Central (Low Level) and Rutherglen. The similar spur between Partick West and North Junctions (avoiding Partick West station) was used daily up to 1916 by a few passenger trains from and to the Lanarkshire and Dumbartonshire section, which ran *via* Crow Road instead of direct *via* Partick, increasing the distance by two miles, but it is now disused.

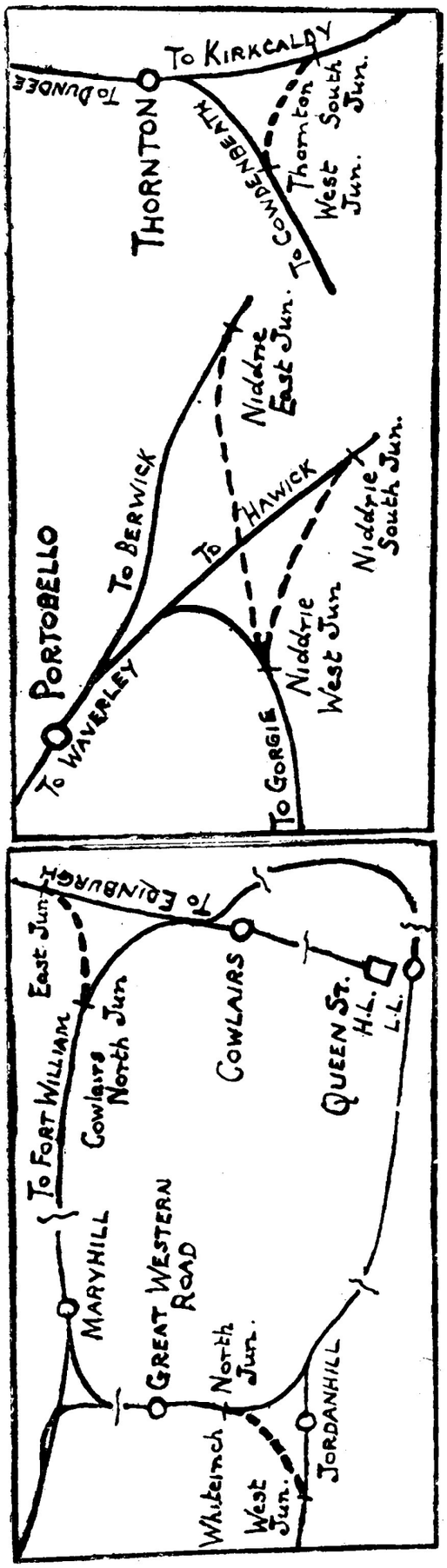
Turning to the south side of Glasgow, it may be news to some readers of The Railway and Travel Monthly to learn that the spur between Cathcart East and West Junctions, on the Lanarkshire and Ayrshire section was occasionally used by passenger trains which were shown in the Caledonian Railway public time-tables and "Bradshaw." These were the special through expresses which were usually run at the beginning of August from Edinburgh (Princes Street) to Ardrossan direct, which were sometimes booked to call at Kirkhill and Burnside. Another summer service to the "Coast," daily in this case, was provided by a through morning train from Holytown to Gourock direct, *via* Gushetfaulds and West Street Junctions to the Glasgow and Paisley Joint Line, which was the only regular passenger service over this avoiding line in Glasgow.

The section of the Caledonian Railway between Hunthill Junction (near High Blantyre station) and East Kilbride, a distance of three miles forty-nine chains, has been closed to ordinary passenger traffic for some years now, but previously two trains ran daily each way between Hamilton (Central) and East Kilbride. Another short section of the Caledonian Railway closed to passenger traffic before War-time restrictions were rendered necessary was that between Cambusnethan and Newmains Junction, in this case on account of mineral subsidences.

An interesting passenger service was given for a brief period in 1916 by the Caledonian Railway over the connecting line with the Glasgow, Barrhead and Kilmarnock Joint Railway at Lugton, when the 8.20 a.m. train from Beith, which at that time ran through to Glasgow, was diverted to the Caledonian system *via* Lugton East Junction. It ran thence to Glasgow by Whitecraigs, instead of *via* Barrhead, but the train was withdrawn shortly afterwards when the War restrictions were introduced. However, if the latter have been responsible for closing numerous lines to passenger traffic, they have led to the re-opening of at least one section of the Caledonian Railway. This is the short stretch of line between Barrmill Junction (Glasgow, Barrhead and Kilmarnock Joint Railway) and Giffen Junction, which was used by Caledonian Railway trains to Ardrossan until the opening of the latter company's "Lanarkshire and Ayrshire" line between Cathcart and Giffen, but which thereafter fell into disuse. As a War-time economy the Caledonian Railway closed the whole of their Ardrossan section beyond Whitecraigs to ordinary passenger traffic (except for the Belfast boat train in each direction nightly) from 1st January, 1917, but the Caledonian



DISUSED JUNCTIONS AND CONNECTING LINES ON THE CALEDONIAN RAILWAY.



DISUSED JUNCTIONS AND CONNECTING LINES ON THE NORTH BRITISH RAILWAY.

Railway branch to Kilbirnie remained open, chiefly on account of workers' trains, and the service to that town was given from and to the Joint station at Lugton, where connections were formed with Glasgow and South Western trains from Glasgow (St. Enoch). On 1st February, 1919, the Caledonian line to Ardrossan was re-opened throughout, and connections with Kilbirnie are again made *via* Giffen, but a morning train (6.15 a.m. from Kilbirnie) continues to run through to Lugton (Joint) since there is no connecting Caledonian train to Glasgow at the time. It thus forms the solitary example of passenger traffic over the Giffen Junction-Barrmill Junction section referred to, but had it not been for the War it is extremely unlikely that the connecting line in question would ever have figured in the time-tables again.

On the northern section of the Caledonian Railway, the spur between Friockheim Junction and Glasterlaw Junction (one mile twenty-eight chains) was abandoned for all traffic over a decade ago. It was formerly used by the express passenger trains which ran from Dundee (East) to Brechin and Montrose, and *vice versa,* but these trains were ultimately withdrawn by agreement with the North British Railway. The "Friockheim fork" (as it was known locally) is unlikely to be brought into use again, and Caledonian goods trains between Dundee and Aberdeen now travel *via* Guthrie and "reverse" there.

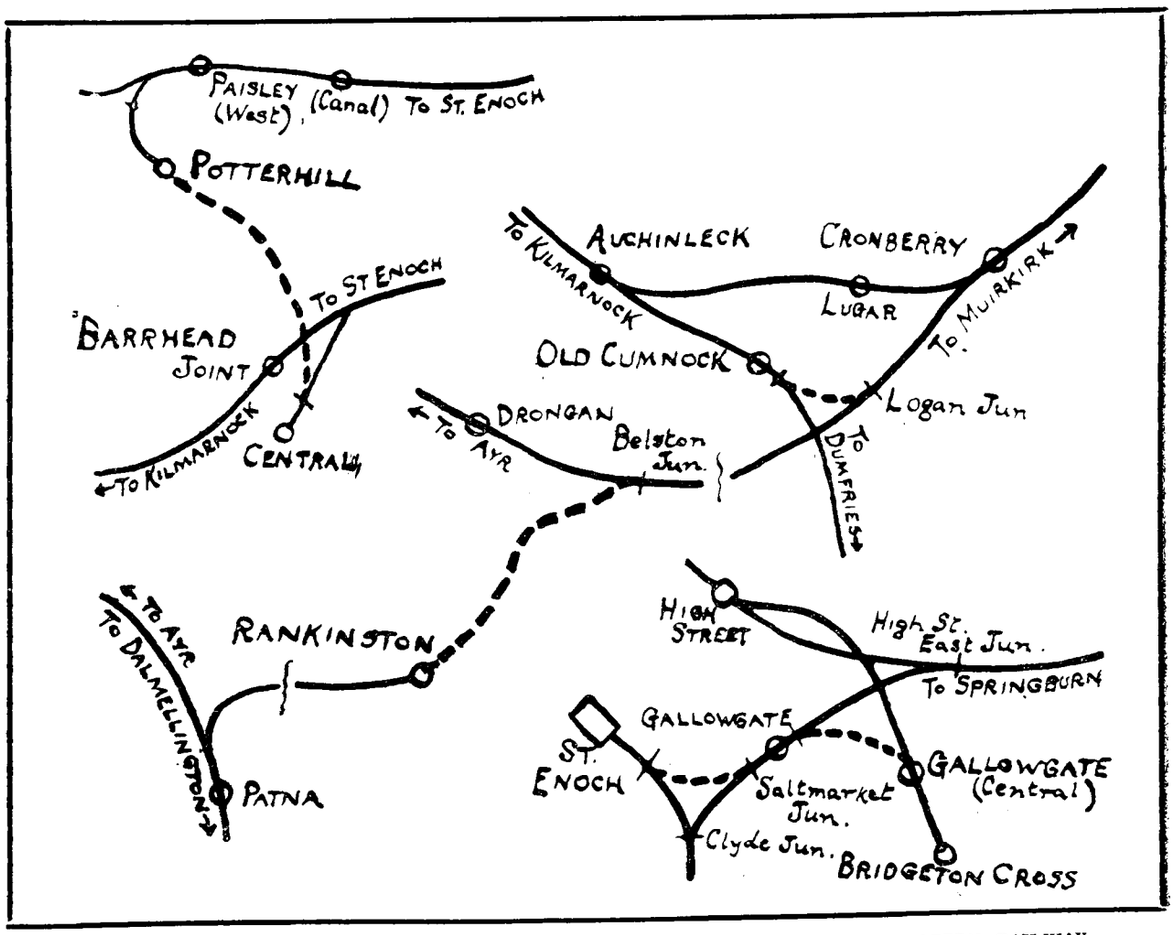
On the North British Railway a number of spurs have fallen into disuse for passenger traffic during the last few years. The old line between Niddrie East Junction (on the East Coast main line) and Niddrie West (on the Edinburgh "Suburban" line) was for some time used regularly once a week by a morning market train from Berwick, which was diverted on Wednesdays only round the Suburban line to Gorgie and Edinburgh (Waverley) instead of running to the latter station direct *via* Portobello. The corresponding line between Niddrie West and Niddrie South (on the "Waverley" route to Carlisle) was used for a summer or two in pre-War days by a Saturday express, 2.15 p.m. from Waverley to Hawick which ran round the Suburban line to Niddrie West; also by another Saturday train, 7.55 p.m. from Innerleithen to

Edinburgh, which called intermediately at Duddingston and Haymarket. (The times quoted refer to July, 1911). This made the journey nearly four and a half miles longer than by the direct line.

The spur between Thornton South Junction (on the Edinburgh-Dundee main line of the North British Railway) and Thornton West Junction (on the Thornton-Dunfermline section) was used daily by one passenger train in normal times. The train in question ran from Kirkcaldy to Cowdenbeath (New) direct in connection with the 6.30 p.m. express from Edinburgh (Waverley) and avoided Thornton Station.

Two spurs on the North British Railway in Glasgow, over which a " booked " service was at one time given to a very limited extent, are those between Cowlairs (East) and Cowlairs (North) Junctions, and Whiteinch (West) and Whiteinch (North) Junctions. These were used respectively in summer time by the 4.25 a.m. express from Edinburgh (Waverley) to the West Highland Railway, which ran direct with the through carriages from London, instead of connecting at Cowlairs with the ordinary morning train from Glasgow (Queen Street); and the 8.32 a.m. *ex* Fort William, on Saturdays, during July, 1910, when it was diverted *via* Clydebank (Central), and traversed the Whiteinch spur in order to reach Cowlairs and Queen Street (High Level).

In the case of the Glasgow and South Western Railway, no ordinary passenger trains have used the short spur between St. Enoch and Saltmarket Junction since the through service provided by that railway from St. Enoch to Springburn (North British Railway) was withdrawn in 1902. Another spur hereabouts which could show a passenger service over it in 1910 has disappeared entirely, namely, that between Gallowgate (Glasgow and South Western Railway) and Gallowgate



DISUSED JUNCTIONS AND CONNECTING LINES ON THE GLASGOW AND SOUTH WESTERN RAILWAY.

(Central) (North British Railway) which was traversed by a service of Glasgow and South Western Railway's workmen's trains to and from Bridgeton Cross.

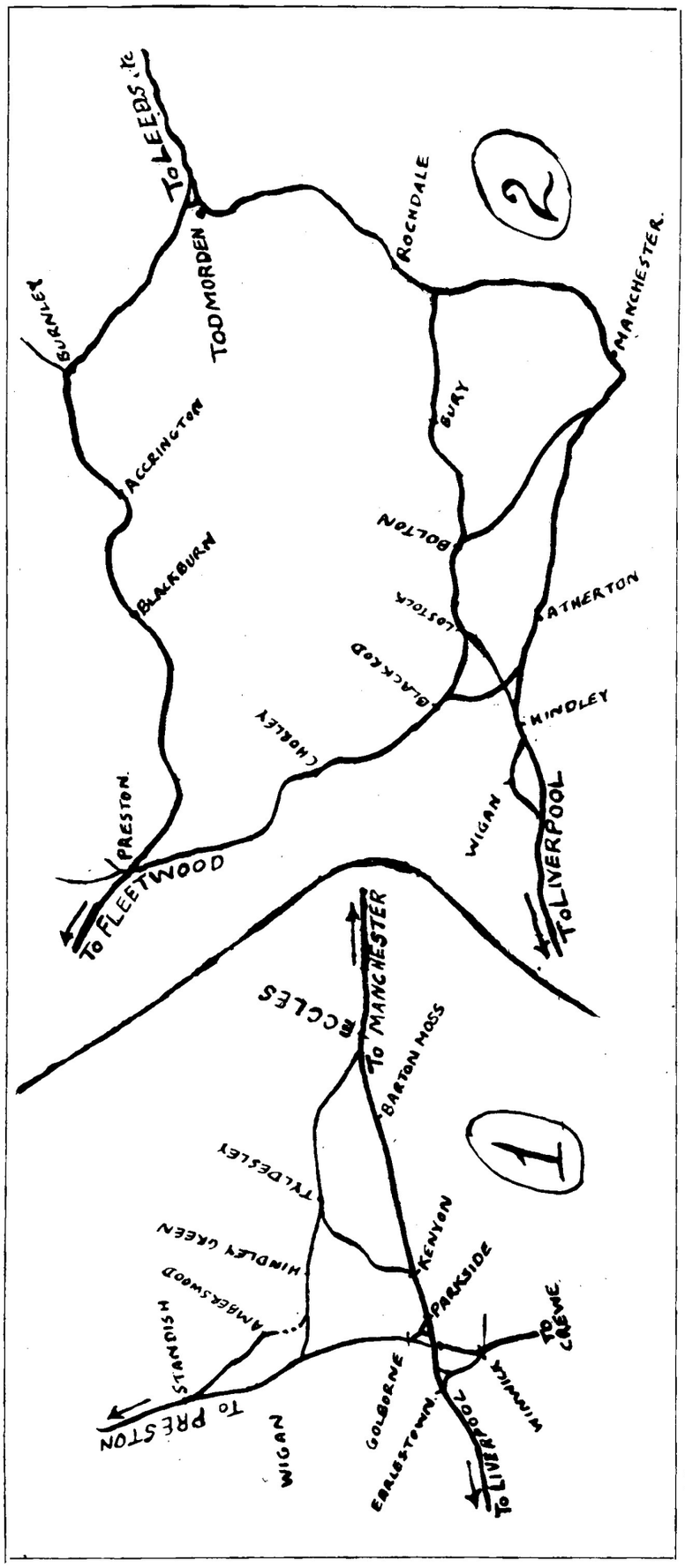
The Glasgow and South Western Railway's line from Paisley (Potterhill) to Barrhead was closed for passenger traffic many years ago, and another connecting line of this railway which has fallen into disuse is that between Rankinston and Belston Junction, on the Muirkirk section. In normal times an evening passenger train ran daily from Rankinston to Ayr, *via* Belston Junction, and the engine required to run round its train at the latter point: an interesting and somewhat uncommon procedure at a wayside signal-box where no station exists. A recently-revived but short-lived passenger service on the Glasgow and South Western Railway was also given last year, daily at first, but latterly only once a week, over the short spur from Logan Junction to the main line at Old Cumnock. Up to the end of January last a train left Muirkirk for Kilmarnock at 9.30 a.m. on Wednesdays only, which ran *via* Old Cumnock instead of by Lugar, returning from Kilmarnock at 11.0 a.m. by the same route. The train, however, vanished with the appearance of the augmented service in the February time-table, and it is doubtful if a passenger service will ever be restored over this spur.

This article has not, of course, taken into account the various sections of the Scottish railways which were closed owing to War conditions, such as the Hamilton, Whiteinch, North Leith (re-opened April 1st, 1919), Dalkeith, and Gretna branches of the North British Railway; Morningside, Cambusnethan, and Inchture branches and Langloan-Airdrie and Strathaven-Darvel sections of the Caledonian Railway; Potterhill and Barrhead (Central) branches of the Glasgow and South Western Railway; or the Buckie branch of the Highland Railway, all of which will no doubt be re-opened when conditions become more normal.

"Round-about" Expresses.

A CHANCE reference last May (page 304) to the withdrawal of a Great Western Railway Sunday service from Gloucester to Birmingham, *via* Honeybourne and Worcester, prompted the suggestion that an article on "Round-about Expresses" might be of interest, but it must be explained at the outset that the trains to be dealt with are merely those which, instead of following the direct or recognised route from "A" to "B," attain their objective by round-about means, so that trains which traverse little known, but nevertheless direct, branches in the course of their journey, as well as suburban circular or round-about services, are for the present excluded. There is, for example, nothing "round-about" in the course of the Newcastle and Cardiff, *via* York, Sheffield, Banbury, Andoversford, and Gloucester, train—curious though it may be to find a branch, whose normal service is limited to a rail-motor, patronised by a cross-country restaurant car express—and the circular services, running in the neighbourhood of so many large towns, almost always exist for convenience of working, and scarcely ever carry the same passenger from beginning to end of their journey. "Round-about" expresses owe their origin to various causes. Sometimes a section of the direct route is extremely congested with traffic, and an express or two is "diverted" to ease the pressure; sometimes, on Sundays, a section of line, little used for local traffic, is closed down, and the cost of running an extra ten or twenty miles to keep to a route already "open" is less than that of bringing the closed section into use. Frequently a long-distance express is "diverted" to give some towns off the main line a fast service to distant points; and in rare instances exceptionally severe gradients on the direct line, or "foreign" ownership of a part of it, dictate a round-about course. Some rough maps have been prepared to explain the position of the less familiar of the lines referred to, but these maps do not pretend to include all branch lines or junctions within the area they cover.

Of trains diverted from the regular route to ease congestion on the main line, a good instance is afforded by the London and North Western Railway's avoidance of Wigan, and the crowded section of main line between Springs Branch (a mile south of Wigan) and Standish which has only two running roads from Wigan station, by a number of their Manchester and Preston trains. These used to leave the Manchester-Wigan line at Bickershaw Junction (1¼ miles west of Hindley Green station), passed over a portion of the Great Central Railway's Glazebrook and Wigan branch (through Hindley and Platt Bridge station) to Amberswood East Junction, and thence over the "Lancashire Union" line by way of Whelley Junction to join the Wigan-Preston section at Standish. This route, with its multiplicity of junctions and service slacks, was at one time followed by the morning "business" express from Windermere to Manchester, until the working agreement with the Lancashire and Yorkshire Railway turned it over the Chorley and Bolton route from Preston, and was subsequently patronised for many years by the 5.45 p.m. from Manchester (Exchange) to Scotland, a 46-min. non-stop train to Preston in its palmy days. The distance by the Whelley route from Manchester to Preston was 32¼ miles; *via* Wigan is 33 miles, but appreciably shorter in time and more comfortable for the passengers, the "Whelley" being scarcely suitable for passenger traffic, while Manchester (Victoria) to Preston *via* Bolton is 30⅞ miles. The map on page 228 explains the position; but the Whelley diversion (the trains affected were described in the current public time-tables as running "*via* the Hindley curve") is not strictly round-about in so far as distance traversed goes. Under this heading must also be mentioned the London and North Western Railway's route to Leeds *via* Heckmondwike, 1½ miles longer, and more severely graded than the old direct route *via* Mirfield and Dewsbury, which has the disadvantage of traversing two miles of the Lancashire and Yorkshire Railway's main line; and here should probably be



(1) LONDON AND NORTH WESTERN RAILWAY: MANCHESTER AND PRESTON, *via* WIGAN OR WHELLEY, AND ALTERNATIVE ROUTES IN THE NEIGHBOURHOOD OF PARKSIDE.

(2) LANCASHIRE AND YORKSHIRE RAILWAY: TODMORDEN TO PRESTON ROUTE, *via* MANCHESTER, AND ALTERNATIVE ROUTES IN THE BOLTON NEIGHBOURHOOD.

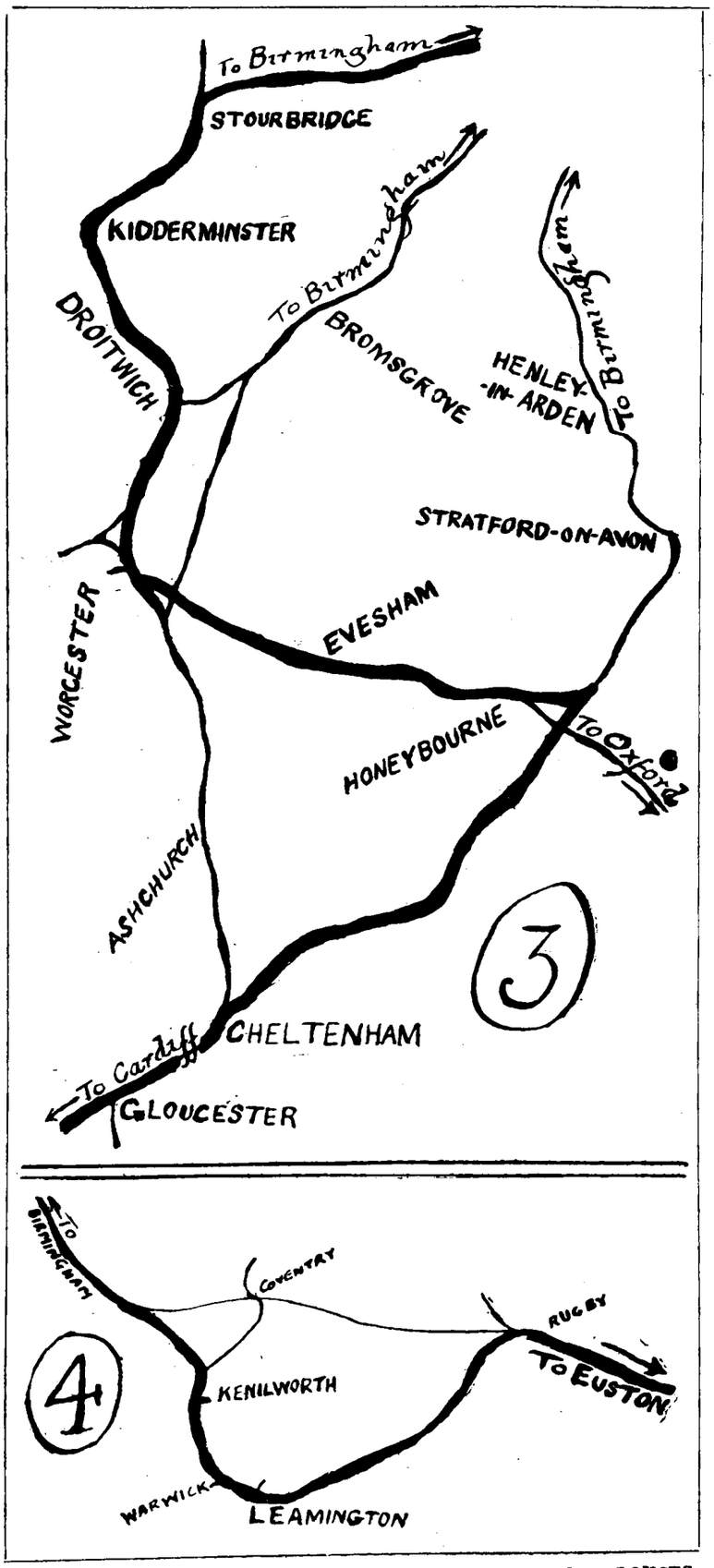
included a curious diversion (in the summers of 1909 to 1913) of a Midland Railway Isle of Man boat train from Heysham to Nottingham, which left the main line (Masboro' - Chesterfield section) at Beighton Junction, a mile north of Killamarsh station, and reached Nottingham *via* Clown and Langwith Junction over the Great Central Railway's territory, and forward *via* Shirebrook Mansfield and Hucknall—only 40 miles from Masboro', as against 44¼ by the ordinary route through Chesterfield, but singular enough for express running to call for notice here. It may also be mentioned that the route followed by many of the Lancashire and Yorkshire Railway's Manchester and Blackpool expresses along the Liverpool line to Dobb's Brow Junction (2¼ miles west of Atherton), and thence over the very steeply graded spur through Dicconson Lane to join the Bolton-Chorley line at Horwich Fork Junction, is about ½-mile longer than the old route *via* Bolton; and there is also the familiar instance on the Great Central Railway, whose alterna-

tive route northwards from Marylebone *via* High Wycombe, over the Great Western and Great Central joint line from Northolt to Ashendon, is 4⅜ miles longer than the original Aylesbury route.

The Great Western Railway's 10.45 a.m. Sunday train from Cardiff to Birmingham, which has inspired this article, commenced to run in the autumn of 1915, and was withdrawn in April, 1917. Connecting at Cardiff with the 6.30 a.m. from Fishguard to Paddington, it ran the 56¼ miles to Gloucester, with a stop at Newport, in 95 mins., and was booked non-stop from Gloucester to Worcester, 56¾ miles, *via* Broadway, Honeybourne and Evesham, in 67 mins.; Worcester to Birmingham (Snow Hill), 34 miles, took 73 mins., with stops at Kidderminster, Stourbridge Junction, and Cradley Heath. The remarkable point about this train is that it should ever have taken the Gloucester route at all, for as a Gloucester to Birmingham service it could never attempt to compete with the Midland Railway's 52 miles direct route, and Cardiff to Gloucester traffic was accommodated by the Fishguard-Paddington train just in front, so that there appeared to be no reason why the route from Newport to Worcester should not have been *via* Pontypool Road, Hereford, and Ledbury (the course adopted by the Sunday train in the reverse direction, 12.10 p.m. from Birmingham to Cardiff), 72 miles as against 101¼. Once at Gloucester, Birmingham could have been reached by a 61-miles run *via* Broadway, Stratford, and the North Warwickshire line to Tyseley; but as the section between Honeybourne East and Stratford (through Long-Marston and Milcote) was apparently closed on Sundays, the train was diverted at Honeybourne West up to the Oxford and Worcester line at Honeybourne North, served Worcester, and covered 90¾ miles between Gloucester and Birmingham. The Midland Railway's distance from Gloucester to Worcester is only 28 miles, so that the use of foreign territory from Lansdown Junction (Cheltenham) to Norton Junction would have saved a *detour* of 28¾ miles *via* Honeybourne, and, had the Great Western Railway's own Gloucester and Ledbury branch been open on Sundays, the Gloucester to Worcester distance could have been reduced, after a reversal at Gloucester, from 56¾ to 34¾ miles (see map 2, page 230).

Another instance of Sunday round-about running is found in the London and North Western Railway's Manchester and Liverpool service, where two trains in each direction (almost all of the very meagre service afforded) exchange the 8½ miles direct run between Eccles and Kenyon, *via* Barton Moss, for a trip from Eccles Junction along the Wigan line to Tyldesley and thence through Leigh and Pennington to Kenyon Junction, 11½ miles. The map (1) on page 228 also illustrates the diversion of some of the Wigan and Warrington trains, from the direct route between Winwick and Golborne Junctions, through Earlestown, Newton-le-Willows, and Parkside (this diversion is not confined to Sundays), which thereby add about 1¼ miles to the distance and traverse the Manchester and Liverpool line between Earlestown East and Parkside, Liverpool Junction. There was also a peculiar Sunday "round-about," until quite recently, in the Great Central Railway's time-tables, a through service being given from Sheffield to Swansea (and back), which, instead of taking the week-day route of the Newcastle and Barry train from Banbury to Severn Tunnel Junction *via* Andoversford, Gloucester, and Lydney, was worked through Oxford and round the curve outside Didcot (North Junction to Foxhall) to Swindon, and thence to Newport, over the Badminton line. The distance from Banbury to Newport by this route is 113½ miles, compared with 99 *via* Andoversford, though, the train being primarily run for theatrical traffic, the connections afforded at Oxford and Swindon would no doubt compensate for the extra mileage and time.

But by far the greater number of "round-about" express services exist for the purpose of accommodating towns situated off the main line. Familiar instances are the deviation of many London and North Western Railway expresses *via* Northampton, which adds about 2½ miles to the direct Euston to Rugby, *via* Weedon, distance, with the disadvantage of a harder road, and the diversion of some of the Midland Railway's Leeds and London trains to serve Nottingham, or Sheffield, or both. Examples of this kind are so common that the round-



(3) GREAT WESTERN RAILWAY: ROUND-ABOUT ROUTE GLOUCESTER TO BIRMINGHAM, *via* HONEYBOURNE AND WORCESTER.

(4) LONDON AND NORTH WESTERN RAILWAY: ROUND-ABOUT ROUTE BIRMINGHAM TO EUSTON, *via* LEAMINGTON.

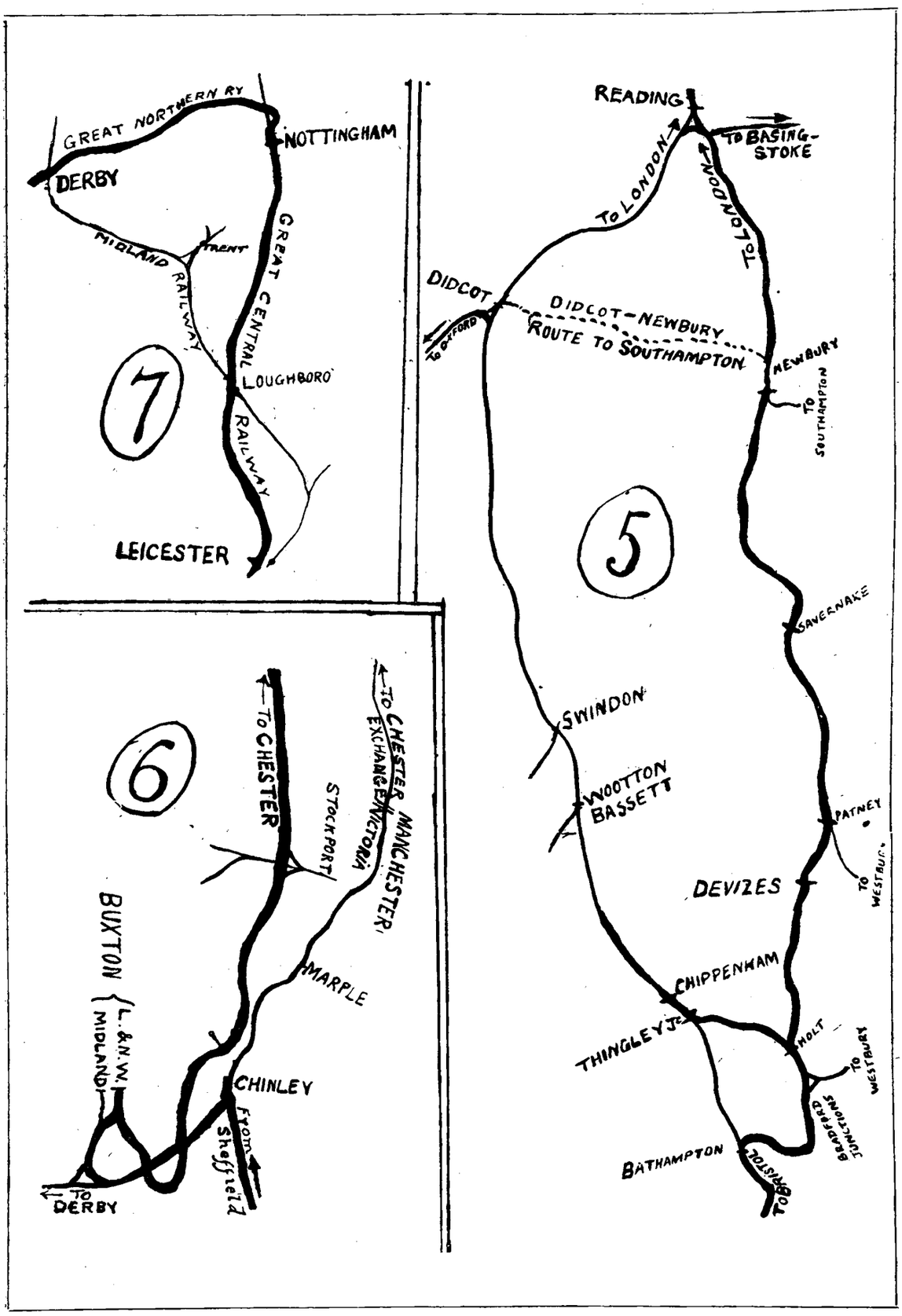
about journey is looked upon merely as an alternative route, but there are many less familiar cases well worthy of inclusion here. The London and North Western Railway, for example, smitten in 1905 with a desire to disturb the Great Western Railway's monopoly of the London and Leamington traffic, inaugurated in March a 9.15 a.m. express from Birmingham to Euston, which left the main Birmingham-Rugby line at Berkswell, travelled *via* Kenilworth, Warwick and Leamington, and finally passed Rugby, after a journey of 43½ miles, instead of 30½ miles from New Street; Euston (126 miles) being reached in the very creditable time of 2½ hours, with four intermediate stops. There was also (until the January, 1917, alterations) the diversion *via* Birmingham of the midnight semi-fast from Euston to Manchester, Liverpool, and Carlisle, which added 7½ miles to the direct Euston to Stafford distance, *via* the Trent Valley line, a similar route being followed for several summers by the Glasgow portion of the 8.50 p.m. from Euston to Scotland, and the Liverpool and Newcastle (*via* Leeds) through trains have for many years, after reversing at Leeds (New station) and passing through Harrogate and Ripon, scorned to turn on to the main line of the North Eastern Railway at Northallerton, but finished their journey *via* Stockton, West Hartlepool, and Sunderland, which adds about 10 miles to the direct distance from Northaller-

ton to Newcastle *via* Darlington and Durham. The Lancashire and Yorkshire Railway's *direct* route from Liverpool to Rochdale and Yorkshire would be *via* the straight line outside Wigan to Hindley (Crow Nest Junction), and thence *via* Bolton and Bury, 41 miles, as against the generally accepted route of 47 miles *via* Manchester (but not *via* Bolton), which enables the Leeds-Liverpool expresses to act as Manchester-Liverpool trains as well. Manchester is now even included in the route of the Leeds-Fleetwood boat train, the distance *via* Manchester and Chorley being 19 miles more than over the direct line from Todmorden to Preston through Accrington and Blackburn.

In July, 1907, a very curious "round-about" appeared in the London and South Western Railway's time-table, a through train at 9.35 a.m. from Richmond to Salisbury, connecting at the latter point with the West of England expresses then leaving Waterloo at 10.45, 11, and 11.10, and conveying a through portion for Ilfracombe. This service was obviously framed as an inducement for holiday-makers in the south-western suburbs to patronise the resorts served by Waterloo, rather than "trespass" on to the territory of the London, Brighton and South Coast or other railways; but instead of starting from, for instance, Addison Road or Clapham Junction, and running *via* Putney, Barnes, Richmond, and Twickenham to Staines Junction, and forward through Virginia Water to join the main line at Byfleet Junction, which was the route actually followed by the through service from the Midland Railway to Portsmouth, the train started from Richmond, eastwards by way of Gunnersbury and Studland Road Junction, through Hammersmith (Grove Road) and Addison Road to Clapham Junction, and proceeded down the main line to Salisbury, with stops at Surbiton, Wimbledon, Woking, and Basingstoke. This made the Richmond-Salisbury distance 88½ miles (as against 82½ by Virginia Water) and rendered the service of very little use to passengers from Twickenham or Richmond, who could, of course, start considerably later to join the expresses at Waterloo. The return train (by the same route) was even worse; for whereas the connecting up express reached Waterloo at 5.56 p.m., the Richmond round-about, leaving Salisbury 10 mins. later, at 4.25, did not finish its wanderings till 7.18! This train, however, is very closely allied to those services which, to save their patrons the trouble of crossing from one terminus to another in London, wandered round about the outskirts of the Metropolis by more or less unsuitable routes, and occupied considerable time over their journeyings. They were at their prime between 1904 and 1908, and their careers may, perhaps, form the subject of a later article.

The Midland Railway has to its credit the diversion in the summers of 1910, 1911, and 1912, of the 10 a.m. express from Leeds to Carlisle from their own 113 miles route, *via* Settle and Appleby, to a route *via* Clapham, Ingleton, and the London and North-Western Railway's branch to Low Gill, and thence over the London and North Western Railway main line to Carlisle through Tebay and Penrith. Oddly enough, the distance by this route is only 111¼ miles (it was, of course, the main avenue for Scotch traffic from the Midland Railway's system prior to the opening of the Settle and Carlisle line in 1876), and the experiment possessed historical interest. Its object was to improve the access from Yorkshire to Keswick and the northern half of the Lake District, the alternative route *via* Appleby and the North Eastern Railway to Penrith involving a change of stations at the former point; but after the summer of 1912 the Scotch express reverted to the Settle line, and a new train was provided from Leeds to Penrith and back, *via* Ingleton. However, the geographical lay-out of the Midland Railway system affords many instances of round-about routes—a Derby to Nottingham train, for example, runs to Trent *via* Castle Donington, 13½ instead of 9¼ miles—and in normal times at least one express from London to Sheffield included both Leicester and Nottingham (reversing at the latter town) in its course, thereby adding 8½ miles to the direct distance.

The Great Western Railway provides another good example in the old-established 3 p.m. from Paddington to Bristol, which is diverted from the Swindon route at Reading, follows the Berks and Hants line through Newbury and Savernake to



(5) GREAT WESTERN RAILWAY: ROUND-ABOUT ROUTE LONDON TO BRISTOL, *via* DEVIZES.
(6) SHEFFIELD AND LLANDUDNO ROUND-ABOUT ROUTE *via* BUXTON.
(7) GREAT NORTHERN–GREAT CENTRAL ROUND-ABOUT ROUTE BETWEEN DERBY AND LEICESTER.

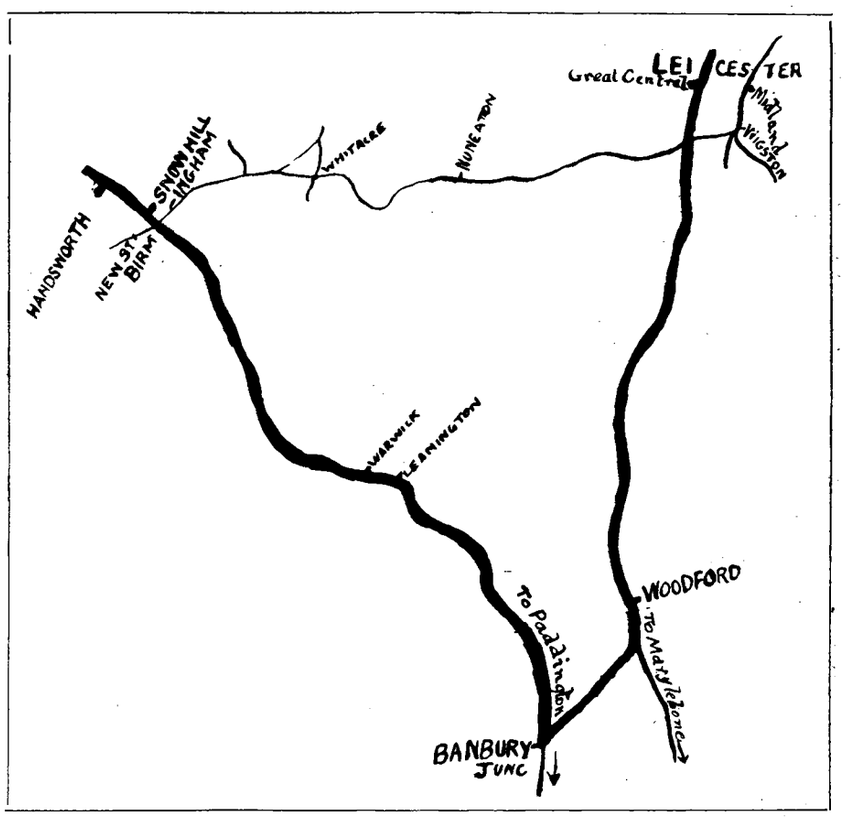
Patney, and then runs *via* Devizes, Holt Junction, and Bradford-on-Avon to rejoin the old main line at Bathampton, 107¾ miles, instead of 104½ direct, from Paddington. This was the route (from Holt Junction to Bathampton) followed by all the main line trains booked *via* Bath from January to April, 1917, when the Box tunnel was closed, the additional distance (Thingley Junction to Bathampton *via* Bradford ins ead of *via* Box) being 8⅝ miles.

South of the Thames, the South Eastern and Chatham Railway has a "round-about" route to Ashford (available for trains from Victoria or Charing Cross) *via* Maidstone East, adopted by fast trains primarily to improve the London and Maidstone service, but partly to relieve the main line between Ashford and Orpington, as at least one non-stop boat train used the Maidstone East route in normal times. Charing Cross to Ashford *via* Tonbridge is 56 miles, and *via* St. Mary Cray Junction, Swanley, and Maidstone East 57⅞ miles; Victoria to Ashford *via* Tonbridge is 57¼ miles, and *via* Maidstone East 59⅛, so that the difference is not great. The route over the North Kent line from Chatham and Rochester to London Bridge instead of *via* Swanley and Chislehurst saves about a mile and avoids the Sole Street bank; and the old "South Eastern" route to Margate (Sands) *via* Canterbury West, Minster, and Ramsgate, offers a 90 miles "round-about" as compared with the direct 74 miles run from Victoria, but it is no longer used by any except slow trains. On the London, Brighton and South Coast Railway several Eastbourne and London through services are given *via* Brighton, which adds nearly 9 miles to the distance by the direct route from Keymer to Lewes, and some Hastings trains run into and out of Eastbourne (8 miles extra); but the alternative routes in the neighbourhood of London are hardly "round-abouts."

Possibly the most curious instance of a "round-about" express is furnished by the London and North Western and Midland Railways' Sheffield and Llandudno service, inaugurated in July, 1910, and run for about two months each summer till 1913. There is, of course, a good holiday traffic between Sheffield and its neighbourhood and the North Wales coast, which, until 1910, had been catered for by a through service from Sheffield (Victoria) *via* Guide Bridge and Stockport, booked to arrive at Llandudno in 4 hours 28 mins., the rival route being by Midland Railway from Sheffield to Manchester (Victoria) and from the adjacent Exchange station to North Wales. This latter was plainly the natural course for the 1910 train to follow, as the Midland Railway's Victoria train would have run from Miles Platting, through Victoria (as do all the London and North Western Railway's Leeds and Manchester trains), and so arrived at Exchange; but either because of "political" difficulties arising out of the passage over the Lancashire and Yorkshire Railway's territory, or possibly because the line between Manchester (Exchange) and Warrington was too crowded to accommodate the train, the route adopted was from Chinley to Buxton, and thence by way of Whaley Bridge, Cheadle (avoiding Stockport station), Broadheath, and Warrington (Arpley) on to the Manchester-Chester line at Acton Grange Junction. The extraordinarily devious nature of this route round Buxton is apparent from the map; the through portion was formed of London and North Western Railway's stock, was worked by Midland Railway engines from Sheffield to Chinley, and back again from Chinley, in and out of the North Western station at Buxton (the train having, of course, to "back" into the platform), and over "foreign" territory to Cheadle Village Junction, which is at the western end of the Stockport avoiding line. Here the London and North Western Railway took charge, coupled up to the Sheffield train a portion from Leeds (*via* Huddersfield, Stalybridge, and Stockport), and worked it to its destination, the same process being adopted on the return journey. This singular service left Sheffield at 11.5 a.m. and was due at Llandudno at 3.42 p.m., a few minutes worse than the through train of previous summers when the Great Central "fed" the North Western; but the 1910 distance *via* Buxton was about 141 miles as against 128 *via* Guide Bridge (with a very much harder and more complicated road), and a passenger to whom the novelty of the Buxton route did not appeal had still the

opportunity to part company with the "through train" at Chinley, travel to Manchester (Victoria), where the 11.5 from Sheffield was due at 12.38, and catch the 1.5 from Exchange, which reached Llandudno 5 minutes in front of the Buxton round-about. Incidentally, the route *via* Manchester would save about 9 miles on the distance *via* Buxton.

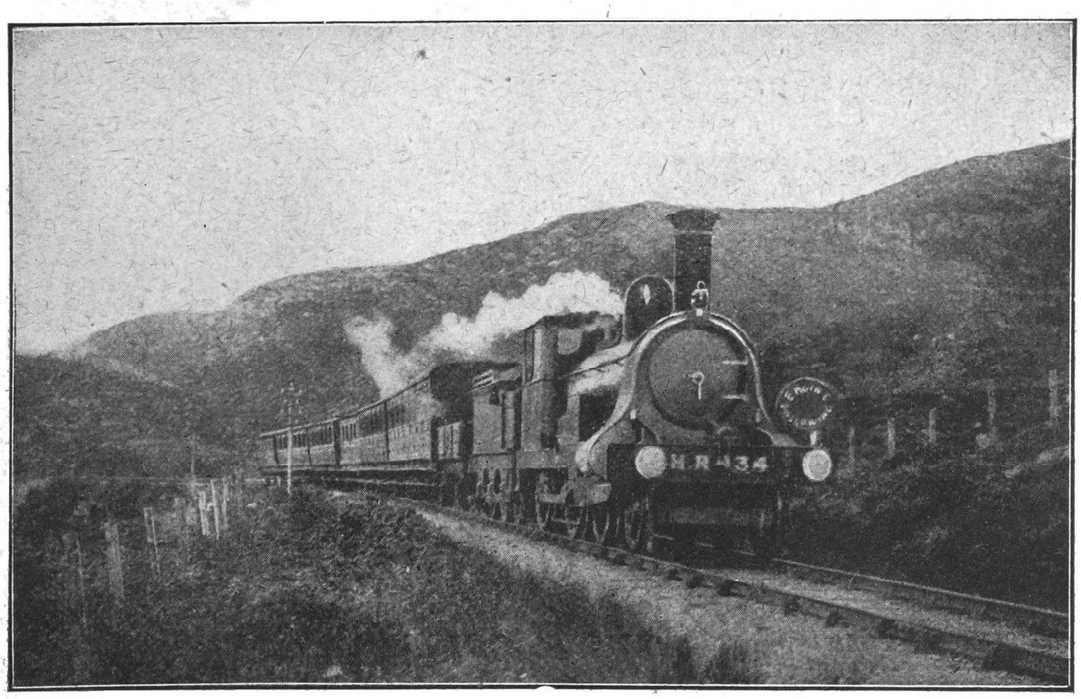
Another curiosity was the Cardiff and Yarmouth through train (Great Western, London and North Western, and Great Eastern Railways) which ran in the summer of 1908. At the time rumour said this through service was introduced at the special request of the late Sir J. Inglis, the then General Manager of the Great Western Railway, and was a pet idea of his. The train was composed of two brake composites (a Great Western vehicle from Cardiff to Lowestoft and a Great Eastern from Cardiff to Yarmouth), usually chaperoned by a London and North Western Railway composite between Leamington and Peterboro'. Separate trains started from Yarmouth at 10.5 and Lowestoft at 10.1 a.m. for Norwich (Thorpe), where they were combined into a York and Peterboro' express, and left at 11.5, reaching March at 12.50, with stops at Wymondham, Thetford, and Brandon. The Cardiff vehicles left March at 1.5, and were taken forward by the London and North Western Railway from Peterboro' (Great Eastern Railway station) at 1.35, made a creditable non-stop run to Rugby (50¾ miles) in 63 mins., and then ran through Dunchurch to Leamington, Great Western Railway station, which was reached by a junction, put in for the special purpose of accommodating this train, about half a mile on the Paddington side of Leamington. Here the Great Western Railway took charge and worked the train through Hatton and Bearley to Stratford-on-Avon, and over the Broadway line to Cheltenham (Malvern Road) and Gloucester, where it was attached to the Newcastle and Barry (*via* Banbury) express, and reached Cardiff at 6.15. The eastbound service left Cardiff at 10.20, combined with the Newcastle train to Gloucester, and was due at Norwich (Thorpe) at 5.52, no stop being advertised at Rugby in this direction, but the through carriages went into Ely and were there attached to the 2.30 from Liverpool Street. This service ran for two seasons only, and although there was nothing "round-about" in its journey, the use of the Junction at Leamington and the Broadway line, and the time occupied from Rugby to Cardiff (3½ hours), justifies its inclusion here. It will be recollected, too, that ever since the Great Central Railway first announced through trains between Leicester and Southampton (*via* Woodford, Banbury, and Oxford), the route used has in some cases been the Didcot



GREAT CENTRAL AND GREAT WESTERN RAILWAYS' ROUND-ABOUT ROUTE, LEICESTER TO BIRMINGHAM, *via* WOODFORD AND BANBURY JUNCTION.

and Newbury line through Winchester (Cheesehill) to the London and South Western Railway's main line at Shawford Junction, the mileage (Didcot to Eastleigh) being 51¼ against 47½ *via* Reading West and Basingstoke, with the additional disadvantage of single-line sections on the longer route.

Of "freak" trains, or round-abouts which have run on special occasions only, without appearing regularly in the time-tables, the most singular in the writer's experience stands to the credit of the Great Central and Great Western Railways, who, in the winter of 1909, advertised a special train from Leicester to Birmingham, *via* Woodford and Banbury Junction (reversing, of course, at the latter point), a distance of 86 miles, to compete with the Midland Railway's 39½ miles route. The occasion was a football match at Handsworth, to which station the Great Central Railway's special ran, thus giving their enterprise some semblance of plausibility; but the advertised time of 95 mins. from Leicester to Birmingham (108 mins. to Handsworth), even with the attraction of a "non-stop" run and steam-heated stock, gave the legitimate route an enormous advantage. The return fare was 2s. 3d., an instance of what competition and piracy can achieve. The train weighed 215 tons, and reached Banbury Junction (44 miles) in 55 mins. from Leicester, the engine, No. 1013 (4–4–0), having lost 8 mins. on an almost impossible 47 mins. timing. The 42 miles from Banbury to Birmingham, with a Great Western Railway 2–4–0, No. 3219, took 58½ mins., with sundry signal delays, and the train reached Snow Hill 22 mins. late, so that it would barely arrive at Handsworth at the time of the "kick-off." An almost equally daring affront had been offered to the Midland Railway a season or two before, when the Great Central and Great Northern Railways announced a through excursion from Derby to Leicester by their route (41½ miles as against the Midland's direct 29½). Here, too, the "pirate" train was heavily handicapped by gradients, and by the long and severe slacks from Bagthorpe Junction (where the Great Northern Railway's Stafford-Grantham line passes on to the Great Central main line) through Nottingham (Victoria). The distance by Midland Railway (a section, of course, of the Manchester–St. Pancras main route) being easily covered in 35 mins., against a very doubtful 50 to 55 mins. by the "round-about."

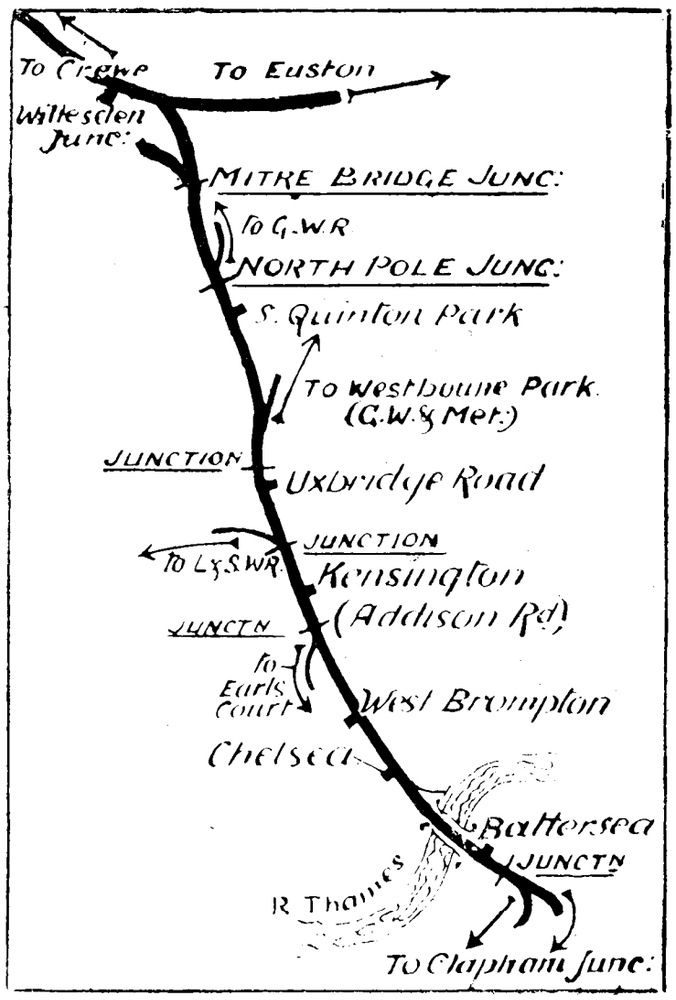


STROME FERRY—DINGWALL TRAIN NEAR GARVE. 4–4–2 LOCOMOTIVE NO. 34; CARRYING "ENGINE FOLLOWING" BOARD.

Through Services that Passed "Round About London."

IN an article on "'Round About' Expresses," which appeared in last October's RAILWAY AND TRAVEL MONTHLY, reference was made to the numerous through services, mostly from the north to the south-east coasts, which, to save their patrons the trouble of crossing from one terminus to another in London, wandered round about the Metropolis to reach a "foreign" railway's territory. The "war" curtailments of January, 1917, killed the last of these through services (some of them had expired before 1914, and others vanished with the first batch of "war" cancellations), but their careers form an interesting chapter in railway history.

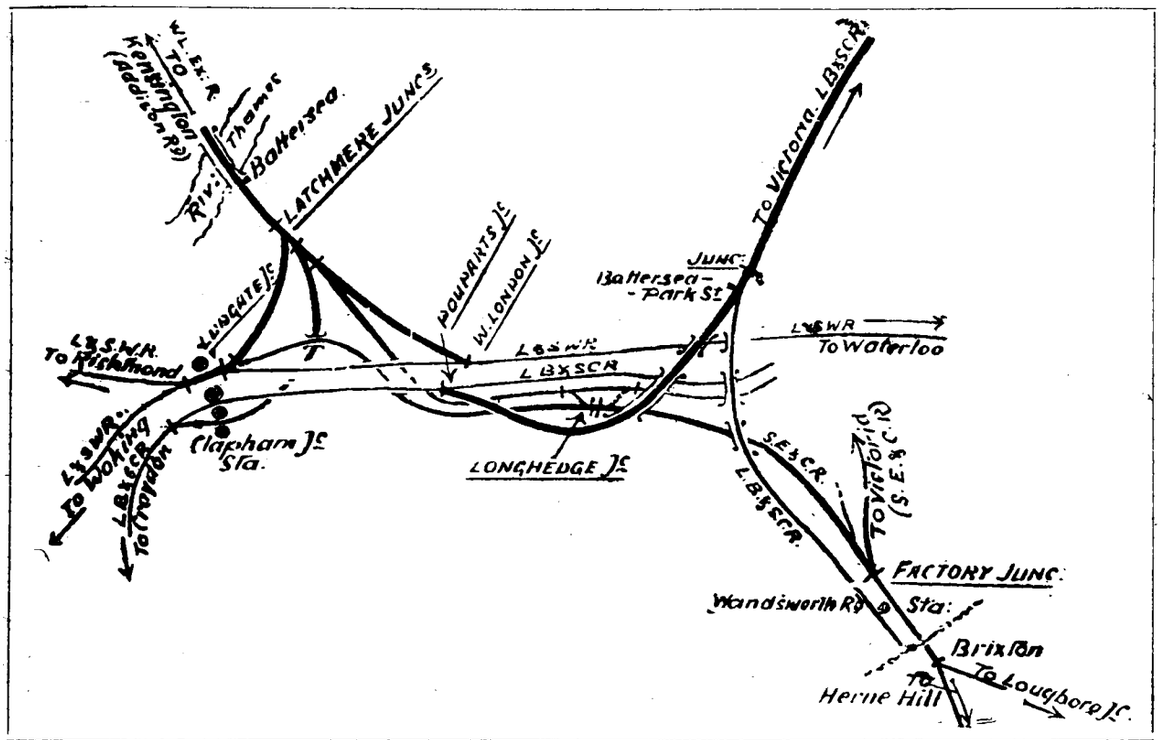
A very hasty examination of a railway map shows that of all the lines that offer communication "round-about London," that of the London and North Western Railway from Willesden Junction over the West London and West London Extension through Addison Road (Kensington) is by far the best; it is an above-ground route, reasonably direct, and suitable for passenger traffic. Starting from the low-level (main-line) platforms at Willesden, it forms a direct link with three railways' lines at Clapham Junction, Croydon and Victoria (London Brighton and South Coast Railway), Herne Hill (South Eastern and Chatham Railway), and Waterloo, though the London and South Western Railway's local service from Addison Road (where a Willesden passenger would have had to change) to Waterloo has been withdrawn since the summer of 1912. The importance of this link is increased by the fact that it gives ready access from the Midlands and the north to the continental ports (Queenborough, Folkestone, Dover, and Newhaven), whose principal London terminus (Victoria) still remains the least accessible by *tube* or District from the north western half of London. From Willesden, the London and South Western Railway can, of course, also be reached at Richmond or Kew Bridge by way of Acton Wells Junction and the North and South West Junction Railway, but Richmond cannot compare with Clapham Junction as a point of exchange.



MAP SHOWING LONDON AND NORTH WESTERN ROUTE FROM WILLESDEN JUNCTION TO SOUTH OF THE THAMES *via* WEST LONDON RAILWAY AND WEST LONDON EXTENSION RAILWAY.

It is rather curious that the Willesden Junction and East Croydon local service has never been made more popular as a means of transit from the North Western to the Brighton system. As long ago as 1900 the service consisted of five trains in each direction (then, as now, *via* the Crystal Palace line), while eight through trains ran between Willesden and Victoria, and five to and from Herne Hill. In June, 1914 (a date fairly representative of the pre-war service), there were eleven

Victoria trains, none to Herne Hill, and still five Croydon locals, but whereas in 1900 only ten down and two up main-line expresses failed to stop at Willesden, twenty down and twenty-one up passed without stopping in 1914, so that Willesden's value as an exchange point was becoming seriously impaired. Perhaps the presence of the "tube" at Willesden may influence the Euston authorities to reconsider their policy in this respect when the full express service is restored. The running of through carriages from the London and North Western Railway's main line over the West London route

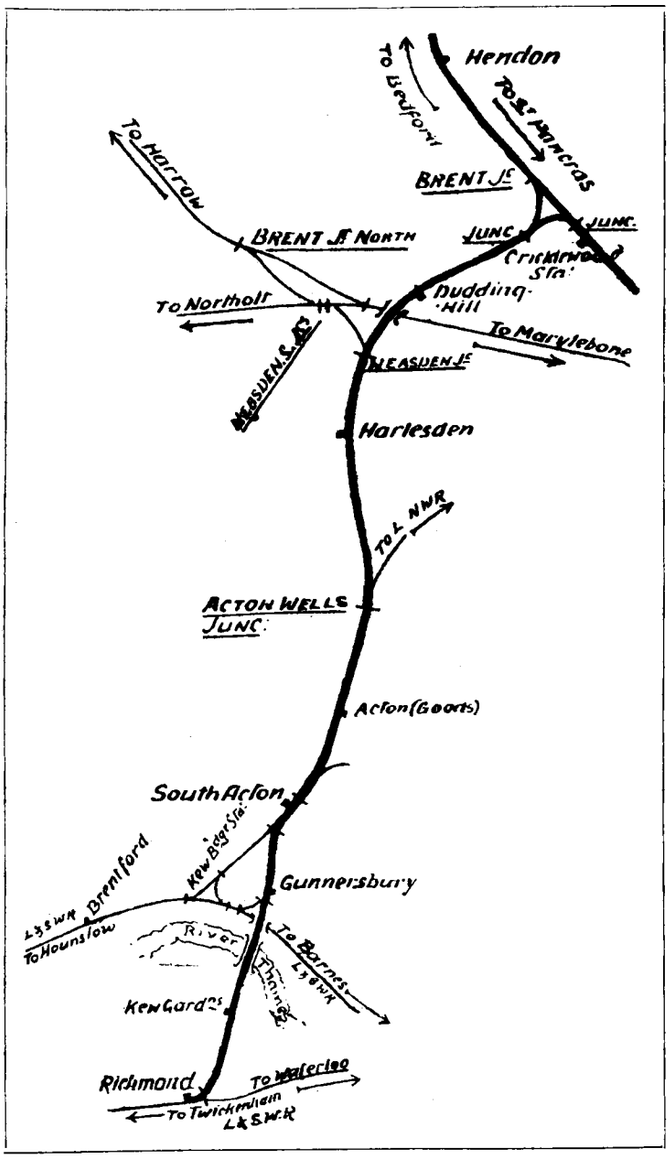


COMMUNICATIONS *via* THE WEST LONDON EXTENSION RAILWAY AND THE LONDON, BRIGHTON AND SOUTH COAST RAILWAY, LONDON AND SOUTH WESTERN RAILWAY, AND SOUTH EASTERN AND CHATHAM RAILWAY.

to Victoria dates from 1898, when the 11.50 a.m. from Birmingham, then due at Willesden at 2.33 and Euston at 2.45, conveyed a through carriage (afterwards started from Dudley) to Victoria, which left Willesden at 2.47 and was due at the London Brighton and South Coast Railway's terminus at 3.13, the "foreign" connecting expresses being 3.22 (Eastbourne), 3.27 (Worthing and Hastings) and 3.50 (a first-class only, 70-mins. train to Brighton), as well as the 3.25 "Granville" from the adjacent South-Eastern and Chatham terminus to the Kent coast. All these could, however, be caught, and probably with more certainty, by driving from Euston to Victoria, and the corresponding through service from Victoria at 2.7, reaching Willesden at 2.32, and there attached to the 2.30 from Euston, due in Birmingham at 5.16, was even less serviceable, for the 2.35 from Euston to Birmingham appeared as a 2¼ hours train in July, 1899, and could easily be caught at Euston by anyone who arrived at Victoria in time for the 2.7, the connections for which (from both southern lines) were very bad. The Birmingham and Victoria through carriage ran till the end of September, 1900, but was not attached to the 2.35 from Euston, even when that express called at Willesden (it ran non-stop to Rugby during part of its career), and latterly only reached Birmingham at 5.40, on the 2.45 from Euston.

But the attempts to entice the Continental traffic from the Midlands over the West London line are more interesting, and certainly deserved more success, for the "baggage scramble" at Charing Cross or Victoria was a real difficulty and demanded a considerable margin of time. In April, 1897, two through carriages were

advertised between Birmingham and Dover, which left New Street at 7.30 a.m. and 5.45 p.m., and, joining at Herne Hill the 11 a.m. and 9.5 p.m. boat trains from Victoria, reached Dover at 12.50 and 10.45. The main-line trains were then due at Willesden from the north at 9.56 a.m. and 8.18 p.m., and the



MAP SHOWING ROUTE FROM MIDLAND RAILWAY AT HENDON TO LONDON AND SOUTH WESTERN RAILWAY AT RICHMOND.

journey over the "West London" commenced at 10.16 and 8.25, the Herne Hill arrivals (with a stop at Addison Road) being 10.43 and 8.45. These were fairly smart connections, particularly good in the case of the evening trains, as a Manchester and Liverpool express was then due at Willesden at 8.8 p.m., and the Euston arrivals (8.20 from Crewe and 8.30 from Birmingham) would have left little or no chance of catching the 9.5 at Victoria. The return services were on the 3.5 and 5.45 p.m from Dover. These trains were due at Victoria at 4.50 and 7.30, and the Birmingham carriages, from Herne Hill, reached Willesden at 5.30 and 7.55, the former joining the 5.35 semi-fast from Euston (due at New Street at 8.30 p.m.), and the latter being "held up" until the 8.50 Scotch express from Euston took pity on it, at 9.2, and brought it to Birmingham at 11.50. These were only indifferent connections, but the erratic running of the boat trains would probably have played havoc with any narrower margins.

Apparently these services proved popular, for in May (1897) we find a through carriage added from Willesden, on the 8.25 p.m., to Queenborough Pier, attached at Herne Hill to the 8.50 (Flushing) boat train from Victoria, which train could rarely have been caught by a passenger who crossed London. The return carriage, on the 6.30 a.m. from Queenborough, was due at Willesden at 8.41, connecting with the 8.45 from Euston (a second-rate express) and the 9.20, then due in Birmingham at 11.40.

After the summer of 1897, frequent changes were made in the programme. From October, the 7.30 a.m. from Birmingham and 5.45 p.m. from Dover carriage was run between Willesden and Dover only, and in January, 1898, the other Birmingham and Dover carriage was similarly cut short*. From July, 1898, only one Willesden

*In the summer of 1898, a cross-country service from Folkestone, *via* Redhill, Reading and the Great Western Railway, was inaugurated in connection with the 4.45 p.m. service from Paris. Through carriages ran *via* Birmingham (Snow Hill) to Birkenhead, and over the Mersey Railway to Liverpool (Central station, low level). As the boat train from Folkestone did not reach Charing Cross till 11.37 p.m., the through service, which joined the midnight express from Paddington at Reading, actually saved time.

and Dover through service (8.25 p.m. from Willesden and 3.5 p.m. from Dover), as well as the Queenborough carriage, was announced, and in January 1899 (when the southern companies' amalgamation caused the night boat train to Dover to run from Charing Cross only at 9 p.m.), the Dover carriage left Willesden at 6.38 p.m. and worked from Herne Hill on a semi-fast, due at Dover at 10.15, thus becoming practically useless for continental traffic. The vehicle was temporarily restored to the 8.25 p.m. from Willesden during the summers of 1899, and 1900 (it disappeared entirely from January to July, 1900) and was finally withdrawn after October 1900; the Willesden and Queenborough carriage had vanished in the previous month, and for almost four years no "round-abouts" used the West London line.

The next Euston enterprise concerned the London Brighton and South Coast Railway, and in July, 1904, the 11.5 a.m. from Liverpool (due at Willesden at 3.13 or 3.15, on different pages of the same time-table, and Euston at 3.28) was announced to convey a through carriage to Eastbourne *via* Brighton, which left Willesden, hauled by a "Brighton" engine, at 3.25, called at Addison Road, Clapham Junction, and East Croydon, and was due at Brighton at 5.5, and Eastbourne at 6.0; the return service left Eastbourne at 11.35 and Brighton at 12.25, reached Willesden at 2.0 (connecting, if punctual, with the 2 p.m. Scotch express from Euston) and was attached there to the 2.15 from Euston to Liverpool, which left Willesden at 2.30 and was due in Lime Street at 6.30. As Liverpool was then $3\frac{3}{4}$ hours from Euston by the best trains, the service was not startlingly fast, and better times could be made at other hours of the day between Liverpool and Brighton by crossing London; in particular, 1 hour 40 minutes from Willesden to Brighton, $55\frac{1}{4}$ miles, averaged only 33 miles per hour, and the 4.5 p.m. from Victoria or London Bridge reached Eastbourne before the through carriage arrived. The service, however, continued, almost unaltered, till the end of February, 1905.

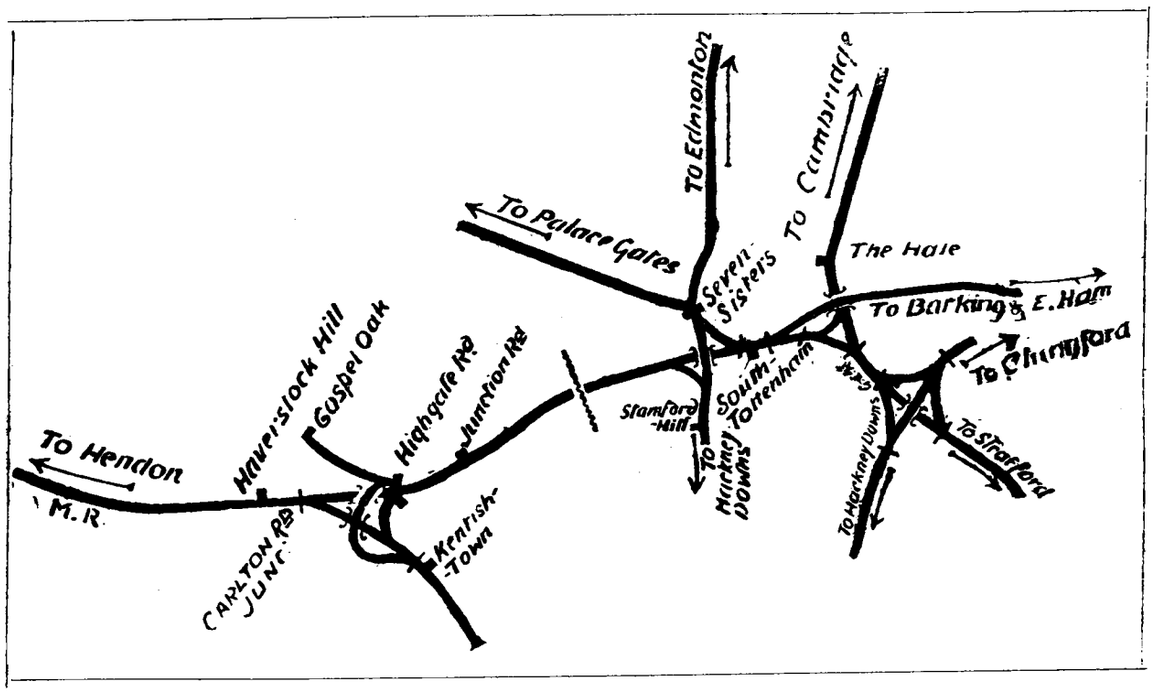
1905 was a great year for Euston; and March, which saw the birth* of the 2 hours London and Birmingham service, cradled the "Sunny South" special as well—a through corridor train of London and North Western Railway stock between Crewe and Eastbourne, composed of portions from Liverpool and Manchester (with a luncheon car), and attaching at Rugby through carriages from Birmingham and Leamington. Between Willesden (reached at 3.20) and Eastbourne the times remained as in July, 1904, and the Brighton company still provided engine power; but on the north bound run the through train left Willesden at 2.20 and preceded the 2.15 (now 2.40) from Euston to Crewe. A Stafford stop was inserted, on the down journey, in May, 1907. But even this excellent service gave no advantage, in time, over crossing London, for by leaving Manchester at 12.10 (50 minutes after the through train) Brighton could be reached 30, and Eastbourne 18, minutes behind the "Sunny South," and the journey from Brighton to Manchester could be made, *via* Victoria and Euston, in 5 hours 20 minutes, as compared with the through train's time of 6 hours 3 minutes.

The "Sunny South Special" had a successful and almost unchallenged career till March, 1915, when it was withdrawn amongst other "war" cancellations. Rumour often had it that the Midland Railway meditated an onslaught on Brighton, either *via* Leicester and Rugby or by means of another "round-about London" scheme, presumably the Herne Hill and Tulse Hill Junction route; but the ideas, if ever considered seriously, did not mature, and the weight of the "Sunny South" would have made the addition, between Rugby and Eastbourne, of through carriages from the Midland Railway's system impracticable.

But in July, 1905, two further through services were tacked on to the Brighton train, the most curious "round-abouts" that ever passed over the West London. Through carriages were run between

*In March, 1905, the fastest time from Euston to Birmingham was made 2 hours, instead of 2 hours 5 mins.; but one up train, the 5 p.m. from New Street, had been performing the journey in 2 hours since October, 1902.

Weymouth and Deal and Liverpool (Lime Street), the Weymouth vehicle starting its journey at 9.55, running *via* Bournemouth and the London and South Western Railway's main line to Wimbledon Junction and over the East Putney line to Clapham Junction where it parted company with a through portion for King's Cross, and proceeded to Addison Road, picked up the Deal carriage (which left Deal at 10.25 and ran to Herne Hill *via* Dover and Folkestone in conjunction with a portion for the Midland Railway), and finally arrived Junction to meet the King's Cross train. The arrivals were :—4.56 at Southampton, 5.40 at Bournemouth, 6.52 at Weymouth, 4.50 at Folkestone, and 5.31 at Deal. Both services were given all the year round and cost the London and North Western Railway no new main-line mileage, but their popularity was never great. From July, 1907, both carriages ran to and from Manchester, instead of Liverpool, and on the up journey left Manchester at 10.10 and reached Willesden at 1.57 (50 minutes before the departure time of the Weymouth vehicle, which did not



MAP SHOWING MIDLAND RAILWAY ROUTE TO THE GREAT EASTERN RAILWAY AND LONDON TILBURY AND SOUTHEND RAILWAY.

at Willesden Junction at 1.53, connecting with the afternoon Scotch service and completing the journey northwards on the "Sunny South." On the up trip, the Deal and Weymouth vehicles left Liverpool at 10.5 and arrived at Willesden at 2.17 (on the 10.30 from Manchester, which then ran non-stop from Stafford to Willesden, 128 miles, in 136 minutes), the Deal portion proceeding at 2.25 to Herne Hill and joining there the Midland Railway's portion for the South Eastern, and the Weymouth portion at 2.47 (on a Victoria local) to Addison Road, whence it was taken to Clapham leave Clapham Junction till 3.18); in October, 1908, Bourremouth was advertised instead of Weymouth, as the terminus of the through carriage on the London and South Western Railway, and two years later (September 30th, 1910) this particular service was withdrawn, to be superseded (October, 1910) by two new cross-country trains—Bournemouth and Manchester, *via* Bath and Birmingham, promoted by the London and North Western and Midland Railways, and Bournemouth to Birkenhead and Manchester, *via* Basingstoke, Oxford, and Market Drayton, hatched by Paddington

and Waterloo, with the unwilling assistance of Euston*. The Manchester and Deal service survived till the "Sunny South" itself expired in 1915. Corridor brake-composites of South Western and South Eastern stock worked north on these services from the spring of 1907.

The Midland Railway's avenues of communication "round-about London" are fairly good. The best known is the route from Kentish town, over the Metropolitan Railway's "widened lines" to Farringdon Street, and thence over South Eastern and Chatham territory through Ludgate Hill to Loughborough Junction, diverging thence to Herne Hill or Victoria. Unhappily, part of it is an "underground" route, only available for specially constructed stock, and very much congested by goods and local passenger traffic, as a frequent South Eastern and Chatham local service used Moorgate Street as a terminus until the "war" cancellations of January, 1915, and April 1916. A service of Midland Railway through trains ran between Kentish Town and Victoria until July, 1908; calling at all stations; they took 50-55 minutes on the journey, and, although there were 13 trips daily in each direction as recently as 1905, Kentish Town had long ceased to be a stopping place for main line expresses, and the service was of little use. The second link, the line from Cricklewood to Acton Wells, and thence over the "North and South West Junction" to Richmond or Kew Bridge, was used in 1878 for a service of fifteen trains in each direction between St. Pancras and Earl's Court, and subsequently by a local service to Kew Gardens and Richmond, but the latter was withdrawn in November 1880, and the more modern passenger service from Child's Hill (Cricklewood) to Dudding Hill and Stonebridge Park ceased after June 30th, 1888. It is worth noting that this piece of line gives the Great Central Railway a means of communication from Neasden to Richmond, and the London and South Western Railway, should they ever desire to add a London "round-about" to their many cross-country enterprises. The third link, the Tottenham and Hampstead Junction Railway, gives a direct physical connection at Carlton Road Junction with the Midland Railway's main line to the north, and access at South Tottenham to the Great Eastern Railway, but except for the through service from St. Pancras to the Cambridge line (all withdrawn since January 15th, 1917), and to Southend, no "round-abouts" have ever used it, and the only through train from the Hendon neighbourhood to Southend (a semi-excursion which ran on Sundays in the summers of 1913 and 1914), was worked into Kentish Town station, and "reversed" there.

The Midland Railway's attack on the south coast was launched in July, 1905, when they started from Derby at 11.20 a.m. with a through train for Portsmouth Southampton and Deal (*via* Folkestone and Dover Harbour). This train ran, in and out of Nottingham, to Leicester, where it picked up through vehicles from Manchester (at 10.30 a.m.) to Deal, and from Bradford (at 9.45 a.m., serving Leeds and Sheffield) to Deal and Portsmouth; the collection of six through carriages left Leicester at 12.40, and was booked at 58.1 m.p.h. to its next stop, Hendon, the point selected for dividing the train. From there a South Eastern and Chatham tank trotted away with the Deal contingent at 2.19, reached Herne Hill at 2.58, and was there attached to the London and North Western Railway's portion, arriving at Tonbridge at 3.42, Folkestone at 4.50 and Deal (*via* Dover) at 5.31, while a London and South Western Railway tender-engine took the Portsmouth and Southampton vehicles away at 2.30 to Richmond, and forward to Woking, through Virginia Water and Addlestone and Byfleet Junctions, calling at Staines Junction, Woking, Farnborough, Basingstoke and Winchester, and reaching Eastleigh at 4.42. There the train divided, and was due at Southampton (Docks) at 5.5, and Portsmouth at 5.40 p.m.

(*To be continued.*)

*The service *via* Willesden was withdrawn as the result of more amicable relations between Paddington and the London and South Western Railway, which co-operated in the Bournemouth and Birkenhead (*via* Oxford and Birmingham, Snow Hill) through train The Manchester portion of this train had to pass on to London and North Western Railway territory at Nantwich, and the Euston authorities had, perforce to work their rivals' train from Crewe to Manchester, London Road.

Through Services that Passed "Round About London."

(*Continued from page 373, Vol. XVI.*)

THE return service from Portsmouth at 10.30, and Southampton at 10.55, was due at Hendon at 1.45 *via* Virginia Water and Richmond, and at 1.53 from Herne Hill (off the 10.25 from Deal, 11.7 from Folkstone, which also conveyed the Liverpool through carriage for Willesden Junction), left Hendon at 1.58, and reached Leicester at 3.44, and Nottingham at 4.21, where the Bradford vehicles were transferred to the 2.15 from St. Pancras, the Manchester average speed on the Lordon and South Western Railway resulted in a 4-hours journey from Leicester to Eastleigh, and far better time could be made by crossing London, at other hours of the day; for instance, the then 11.10 from Leeds, or 12 noon from Manchester, would give arrivals at Southampton at 6.34 and Portsmouth at 6.59, while the 11 a.m. from Portsmouth and 12.10 p.m. from Southampton (West) would catch at St. Pancras the very trains to which the

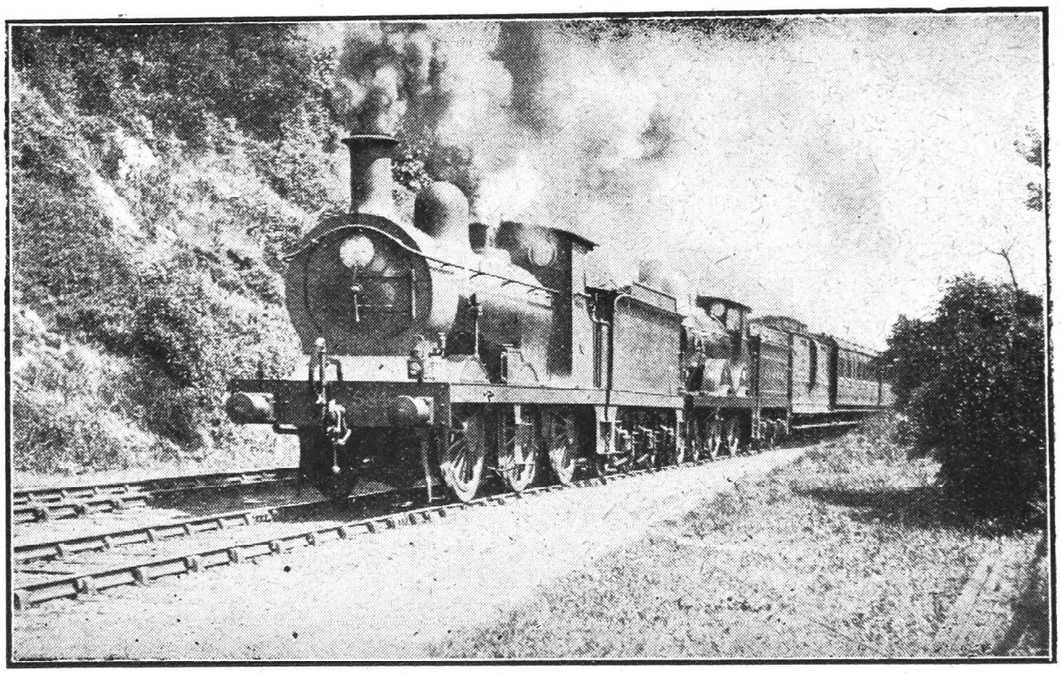
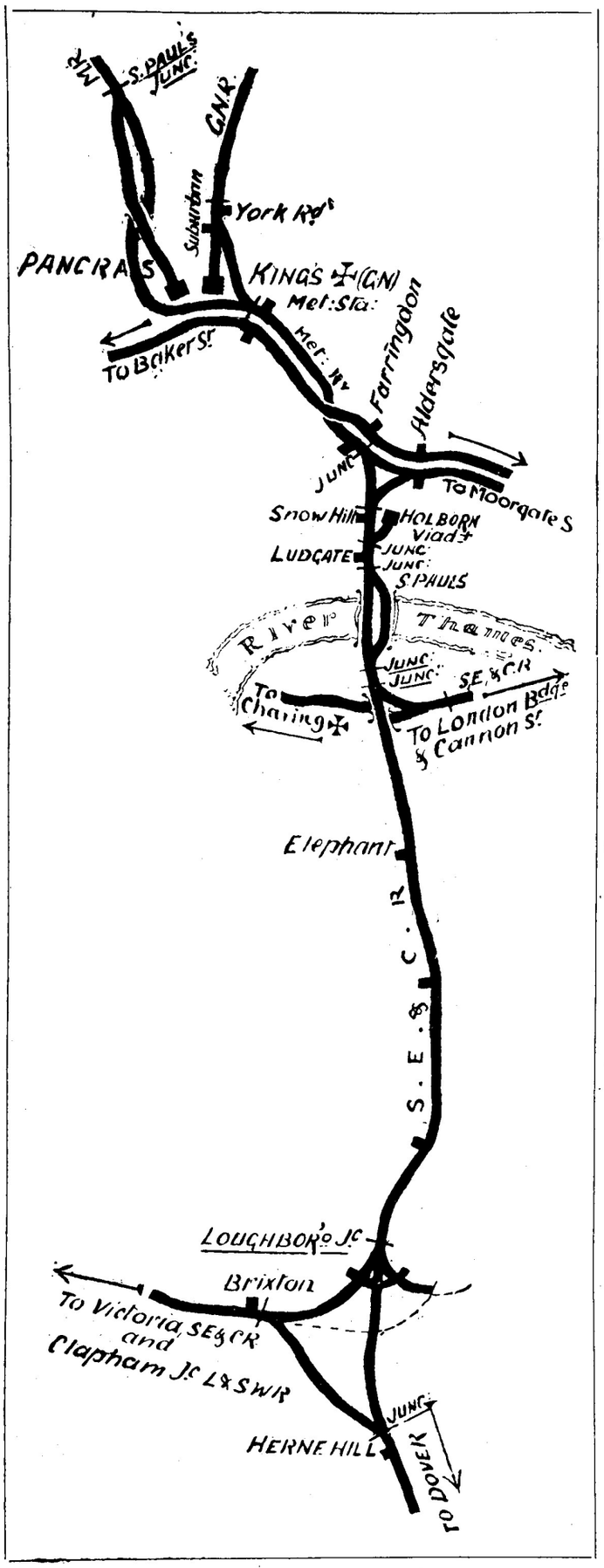


Photo.] [*Mr. N. Devonshire-Jones.*

THROUGH TRAIN FROM DOVER TO THE LONDON AND NORTH WESTERN AND MIDLAND RAILWAYS PASSING THE WARREN, FOLKESTONE, HAULED BY 0–6–0 AND 4–4–0 SOUTH EASTERN AND CHATHAM RAILWAY LOCOMOTIVES.

coach leaving Leicester, *via* Derby, on the 2 p.m. from London. It was an ingenious scheme, apart from its complications and fatal liability to late running (Hendon was not well-adapted for the marshalling of a main-line express, and the south-of-Thames portion frequently arrived so late as to delay the 2 and 2.15 from St. Pancras), but as a time-saver it could claim no patronage at all, for although from arrival at Hendon to leaving Richmond the time taken was only 35 minutes, the devious route and slow through carriages were afterwards attached. The same disadvantage applied to the Deal service, as Folkestone and Dover could be reached from Charing Cross in considerably less time than the "through train" occupied from Herne Hill, while for Tunbridge Wells and Hastings the change at Tonbridge put the Hendon and Herne Hill route completely "out of court."

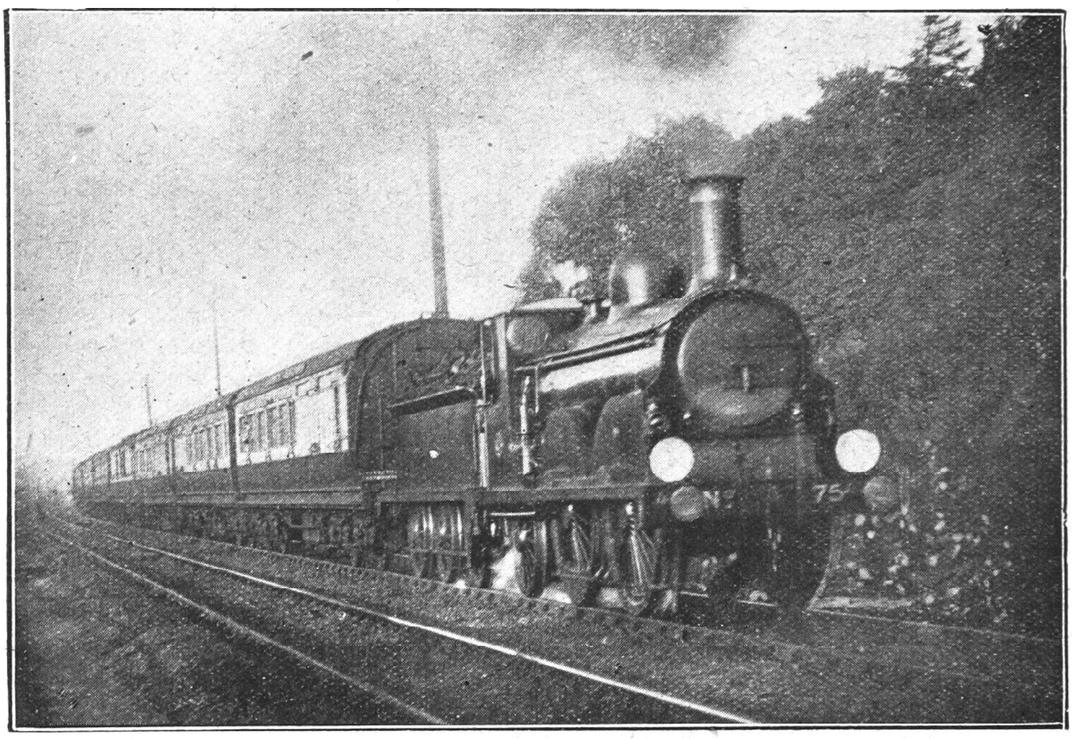
The through service, to both foreign railways lines, was given all the year round, but was subjected to various minor changes on the Midland Railway. In



MAP SHOWING THE MIDLAND AND GREAT NORTHERN RAILWAYS' ROUTE TO HERNE HILL AND CLAPHAM JUNCTION *via* THE METROPOLITAN RAILWAY'S WIDENED LINES.

May, 1906, the 1.58 from Hendon terminated at Leicester, and transferred its Nottingham and Leeds portion to the 2.15 (then 2.5) from St. Pancras at Bedford, and this was made a standard arrangement except during the three summer months. A restaurant car from Derby to Portsmouth was added in July, 1907, (the Midland Railway having constructed some corridor brake-composites with two first and two-and-a-half third-class compartments, and a small kitchen, specially for the service of meals on cross-country trains which did not justify a large dining-car), and in the following October the Derby departure was made 11.40 instead of 11.20 and the train ceased to run into and out of Nottingham, a Nottingham portion (and the restaurant car) being attached at Trent, while in April, 1908, when the 10.15 from Manchester ran non-stop from Cheadle Heath to London, the South-coast through vehicles and the Portsmouth restaurant car started independently from Manchester at 10.20. After the summer of 1908, the through service to the London and South Western Railway was withdrawn, the Manchester and Deal coach being worked into and out of St. Pancras, while the through coach to and from Bradford was attached to and detached from the main line expresses at Kentish Town, from which point the South Eastern and Chatham engine worked the through portions together to Herne Hill. Except that in 1909 the up express from Leeds also took its Deal carriage into St. Pancras (omitting the Kentish Town stop),

while the through carriage from Manchester was subsequently started from Nottingham, this arrangement lasted till the service was finally withdrawn on January 11th, 1915, from which date the working of passenger trains over the "widened lines" was confined to the morning and evening "rush" hours. No regular passenger service has used the Cricklewood-Acton Wells link since September, 1908, and it is rather curious that the Midland Railway should have made no bid for a through service to Margate and Ramsgate on the Great Northern Railway's 3.35 from Herne Hill of 1913. The Kent Coast would probably have appealed to the Midlanders far more than Folkestone or Deal, and Leicester, Derby and Sheffield were virtually outside the sphere of influence of the 2.55 through "round about" from King's Cross.



THE "SUNNY SOUTH SPECIAL," HAULED BY LONDON, BRIGHTON AND SOUTH COAST RAILWAY 0–4–2 ENGINE NO. 175.

The "round about London" enterprises of the Great Western Railway have been varied, and for the most part short-lived. Their local service into and out of Victoria—somewhat humorously styled the "South Eastern and Chatham and Great Western" station—consisted of ten trains each way in 1900, some going as far down the main line as Uxbridge, Windsor, and even Reading, but had been reduced to seven in 1914 (all terminating at Southall), and was withdrawn in the spring of 1915; on Sundays, during the period when Paddington was busy popularising the "Beautiful Valley of the Brent," some rail-motors worked between Victoria (subsequently Clapham Junction) and Greenford, but no attempt was ever made to use these local services as a means of through communication from the Great Western Railway's system to "foreign" territory.

In 1905, however, Paddington came into line with a Birkenhead and Dover through carriage, which was worked up on the 11.12 a.m. from Birmingham, detached at Southall, and taken from there at 2.5 p.m., calling at Ealing, to Addison Road, where it joined the 2.25 from Willesden to Herne Hill, and reached Dover at 5.5. In the reverse direction the carriage was worked direct from Addison Road (off the 1.2 p.m. from Herne Hill, which also conveyed the London and North Western's carriage) into Paddington, and there attached to the front of the 2.15 p.m. to Birkenhead, then a 2-hour 20-min. non-stop train to Birmingham. As the through train *via* Reading

and Redhill covered practically the same ground, both on the Great Western Railway and the South-Eastern and Chatham Railway's territory, the Addison Road service seemed rather superfluous, but it continued to run till the autumn of 1908.

July, 1906, saw another venture—a Paddington and Brighton through train, formed of London, Brighton and South Coast Railway's engine and carriages. Leaving Brighton at 11.30 a.m. this train reached Paddington at 1.10, calling at East Croydon, Clapham Junction, and Addison Road, and connected with outgoing expresses at 1.40 (Worcester) 2.15 (North) and 2.40 (Bristol); the return trip left Paddington at 3.40, and was due at Brighton at 5.17, the principal connecting expresses being due at 3.25 from the North and 3.10 from Bristol. There were no through carriages to or from the Great Western Railway system, and the train, being poorly patronised, was withdrawn at the end of June, 1907. Here again, time militated against the success of the service, for with several fast trains between Victoria or London Bridge and Brighton in 65, 70, or 75 mins., the connectional margins at Paddington were fatally wide, and Paddington to Clapham Junction was bound to prove a somewhat wearisome "round-about."

With the opening of the Ashendon and Aynho route to Birmingham, in July, 1910, an attempt was made to capture the Continental traffic from the Midlands, for which Euston no longer offered any "round-about London" facilities, and in October the 7.30 a.m. express from Birmingham was run direct into Victoria, calling at Addison Road at 9.48, and arriving in ample time for the 10.45 (Kent Coast) and 11 a.m. (Continental) services. The return through train, at 8.15 p.m. from Victoria (non-stop from Addison Road to Leamington, and due at Birmingham at 10.36), ought to have been more useful still, as the Continental trains from Dover and Queenboro' arrived at Victoria at 7.10 and 7.33, too late for the last respectably fast service from Euston to New Street. In the summer of 1911 more was done, and in addition to the 8.15 p.m. (with throughcarriages from Queenboro' and Ramsgate) a second through train for Birmingham and the north left Victoria at 12.35. A through carriage from Folkestone (off the night service from Flushing) was worked from Victoria at 8.15 a.m. into Paddington and attached to the 9.10 two-hours' express to Birmingham. The Newhaven boat train, then due at Victoria (Brighton) at 7.30, also connected with this service, but as there was a 2-hour 5-min. train from Euston to Birmingham at 8.40 a.m., 25 mins. could still be saved by anyone who cared to cross London. On the up journey the 7.30, now 7.10 a.m. from Birmingham, still ran direct into Victoria, but, by arriving at 9.42, connected with the 10 a.m. Newhaven and Flushing services, with through carriages to Queenboro' and Ramsgate (the latter service was much too early in the day for holiday traffic), and the 5.45 p.m. from Birmingham detached at Greenford a through carriage for Folkestone, which

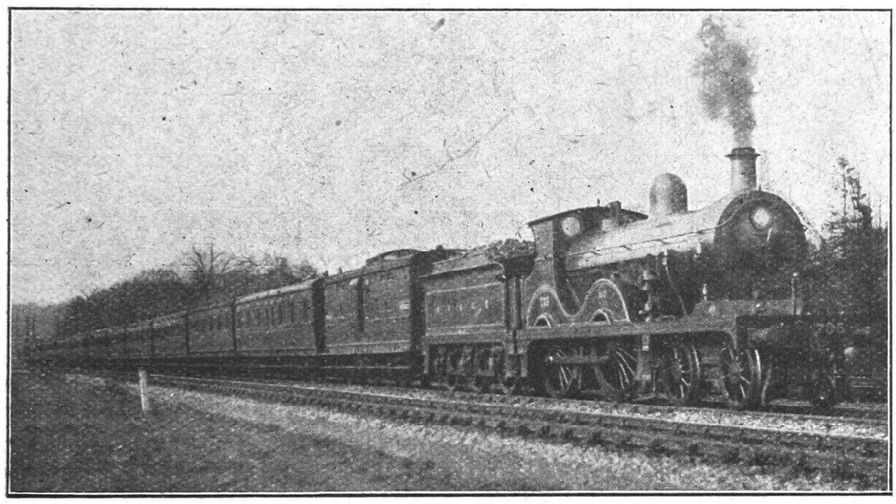
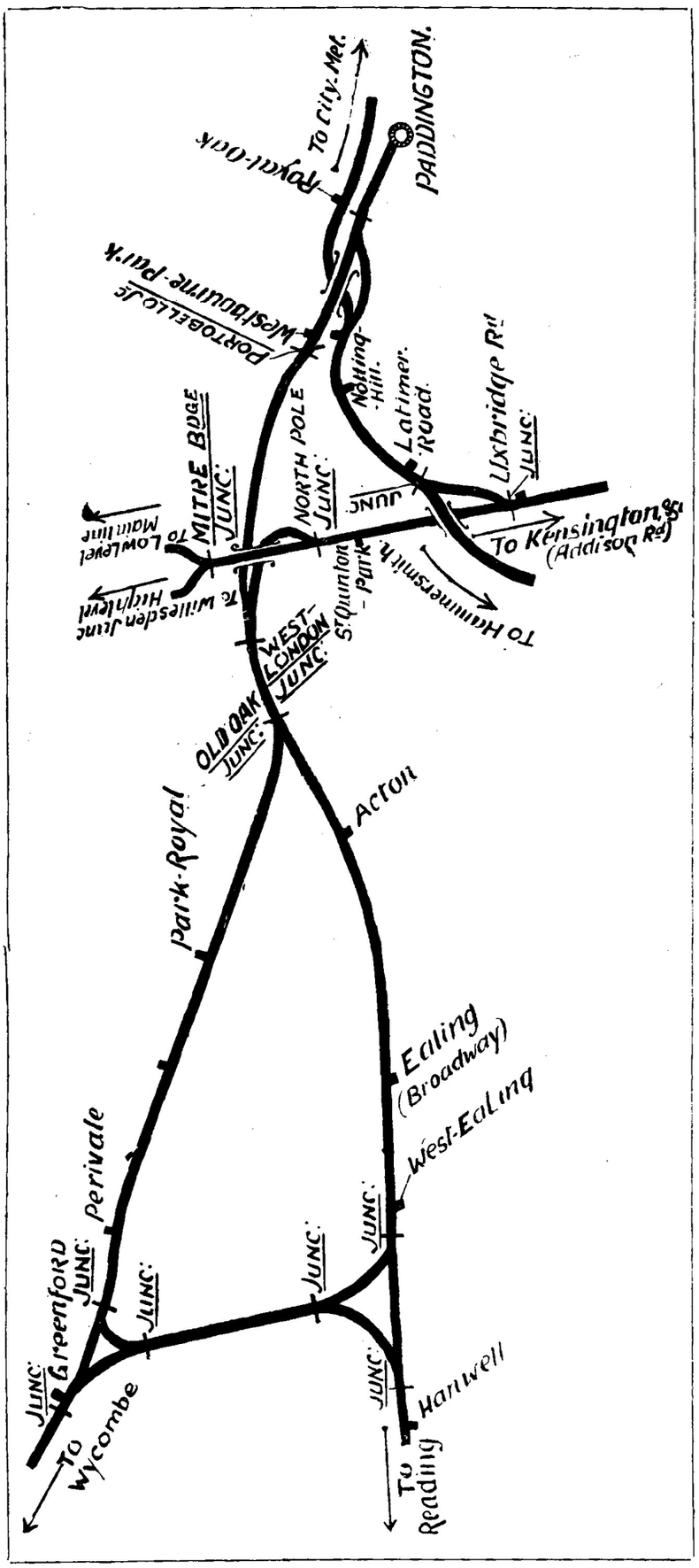


Photo.] [*Mr. H. Gordon Tidey.*

HASTINGS TRAIN WITH THROUGH COACHES FROM THE GREAT NORTHERN AND MIDLAND RAILWAYS, HAULED BY SOUTH EASTERN AND CHATHAM RAILWAY 4-4-0 LOCOMOTIVE NO. 735.



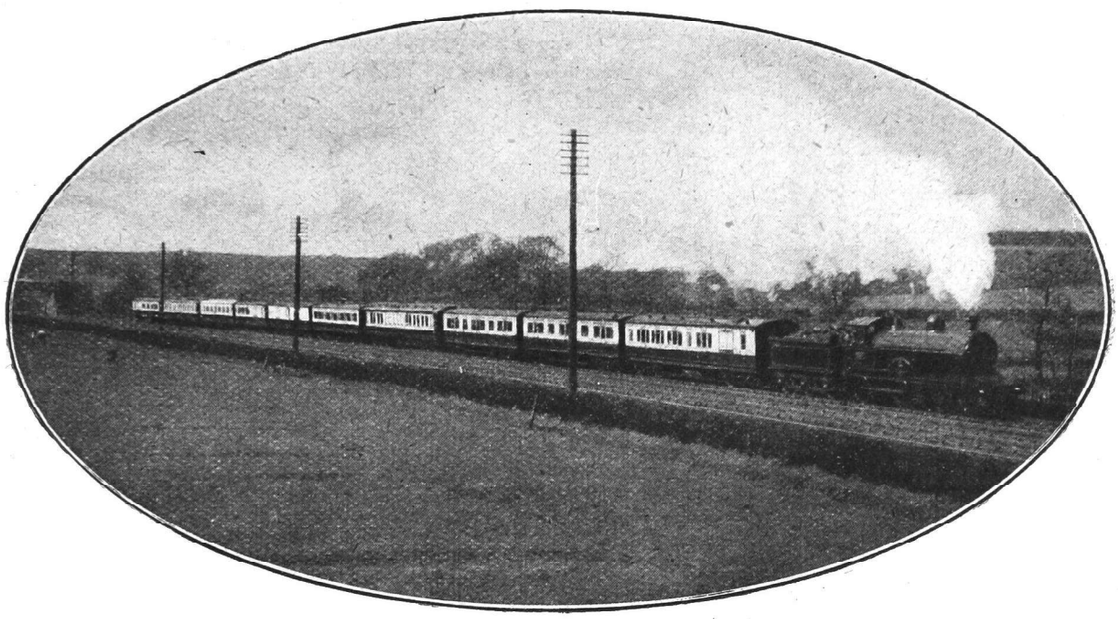
MAP SHOWING RAILWAY COMMUNICATION BETWEEN THE GREAT WESTERN RAILWAY (GREENFORD, HANWELL, OR PADDINGTON) AND THE WEST LONDON RAILWAY.

was worked *via* Ealing and Addison Road, into Victoria at 8.15 p.m., and taken forward by the 8.45 Flushing service. In this direction the London and North-Western Railway could offer no arrival from Birmingham at Euston in time for the 10 a.m. services, and their evening departure for the Continent was 5 p.m. from New Street, so that, for once, the "round abouts" (restaurant-car trains in every case) did really save time. However, the Great Western Railway's enterprise proved to be short-lived. In October, 1911, the 12.35 p.m. from Victoria was transformed into a 1 p.m. from Paddington, and all the Victoria services were withdrawn in February, 1912, except the 7.30 a.m. from Birmingham, and that, too, had vanished before the summer.

The Great Northern Railway entered the field in July, 1905, but their only means of access to the Southern lines was by way of the Metropolitan Railway and Ludgate Hill, and therefore their enterprises lacked the variety of the Derby and Paddington schemes. They commenced with an attack on the London and South Western Railway's territory,

and announced a through train from King's Cross ("main line arrival platform") at 2.40 p.m. to Weymouth (due at 6.52), serving *en route* Southampton (West) and Bournemouth (Central), where the arrivals were 5.16 and 5.40. The main line connecting expresses then arrived at King's Cross at 1.25 from Sheffield and Nottingham, 1.40 from Newcastle and York, 1.55 from Leeds, and 2.20 from Bradford, but there were no "through carriages" for the Weymouth trains, and there was an obvious inducement to some passengers to cross London and leave Waterloo by the 2.10, then due at Weymouth at 6.9. The "round-about" laboured under the usual disadvantage.

The Weymouth through train was an all-the-year-round service, but it suffered material deceleration in 1908, the Weymouth departure being made first 9.45 and then 8.50 (Bournemouth 10.21), which brought it into King's Cross at 1.34 to connect with the 1.40 north express, while the arrivals (still on the 2.40 departure from King's Cross) were made 6.2 at Bournemouth and 7.21 at Weymouth. This made the service of very little use, and it was withdrawn after September, 1910. Both the through trains worked by the London and South Western Rail-



"SUNNY SOUTH SPECIAL" HAULED BY LONDON AND NORTH WESTERN RAILWAY 4–4–0 LOCOMOTIVE.

London and South Western Railway worked the train from Clapham Junction, at 3.18 (latterly 3.25) *via* the East Putney loop to Wimbledon Junction, together with the through portion from Willesden; speed was moderate down the main line, and 2½ hours was taken over the 105 miles to Bournemouth, with three stops. The return service left Weymouth at 9.55 a.m., Bournemouth at 11, and Southampton at 11.47, and reached King's Cross at 2.8, where it was backed into the main line departure platform and formed a risky connection with the 2.20 to York and Scotland, and very safe ones with the 3.25, 3.45, and 4.15 to the North. As the 10.5 from Weymouth (11.22 from Bournemouth) reached Waterloo at 2.1, the way (Richmond to Southampton and Clapham to Weymouth or Bournemouth) must, one imagines, have been singularly "bad bargains" for that company. They were practically useless for South-Western local purposes, and the passengers they carried would have had to pass over the system (probably from Waterloo and otherwise from Basingstoke, Andover or Bath) in any case, without the expense of special mileage to attract them.

From October, 1910, till the following summer the powers at King's Cross were no doubt planning fresh conquests, and in July, 1911, they tried the South Eastern's Coast line, running a train at 2.41 p.m. from King's Cross to Herne Hill with a through carriage for Deal (*via*

Ashford, Folkestone, and Dover Harbour) which was attached at Herne Hill to the contributions then being sent from the Midland, and London and North Western Railways. A portion from Victoria at 2.50 subsequently came out to Herne Hill to complete the assortment, and in 1913 was conveying a brake-composite (South Eastern and Chatham Railway stock) fitted for the service of teas—the only instance of Messrs. Lyons' catering on board an English train. To connect with the 2.41 from King's Cross there were expresses arriving at 1.25, 1.40, 1.55 and 2.15, and as the return train from Herne Hill (off the 10.25 from Deal) was due at King's Cross at 1.25 to feed the 1.40, 2.0, 2.15, and 2.20 departures, there was reasonably good communication with the whole of the Great Northern Railway's system. This, also, was an all-the-year-round venture, and as the time-tables contained a note that "Passengers will also be booked locally by the through train," the Kent coast, which could be easily reached by changing at Herne Hill into the 3.25 from Victoria, had evidently not been overlooked.

The next move was made in July, 1913, when the King's Cross and Ramsgate service (next to the "Sunny South," probably the most successful and justifiable of all these ventures) was introduced. Leaving King's Cross at 2.55, and calling at Ludgate Hill, the through portion was attached at Herne Hill to the 3.25 Victoria to Ramsgate (there was then a 3.20 non-stop running from Victoria to Westgate and Margate, so that the 3.25 had little loading from Victoria) and reached Margate at 5.15. Returning from Ramsgate at 9.45 a.m., and acting as a relief to the 10 "Granville" from Ramsgate to Victoria, the train was due at Herne Hill at 11.44 and King's Cross at 12.10, connecting only with the 12.30 down express. The weak point in the scheme was, of course, the "up" connection for the south-bound through train, as the last arrival at King's Cross (2.15 from Harrogate) gave ample time to cross to Victoria and catch the 3.20, while the York, Hull, and Leeds arrivals (then 1.30, 1.35, and 1.55 respectively) entailed a dreary wait in most depressing surroundings till the "round-about" left at 2.55.

The running of the Ramsgate train did not interfere with the 2.41 Deal service, and both trains ran till the end of September, 1914. In October, only the Deal service remained, and this, was withdrawn when the traffic over the Metropolitan Railway "widened lines" had to be reduced in January, 1915.

It will be very interesting to see how many of these "suspended" through services re-appear when conditions of working are normal again. Much, of course, depends on the part to be played in future by "competition," for the innovations of 1905, were scarcely necessary on grounds of general public convenience, or that anything but acute "competition in facilities" could have given them birth. As a time saver, the through carriage service round London has in almost every case been useless, though it may well be argued that time is not the primary consideration with the public to whom these services appeal, so much as the saving of the trouble and expense of crossing London. Even then we must remember that the "carted luggage" or "Luggage in advance" system (temporarily withdrawn, but almost certain to be restored) and the vastly improved "tube" communication between the London termini (the "Bakerloo" extensions to Paddington and Willesden are of only recent growth) have considerably altered the aspect of things. The manipulation of through carriages on a crowded main line in summer must be attended with considerable working difficulty and leads to delay; the "through carriage" itself can accommodate few people—while of the lucky ones who succeed in the scramble to obtain seats in it probably at least half will subsequently leave it *en route* to patronise the restaurant cars—and, except as an advertisement, its value is overrated. These objections do not apply to a "solid" all-the-year-round through *train*—for example, the "Sunny South" between Crewe and Eastbourne, or even the Great Northern Railway's through train from King's Cross to the Kent Coast line—and, if one may venture to predict, the reappearance of these trains and of the through services the continental boat trains are far more probable than any renewal of the Midland Railway's effort to popularise Deal with Yorkshire holiday-makers.

Some Roundabout Train Services.

By J. F. Gairns.

"LONDON BRIDGE to London Bridge" would be a curious description of a local train, and yet it would be the correct way of describing a dozen or more of the London, Brighton and South Coast Railway trains. "Leeds to Leeds," "Nottingham to Nottingham," would be similarly correct for certain Great Northern trains serving the suburbs of the towns named. "Newcastle to Newcastle," "Durham to Durham" represents the journey of certain North-Eastern trains; and "Glasgow to Glasgow" would apply to some of the Scotch trains.

These are a few of the instances of the running of "Roundabouts"—a term current among the inhabitants of South London to describe some of the curious London, Brighton and South Coast Railway trains—or "Circle" trains; and it is the writer's purpose in this article to describe some of the more interesting of them.

To the author's knowledge the following large towns possess "roundabout" train services: Birmingham, Edinburgh, Glasgow, Leeds, London, Newcastle-on-Tyne, and Nottingham, besides sundry smaller towns near them, which share in the train services concerned. To run these, ten railway companies provide trains, and more than thirty different routes are used. Of all these mixed-up train services London has seven and takes second place, but Nottingham far excels this, for there are no less than nineteen services of "roundabouts," and without question these must take first place, both for variety and for interest. In fact, it seems very much as if the trains in Nottingham are sent almost indiscriminately by one route or another, whatever their actual destination.

However, to avoid any sense of unfairness, and also to leave the consideration of the interesting town just referred to until the last, I will deal with the towns concerned in alphabetical order, as given in the third paragraph, not even giving London any pre-eminence.

Birmingham, the hardware capital, has two "roundabout" train services, as will be seen by reference to Fig. 1, provided, one each, by the London and North-Western and the Midland Railways. In both cases the trains are very irregularly timed, but there are sufficient of them taken in each direction to warrant them being considered as train services, and not as odd "circle" trains. The terminus both for the outward and for the homeward journey of all these trains is New Street Station.

On the London and North-Western section the route is New Street, Vauxhall, Perry Barr, and Monument Lane to New Street, and the reverse of this; and on the Midland section it is New Street, Camp Hill, Lifford, Bourneville, Selly Oak, and Five Ways to New Street, and the reverse. The times of the trains, the irregular and curious timing of which should be noted, I give in the following table:—

Route A. L.N.W.R. New Street, Vauxhall, Parry Barr, Monument Lane, New Street.	Route B. L.N.W.R. Reverse of Route A.	Route C. M.R. New St., Camp Hill, Lifford, Bourneville, Selly Oak to New St.	Route D. M.R. Reverse of Route C.
New St. dep.	New St. dep.	New St. dep.	New St. dep.
6.30 a.m.	8. 5 a.m	1.10 p.m. *a*	7. 5 a.m. *g*
8.15 ,, *c*	12.35 p.m. *b*	5.22 ,, *f*	8. 0 ,, *g*
9. 0 ,, *c*	12.55 ,, *a*	6.15 ,, *f*	8.56 ,, *g*
9.40 ,, *c*	1.10 ,, *b*	7. 8 ,, *f*	2. 0 p.m
1.35 p.m. *b d*	1.45 ,, *a*	8.10 ,, *f*	4.25 ,,
2. 5 ,, *b d*	4.45 ,,		6.25 ,,
2.45 ,, *d*	6.25 ,,		6.50 ,, *b*
	7.35 ,,		
	8.40 ,,		
	9.50 ,,		
	11. 0 ,,		

a—Saturdays only.

b—Not on Saturdays.

c, *d* and *f*—Indicate trains which, on arrival at New Street, depart after a few minutes upon another trip over the same route.

It will thus be seen that in one case (marked *f*) four successive circuits,

with a few minutes' rest between each, are made, while, with the trains marked *c*, there are three; and, except on Saturdays, three also with the trains marked *d*.

There is one other peculiar feature about these trains to be noted, and that is that the 8.0, 8.5, and 8.15 (routes D, B, and A respectively) are all due to arrive in New Street again at 8.50

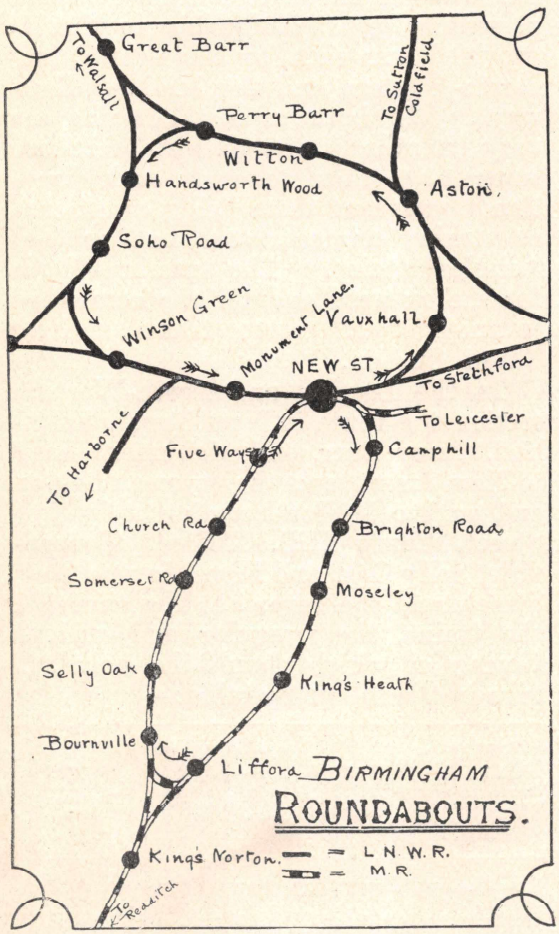


FIG. 1.

a.m., so that, in the event of the absolute punctuality, such as always characterises the trains of the two noted railways concerned, on the tick of 8.50 a.m. there ought to be a North-Western and a Midland train running into New Street Station at one end, and another North-Western train entering at the other end, all having come from New Street.

I must here mention, also, that there are probably some other Midland trains in the Birmingham district which are "roundabouts," for many of the King's Norton local trains run to New Street by one route, and after a few minutes' wait return to King's Norton over the other, but as the services are reckoned as distinct, it is not possible to say which are "roundabout" and which are not, except by actual observation or official information.

There is one curious feature about the Midland "roundabouts" in Birmingham, and that is that the older tender engines are (or were) largely employed, and this gives rise to a curious state of affairs at King's Norton. At this station the two routes from New Street converge, and the loop line between them, used by the circle trains, completes a triangle. Local trains arriving at the station proceed to a siding, the engine returns "light" through the station, runs round the triangle, and back through the station again to its train in correct position for the return journey, the passage of the triangle having turned the locomotive around. Thus, at King's Norton there is a continual passing of "light" engines, and as there are a fair number of these trains, this seems very strange until the explanation is found. Truly a curious method of working, especially in these days of tank engines.

The political capital of Scotland must next receive consideration. Here there is only one "roundabout" service, which can be very quickly dismissed in favour of the "commercial" capital, where the trains are much more interesting.

The line over which the Edinburgh Circle trains, styled Inner and Outer Circle trains, according to whether the Inner or the Outer rail of the complete circle is used, rejoices in the title of "Edinburgh Suburban, and Southside Junction Railway." (See Fig. 2.) The terminus is Waverley (North British Railway) Station, although the circle

trains have a section of the noted station entirely to themselves, and the line is worked by the North British Railway. The route is:— Inner Circle: Waverley, Haymarket, Craiglockhart, Portobello, Abbeyhill, to Waverley. Outer Circle: The reverse of this.

The times of the trains are:—

INNER CIRCLE: 5.45 a.m., 8.45 a.m., and hourly until 10.45 p.m.

OUTER CIRCLE: 6.45, 7.15, 8.15, 9.7, 10.17 a.m., and hourly at 15 or 17 minutes past the hour until 9.15 p.m.

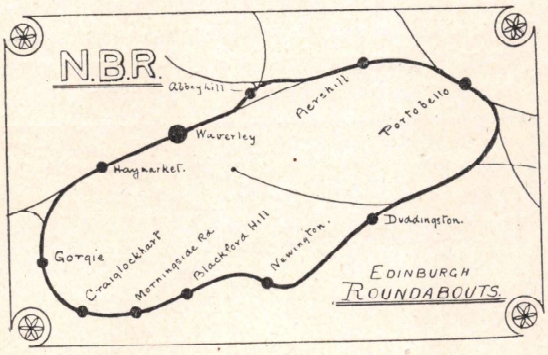


FIG. 2.

There are, of course, no trains on Sundays.

In Glasgow two railways are concerned in the "roundabout" services—the North British and the Caledonian. (Fig. 3.)

The North British Railway Circle line extends from Maryhill (I mention the stations in Inner Circle order), via Great Western Road, Partick, Queen Street (low level), College and Springburn, to Maryhill. Here again the Inner and Outer rail trains are termed Inner and Outer Circle trains, and bear destination boards to that effect. For most of them, however, Maryhill is the terminus only in one direction, for Inner Circle trains commence at Maryhill, go round the circle to Maryhill again, and then proceed along a branch to Milngavie, while Outer Circle trains correspondingly commence at Milngavie. Not content with this, moreover, a few trains add a little to this at the other end by a trip between Maryhill and Torrance, so that their route, as it appears on the map, somewhat resembles a pair of scissors with connected blades, Maryhill representing the pivot.

The following is a list of these trains:—

OUTER CIRCLE: Milngavie, depart for Maryhill and around the Circle to Maryhill at 7.32, 8.31, 9.36 a.m., and hourly at 36 minutes past the hour (except at 5.38 p.m.) until 9.36 p.m.

INNER CIRCLE: Maryhill, depart for Maryhill and Milngavie at 7.10, 8.3, 9.5, 10.15, 11.15 a.m., and hourly at 15 minutes past the hour (except at 6.20 instead of 6.15 p.m.) until 9.15 p.m.

In addition to these, the 6.48 a.m. Outer Circle train and the 10.15 p.m. Inner Circle train do not go beyond the circle itself, Maryhill being their double terminus; and the 3.36 and 9.36 p.m. Outer Circle trains, after going round the circle, go on from Maryhill to Torrance. In the case of the 9.36 p.m. train this is only done on Wednesdays and Saturdays, Maryhill being the terminus on other days.

At 10.23 a.m. a train leaves Torrance for Maryhill, proceeds round the Inner Circle (not stopping at stations Belgrove to Barnhill inclusive) to Springburn, thence to Lenzie and to Kilsyth (old), where it arrives at 11.35 a.m. At 12.15 p.m. this train returns from Kilsyth (old) over this route, running fast from Lenzie to College, round the Outer Circle to Maryhill, and on to Kilsyth (old) again. By following this train on the map its interest will be apparent. Until recently, this train, on Saturdays, went to Helensburgh, and other days terminated at Torrance.

The Glasgow and Cathcart Circular Line is the Caledonian Railway's contribution to our subject. Here is a near approach to the condition of affairs existing in London on the Inner Circle for there is a 20-minute service of trains on both inner and outer rails, arranged so that a circle train leaves Glasgow (Central) every 10 minutes, alternately inner and

outer rail. In this case three stations —Central, Bridge Street, and Eglinton Street—are served twice over.

The route is Glasgow (Central), Bridge Street, Eglinton Street, Pollokshields (East), Queen's Park, Mount-Florida, Cathcart, Pollokshaws (East), Maxwell Park, Pollokshields (West) to Eglinton Street and Bridge Street into the Central Station again. There are several additional trains put on at business hours. Although such a busy line, traffic entirely ceases on Sundays, unlike the London Inner Circle trains, of which there are nearly as many on Sundays as on weekdays.

Leeds has two distinct "roundabout" train services, both provided by the Great Northern Railway. (Fig. 4.) On both routes the direct line from Leeds to Batley and Dewsbury is used, the latter station being the junction, and all trains pass through and stop at Holbeck (High Level) Station.

The following is a list of the trains:—

ROUTE A. Leeds to Dewsbury, Heckmondwike and Cleckheaton to Leeds.	Reverse.	ROUTE B Leeds to Dewsbury, Ossett and Lofthouse to Leeds.	Reverse.
6.40 a.m.	8. 0 a.m.	9. 9 a.m.	7.53 a.m.
8.42 ,,	10.45 ,,	11.55 ,,	3.15 p.m.
10.12 ,,	12.30 p.m.	1.25 p.m.	5.50 ,,
11.30 ,,	3.50 ,,	10.30 ,, *c*	8. 3 ,, *a*
12 35 p.m.	5. 7 ,,	11. 0 ,, *b*	
4.10 ,,	7.20 ,,		
5.40 ,,	SUNDAYS.	Ardsley dep.	
8.15 ,,	12.40 p.m.	10. 5 p.m. *a*	
SUNDAYS.	9.35 ,,		
8.25 a.m.			
4 25 p.m.			

a—Saturdays only.
b—Tuesdays and Saturdays only.
c—Not on Tuesdays and Saturdays.

These trains are curious, both for their irregularity and for the numerous conditional stops and odd stations which they have to run through. On route B Beeston is passed twice, and with reference to this station alone it is curious to note the way in which it is omitted, sometimes once and sometimes twice in a circuit, or is only conditionally stopped at. In fact there is only one train on weekdays—10.12 a.m. (route A)—and two on Sundays—12.40 and 4.25 p.m.—which have no stations to run through and no conditional stops. There is also a train on Saturdays, starting from Ardsley at 10.5 p.m., joining route B at Tingley, and travelling round to Ardsley again, proceeding then to Holbeck and Leeds.

And now to come to the Metropolis. The principal "roundabout" service in London is, of course, well known to everyone—the Inner Circle. The line, which is almost entirely in tunnel, is owned partly by the Metropolitan Railway, partly by the Metropolitan District (or the "District" for short) Railway, and a short section is joint property. The service is a 10-minute one both for the Inner and the Outer Rail.

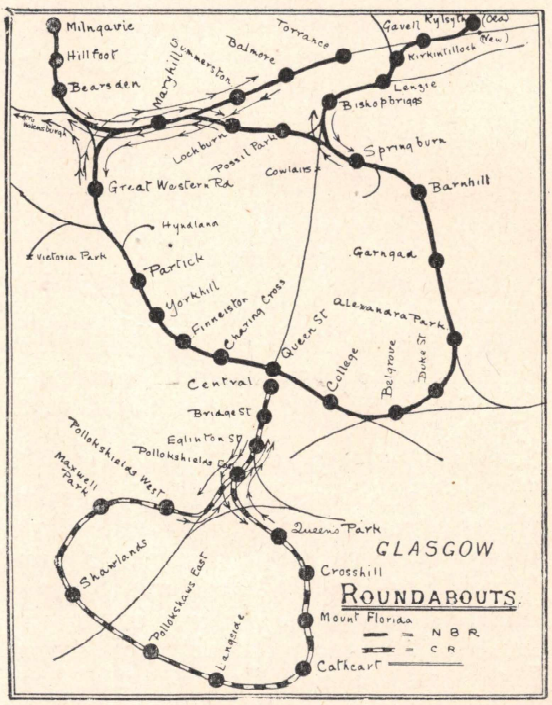


FIG. 3

except for occasional 20-minute intervals in the early morning and late evening owing to trains getting into or out of service at the stations where they are stabled for the night.

On Sundays the service is also a 10-minute one, but during part of the day there are several 20-minute intervals, and church time is also properly considered, unlike most other railways in London.

The circle is a complete one, and trains run round and round throughout the day. Thus, one train, after making a complete circuit from a particular station, say, Aldgate, arrives there again in time to take up the running of a circle train 70 minutes later. On the Outer Rail all trains and engines are provided by the Metropolitan Railway, and, to give a brief rest for the enginemen, and to allow of examination of

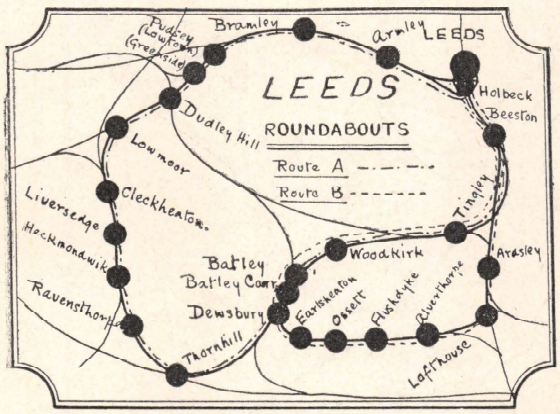


FIG. 4.

the engine, locomotives are changed at South Kensington, the engine of one train going off and taking the place of the engine of the following circle train ten minutes later. On the Inner Rail the "District" Railway takes a share in the work, providing at different seasons of the year two or more of the seven trains required for the service, or at times the whole seven trains, according to arrangements with the Metropolitan Railway. The engine change is effected at Aldgate for Metropolitan trains, and at High Street, Kensington, for District trains.

One or two of the District trains come from Hammersmith in the early morning, joining the circle line at Gloucester Road, there taking up the circle work.

The Outer Circle is not a true circle, but as its termini are only about 10 minutes walk apart, it will be correct to include it.

The service is a half-hourly one, and is provided by the London and North-Western Railway, the journey being Broad Street (North London Railway), Camden Town, Hampstead Heath, Willesden Junction (High Level), Addison Road, Earl's Court, Gloucester Road, and thence over the Inner Circle lines (District section) to Mansion House. The time taken for this lengthy and roundabout journey is 84 minutes, and there are thirty-one stations. Of these, in most cases, only twenty-five stations are stopped at, for on the North London section, Shoreditch, Haggerston, Mildmay Park, Canonbury, Barnsbury, and Maiden Lane are ignored. The following trains are, however, exceptions from the strict rule: the 7.39, 8.9, and 8.39 a.m. trains *ex* Mansion House, in addition, do not stop at Highbury and Islington Station, and the 6.10 p.m. *ex* Broad Street only stops there on Saturdays; and the 10.39 p.m. *ex* Mansion House stops at almost all stations.

For this service special North-Western carriages are employed, instead of the regular stock, and these are of varnished teak, and not painted in the usual London and North-Western Railway colours. The locomotives are of the small double-ender type, having 4ft. 6in. coupled wheels, and are fitted for condensing in the tunnels on the underground portion of the journey. These trains are, moreover, noteworthy in as much as the destination boards bear, instead of one name only, the names of the principal stations served, whilst they show curious route indicators on the chimney of the locomotives. a diamond on one side, and a key-handle —this is the best way of describing it— on the other.

This article would not be complete without a reference to the now non-existent Middle Circle service. This was provided by the Great Western Railway, and consisted of half-hourly trains from Aldgate to Edgware Road, Bishop's Road (Paddington), Westbourne Park, Addison Road, Earl's Court, Gloucester Road, and over the Inner Circle to Mansion House. Now this service is discontinued be-

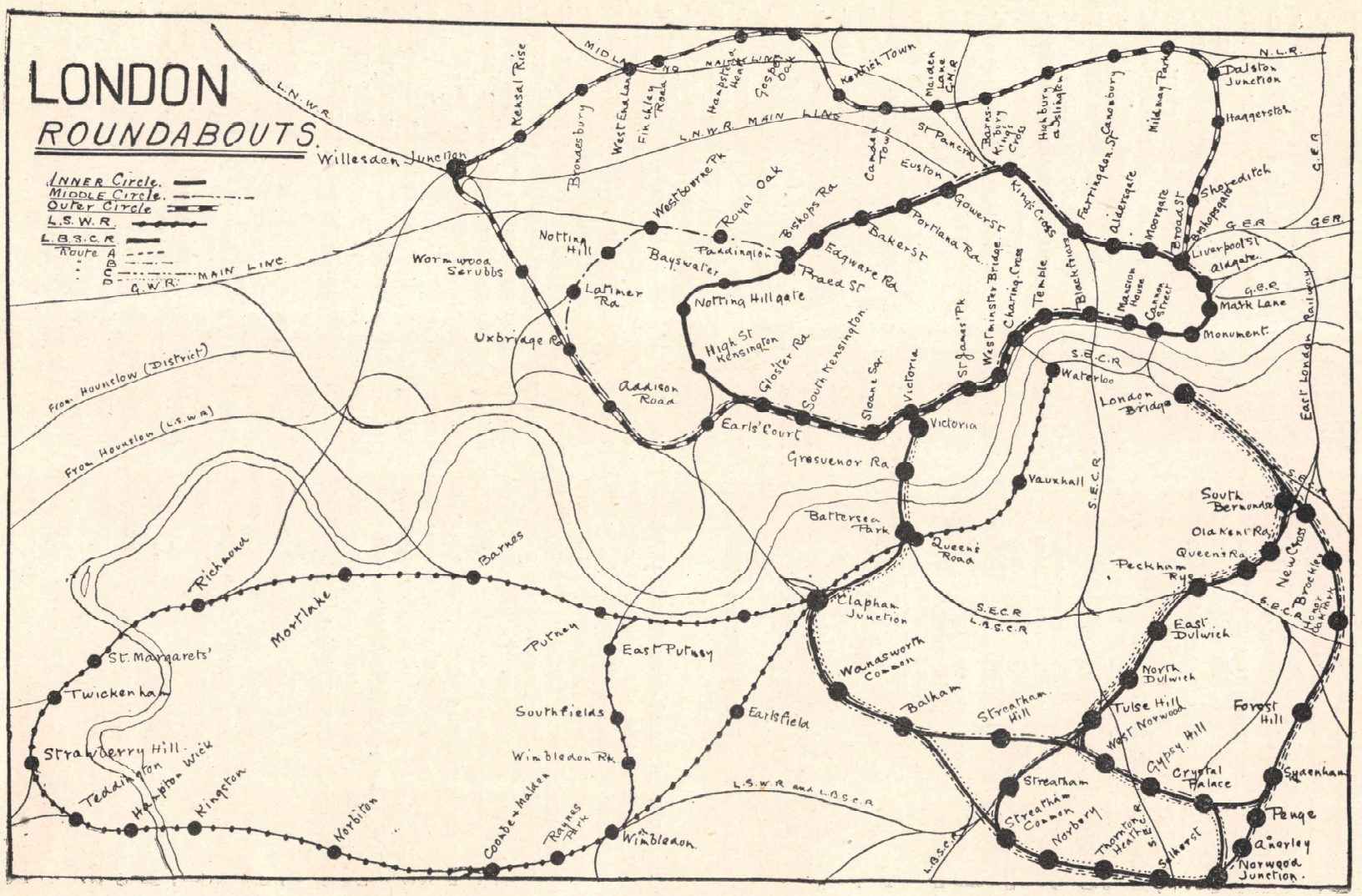

LONDON
ROUNDABOUTS.
INNER Circle.
MIDDLE Circle.
Outer Circle
L.S.W.R
L.B.S.C.R
Route A
B
C
D
G.W.R.
MAIN LINE.
L.N.W.R.
Willesden Junction
Kensal Rise
Brondesbury
MIDLAND
West End Lane
Finchley Road
Hampstead Heath
Gospel Oak
Kentish Town
Maiden Lane G.N.R.
L.N.W.R. MAIN LINES
St Pancras
Camden Town
Euston
Barnsbury
Kingsland Cross
Highbury & Islington
Canonbury
Mildmay Park
N.L.R.
Dalston Junction
Haggerston
Shoreditch
Bishopsgate
G.E.R.
Liverpool St
Aldgate
Aldersgate
Moorgate
Broad St
Farringdon St
Kings Cross
Gower St
Portland Rd
Baker St
Bishops Rd
Edgware Rd
Praed St
Paddington
Westbourne Pk
Royal Oak
Bayswater
Notting Hill
Notting Hill Gate
Latimer Rd
Wormwood Scrubbs
Uxbridge Rd
High St Kensington
Gloster Rd
South Kensington
Sloane Sq
Victoria
St James' Pk
Westminster Bridge
Charing Cross
Temple
Blackfriars
Mansion House
Cannon Street
Mark Lane
Monument
G.E.R.
GER
East London Railway
Addison Road
Earls Court
Grosvenor Rd
Waterloo
S.E.C.R.
London Bridge
Victoria
Vauxhall
Battersea Park
Queens Road
South Bermondsey
Old Kent Rd
Queens Rd
Peckham Rye
New Cross
Brockley
S.E.C.R.
L.B.S.C.R.
Clapham Junction
East Dulwich
North Dulwich
Tulse Hill
West Norwood
Forest Hill
Gipsy Hill
Crystal Palace
Sydenham
Penge
Anerley
Norwood Junction
Streatham
Streatham Common
Norbury
Thornton Heath
Selhurst
Wanandsworth Common
Balham
Streatham Hill
Earlsfield
Putney
East Putney
Southfields
Wimbledon Pk
Wimbledon
L.S.W.R and L.B.S.C.R
Coombe Malden
Raynes Park
Norbiton
Kingston
Hampton Wick
Teddington
Strawberry Hill
Twickenham
St. Margarets'
Mortlake
Barnes
Richmond
From Hounslow (District)
From Hounslow (L.S.W.R.)

FIG. 5.

tween Mansion House and Earl's Court, though the service is still styled the Middle Circle.

The London and South-Western Railway is another user of "roundabouts" (and, indeed, these trains are so officially described in the working timetables), for most of its Kingston trains are really Waterloo to Waterloo trains, making the down journey via Wimbledon, and the up journey via Richmond, or *vice versâ*. In a few cases there is a ten minutes or more rest at Kingston, but, as a rule, it is only of a few minutes' duration, so that the trains are practically through trains. Many of the trains run through a station here and there, but on the whole the Kingston "roundabouts" are slow trains.

The Sunday Kingston services have been recently rearranged, and a regular hourly service is now maintained, regardless of church time, and over a slightly different route from that of the weekday trains. Thus, on Sundays the Windsor lines and the North Station at Waterloo alone are used by the "roundabouts," and the stations Waterloo, Vauxhall, Queen's Road, Clapham Junction, and Wandsworth are stopped at twice in each journey, whereas on weekdays the South Station at Waterloo is used at one end of the journey, and the North Station at the other, and trains, when travelling to or from the South Station, use the main lines between Waterloo and Clapham Junction, passing Queen's Road on lines unprovided with platforms. On Sundays Wimbledon is reached from Wandsworth, via East Putney.

The following is a list of the trains, which is, I believe, correct, though they are in several cases rather difficult to follow out and identify without official information:—

WEEK DAYS:

(i.) WATERLOO, VIA WIMBLEDON, KINGSTON, RICHMOND TO WATERLOO—

Waterloo, dep.—8.32, 9.15, 10.8, 10.52, 11.32 a.m.; 12.40, 1.40, 2.36, 3.14, 4.52, 5.38, 6.10, 6.35, 7.20, 8.40, 10.30 p.m.

(ii.) WATERLOO, VIA RICHMOND, KINGSTON, WIMBLEDON TO WATERLOO—

Waterloo, dep.—3.0, 5.55, 6.45, 8.17, 8.55, 9.35, 10.25, 11.35 a.m.; 12.20, 1.20, 2.20(*a*), 2.25(*b*), 3.17, 4.20, 5.0, 5.18, 6.2, 7.23, 8.25, 9.35 p.m.

SUNDAYS:

(iii.) WATERLOO, VIA EAST PUTNEY, WIMBLEDON, KINGSTON, RICHMOND TO WATERLOO—

Waterloo, dep.—8.40 a.m. and hourly until 9.40 p.m.

(iv.) WATERLOO, VIA RICHMOND, KINGSTON, WIMBLEDON AND EAST PUTNEY TO WATERLOO—

Waterloo, dep.—8.10 a.m. and hourly until 9.10 p.m.

(*a*) Not on Saturdays. (*b*) Saturdays only.

But it is now time to consider that most interesting railway, at any rate, as regards "roundabout" trains, the London, Brighton and South Coast Railway. This railway has such a maze of lines and connecting loops that they can, and do, send trains to a particular station by several different routes, thus giving rise to many rather mysterious train services. The "roundabouts" must, however, suffice at present, and they are certainly the most interesting in London, or out of it—with the exception of Nottingham.

There are nine "roundabout" trains, to the writer's knowledge, on the "Brighton" system, over three routes, and only in one case is there anything like a recognised service, there being four trains in one direction, and two in the other. On another route there is one train in each direction, and on the third there is only a single train.

I give in tabular form a list of these trains, and should advise my readers to follow them out on the map on page 318 if they wish to properly understand them:—

ROUTE A.—London Bridge, New Cross, Penge, Norwood Junction, Selhurst, Streatham Common, Tulse Hill, Peckham Rye, London Bridge:

London Bridge, dep. 2.3, 5.33 (*a*) p.m.

In the reverse direction: London Bridge, dep. 8.22, 9.53 a.m., 4.35 (*a*), 9.55 p.m.

ROUTE B.—London Bridge, New Cross, Crystal Palace, West Norwood, Tulse Hill, Peckham Rye, London Bridge:

London Bridge, dep. 8.45 a.m.

In the reverse direction: London Bridge, dep. 9.45 a.m.

ROUTE C.—Clapham Junction, Balham, Selhurst, Norwood Junction, Crystal Palace, Gipsy Hill, Balham, Clapham Junction, Victoria.

Clapham Junction, dep. 5.25 a.m.

The trains marked (*a*) do not make a complete journey on Saturdays, for the 4.35 p.m. train then goes from Norwood Junction to the Crystal Palace, and there terminates, leaving again at 5.49 p.m. for Norwood Junction, and continuing in the timing of the 5.33 p.m. *ex* London Bridge, which is not run on Saturdays as between London Bridge and Norwood Junction.

Over route A there are also several trains whose terminus is Streatham Common, but which may be fittingly noted here, as they travel over about two-thirds of the "roundabout" route. The times are: 1.56 p.m. (Saturdays only) *ex* London Bridge for Streatham Common; 8.44, 9.33 a.m. *ex* Streatham Common for London Bridge.

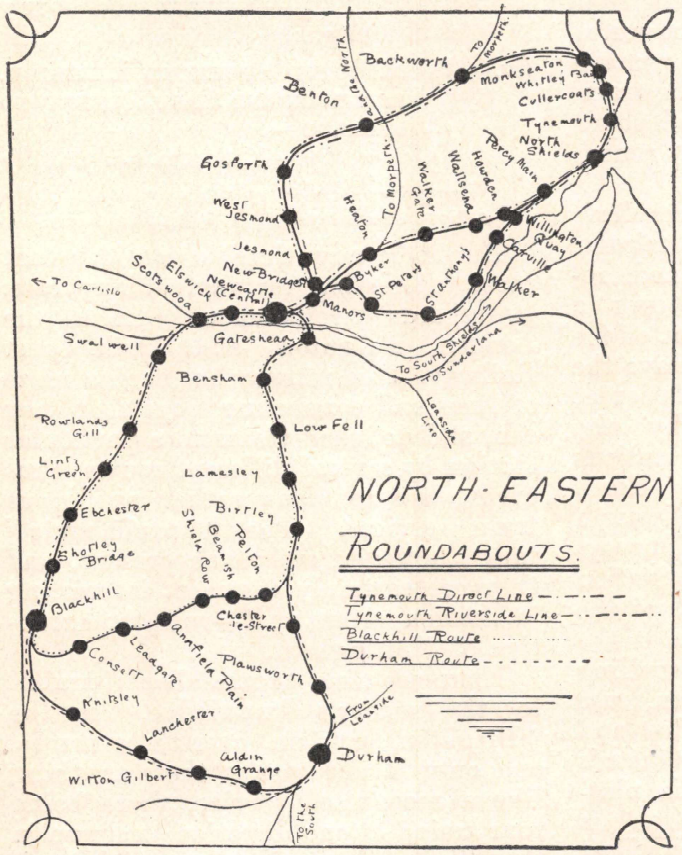


FIG. 6.

The 5.25 a.m. *ex* Clapham Junction (route C) is a most curious train. If the London, Brighton and South Coast Railway used destination boards the engine ought to be labelled "Victoria," yet it starts in the opposite direction and travels round by Norwood Junction and Crystal Palace back to Balham, by which time it is facing towards Victoria, and proceeds then in a straightforward manner to its starting station, Clapham Junction, and so on to Victoria.

There is one other train which I will note here, though it is not a true "roundabout." This is the 7.27 p.m. train *ex* Victoria (route D on map, page 318) for London Bridge. It travels via Balham, Selhurst, Norwood Junction, and Crystal Palace to Tulse Hill, very nearly rejoining its previous route, and thence via Peckham Rye to London Bridge.

There are two peculiarities about these London, Brighton and South Coast Railway "roundabouts." One is that most of them are good fast trains for parts of their journey. Thus, the 8.22 a.m. (route A) runs fast from London Bridge to Peckham Rye, later, runs through Norwood Junction (of all stations!) and is fast from Sydenham to London Bridge. The 1.56 p.m. (route A, to Streatham Common, Saturdays

only) and the 2.3 p.m. (route A) are both fast London Bridge to Norwood Junction, and the latter train is also fairly fast at the other end. The 4.35 p.m. (route A) and the 5.33 p.m. (route A) are also fast on this section.

The second peculiarity lies in the variety of engines employed, for it is not unusual to find express engines taking them, due probably to the fact that by using such engines for these trains, employment is found for them at times when they would otherwise be idle. As an example, on a Saturday some time ago, when the writer made a "roundabout" trip, "Beresford," one of the late Mr. Stroudley's "Gladstone" Class express engines, took the 1.56 p.m. train, and "Rosebery," one of Mr. Billinton's earlier bogie engines, took the 2.3 p.m. train.

Going North again, Newcastle-on-Tyne must now receive our attention. (Fig. 6.) The principal "roundabout" trains here are on the Tynemouth line, the termini being the Central Station and New Bridge Street Station, both in Newcastle and about 10 minutes' walk apart. The North-Eastern Railway are making various alterations in and about New Bridge Street Station, and before long the circle, which is at present not quite complete, though sufficiently so for our purpose, will be finished, and trains will use the Central Station at both ends.

The majority of trains travel from Central via Heaton, Wallsend, and Percy Main to North Shields, Tynemouth, Whitley Bay, and Monkseaton, and thence via Backworth and Gosforth to New Bridge Street; but a few use the Riverside line from Central to North Shields.

The New Bridge Street—Monkseaton section is not by any means a busy line at present, and there are only a few Blyth and Morpeth trains in addition to the Tynemouth "roundabouts," the latter of which run approximately

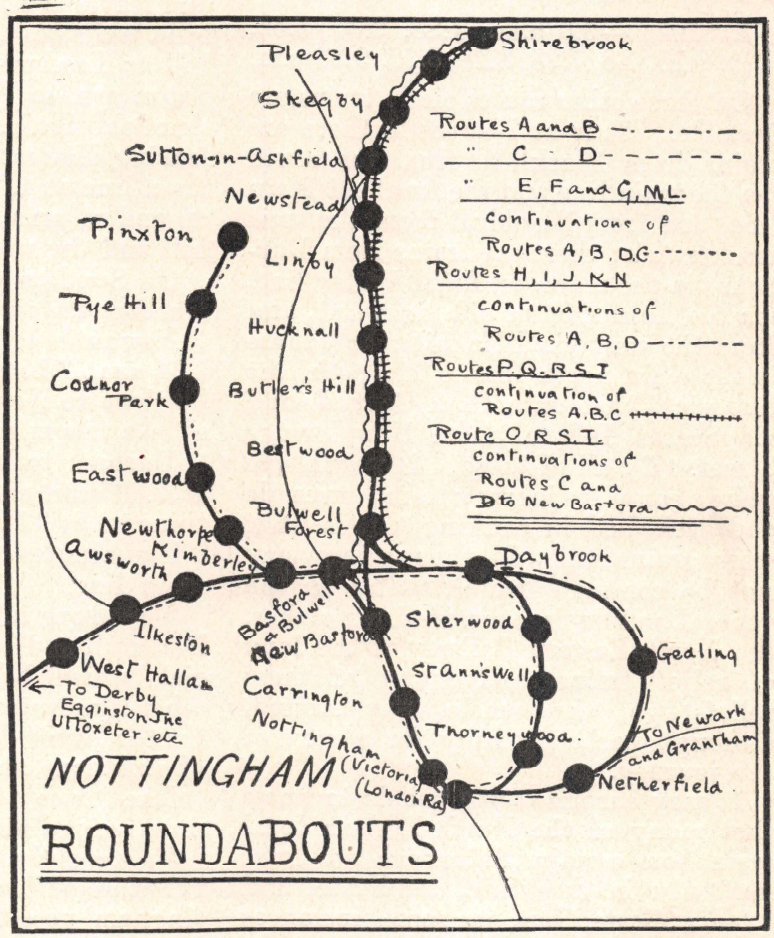


FIG. 7.

hourly. But the other section is a very busy one, there being many trains between Central and Monkseaton, for Tynemouth, Cullercoats, Whitley Bay, and Monkseaton provide residences for a large proportion of the business men of Newcastle, besides which there are favourite seaside resorts in the district.

The following is a list of the "roundabout" trains:—

CENTRAL TO NEW BRIDGE STREET.—7.0, 7.40, 8.50, 9.55 (*b*), 10.27 (*c*) a.m., 1.5, 2.0, 3.50, 5.10, 6.20, 7.5, 8.17, 9.22 p.m.

SUNDAYS.—9.10 a.m., 1.0, 2.15, 3.15, 5.0, 5.50, 6.0, 6.45, 7.5, 8.0, 9.0, 9.15 p.m.

NEW BRIDGE STREET TO CENTRAL.—6.55, 8.23, 8.48 (*a*), 9.53 (*a*), 10.38 (*c*) a.m., 12.35 (*c*), 2.3, 3.8, 4.58 (*d*) 5.40, 6.48 (*c*), 8.18, 9.38 p.m.

SUNDAYS.—9.3 a.m., 1.28, 2.35, 3.50, 5.20, 6.15, 7.8, 7.28, 8.18, 8.30, 9.33 p.m.

On three other routes circle trains are possible. Thus at Newcastle there are trains from Blackhill, from the south via the main line and the Annfield Plain line, and from Blackhill from the west via Elswick; there are trains from Durham via the main, or Team Valley line, via the Leamside, or old main line, and from the west via Blackhill; and there is the main north line to Morpeth, the line via Tynemouth from Central, and via Seaton Delaval from New Bridge Street. By all of these it is possible to make a complete journey from Newcastle and back, and in working this is what many trains really do, though they may not be complete trains, so far as the general public is concerned. Further, the North-Eastern Railway is the land of relief trains, and many of these reliefs go the whole way round, although perhaps empty for a part of the journey.

It may surprise some people to know that many of the North-Eastern local trains on certain Saturdays are run, not only in duplicate, triplicate, and quadruplicate, but in some instances they are quintupled, and appear so in the working time-tables, and many of these extras are "roundabouts."

Now to our subject again.

Here are two or three examples of these odd-and-end "roundabouts."

A train leaves Newcastle (Central) at 4.0 p.m. and arrives at Blackhill, via Elswick and the west route, at 4.46 p.m. At 4.53 p.m. it goes on via Annfield Plain and returns again to Newcastle at 5.59 p.m. Similarly there is a train from Blackhill at 8.18 a.m., where it has arrived from Durham, arriving at Newcastle via Elswick at 9.2 a.m., which leaves again for Blackhill via Annfield Plain at 9.5 a.m. Again, at 8.35 p.m. a train leaves Blackhill, arrives at Newcastle via Annfield Plain at 9.41 p.m., and leaves again at 9.50 p.m. for Blackhill via the west, and goes on from Blackhill to Leadgate, continuing empty on Saturdays, to Newcastle once more via Annfield Plain. There is also a train leaving Newcastle for Durham via the main line at 4.35 p.m., which continues on and returns to Newcastle via Blackhill and the west.

On Sundays the local Newcastle and Durham services are worked as follows:

Newcastle to Durham via Blackhill at 7.34 a.m., 7.15 p.m. These return from Durham to Newcastle via the main line after a few minutes' wait at Durham.

Durham to Newcastle via Blackhill at 7.39 a.m. and 7.30 p.m. Then continue on at 9.15 a.m. and 9.5 p.m., after a few minutes' wait, to Durham via the main line.

The above information as regards the Blackhill and Durham trains is not official, but is, I believe, correct. There are other like instances that could be given, for the North-Eastern Railway is a line of junctions and alternative routes.

The "lace" city and its trains must now receive attention.

To properly understand the wonderful series of "roundabouts" which Nottingham possesses (see Fig. 7), I had better give a list of the routes and use reference letters for them, giving a list of the trains afterwards:—

ROUTE A.—Basford, New Basford, Nottingham (Victoria and London Road), Gedling, and Basford.

ROUTE B.—Basford to Basford, reverse of route A.

ROUTE C.—Basford, Nottingham (Vic-

(*a*) Fast between Manors and North Shields.
(*b*) Semi-fast ,, ,, ,, ,, ,,
(*c*) Via Riverside line.
(*d*) All stations on Saturdays, other days (*b*).

toria and London Road), St. Ann's Well, and Basford.

ROUTE D (for reference only, not for trains).—Basford to Basford, reverse of Route C.

ROUTE E.—Basford, over Route A to Basford, and on to Pinxton.

ROUTE F.—Basford, over Route B, to Basford, and on to Pinxton.

ROUTE G.—Basford, over Route D, to Basford, and on to Pinxton.

ROUTE H.—Basford, over Route B, to Basford, and on to Derby.

ROUTE I.—Basford, over Route A, to Basford, and on to Derby and Uttoxeter.

ROUTE J.—Basford, over Route B, to Basford, and on to Derby and Uttoxeter.

ROUTE K.—Basford, over Route D, to Basford, and on to Derby and Egginston Junction.

ROUTE L.—Pinxton to Basford, and over Route A to Basford.

ROUTE M.—Pinxton to Basford, and over Route C to Basford.

ROUTE N.—Derby to Basford, and over Route B to Basford.

ROUTE O.—Basford, over Route A, to Daybrook, and on to Shirebrook.

ROUTE P.—Basford, over Route B, to New Basford, and on to Shirebrook.

ROUTE Q.—Shirebrook to Daybrook, and over Route B to Basford.

ROUTE R.—Shirebrook, over Route A, and back to Shirebrook.

ROUTE S.—Shirebrook, over Route C, and back to Shirebrook.

ROUTE T.—Shirebrook, over Route D, and back to Shirebrook.

[NOTE.—Shirebrook trains avoid Basford station when joining or leaving the circle line, and to get to Basford go round one of the circles.]

Truly a goodly assortment here. Apparently the object of the Great Northern Railway in running these mixed-up trains is to arrange that each shall serve all parts of the city before leaving for its legitimate journey, or at the end of it.

Route Letter.	Starting Station.	Starting Time.	Terminal Station.
		A.M.	
E	Basford ...	5.12	Pinxton.
C	Basford ...	7.28	Basford.
S	Shirebrook ...	7.50	Shirebrook.
B	Basford ...	9.16	Basford.
		P.M.	
G	Basford ...	12.25	Pinxton.
A	Basford ...	12.30	Basford.
L	Pinxton ...	12.50	Basford.
T	Shirebrook ...	1.57	Shirebrook.
F	Basford ...	2.36	Pinxton.
R	Shirebrook ...	3.47	Shirebrook.
M	Pinxton ...	5.10	Basford.
K	Basford ...	5.25	Egginston Jn.
P	Basford ...	5.45	Shirebrook.
L	Pinxton ...	7.0	Basford.
G	Basford ...	7·5	Pinxton.
B	Basford (not Sats.).	8.7	Basford.
F	Basford (Sats. only).	8.7	Pinxton.
L	Pinxton ...	8.40	Basford.
P	Basford ...	8.52	Shirebrook.
G	Basford ...	9.20	Pinxton.
B	Basford ...	9.45	Basford.
	SUNDAYS.		
		A.M.	
I	Basford ...	7.48	Burton.
N	Derby	9.10	Basford.
O	Basford ...	9.20	Shirebrook.
Q	Shirebrook ...	10.47	Basford.
H	Basford ...	11.15	Derby.
		P.M.	
E	Basford ...	12.30	Pinxton.
J	Basford ...	5.12	Burton.
Q	Shirebrook ...	9.9	Basford.

I need say nothing further about the Nottingham "roundabouts." The list and the use of the map will be sufficient.

I believe my lists of "roundabout" trains are correct, at any rate at the date they were prepared, and there have been few, if any, alterations since. There may be some slight errors, but I hope my readers will find the subject interesting.