RAILWAY PASSENGER STATIONS IN GREAT BRITAIN: A CHRONOLOGY

Michael [E.] Quick

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This commentary by **Richard Maund** was initially uploaded 8 February 2025. Includes subsequent additional/amended entries - those added or amended since 30 June 2026 are shown in red, marked **[#10]**.

Latest upload: 14 September 2026

General comments:

This work is immeasurably superior to all similar previous endeavours in that it tackles both openings and closings (unlike *Clinker's Register*) and seeks to give cogent provenance for its assertions (unlike all previous attempts at listing station opening and closing dates) – and succeeds in being superior to them all because of such meticulous underpinnings. It has been a labour of three decades since the first privately published version appeared in 1996 and one for which Michael Quick is to be roundly acknowledged.

Criteria for including corrections or observations below:

(1) where published provenance is a **secondary source** (including *Cl.*, *Cl 29, D&D, G&S, Joe Brown, U….*) but where a primary or a more cogent source of provenance can be offered. In this context, information from a railway undertaking itself is regarded as superior to second- or third-hand organisations such as enthusiast magazines, the press, or even the Railway Clearing House (although of course its information derived from the railways themselves).

(2) where published date is **questioned** by another cogent source and where that source's provenance should warrant *either* a correction *or* a question being flagged for further research. *Perhaps if such queries are flagged, others may be prompted to pursue them*. Similarly, where a common fallacy exists which both warrants being exposed and can be disproven, it is considered worthwhile to record it, to remind one not to fall for errors which have been disproven (still less to seek to "correct" them yet again)

(3) where no **finite** opening or closing (or renaming) date is published, but only a range within which the event occurred (often the case with "non-tt" services, of course), but where evidence can be offered of service *either* operating *or* not operating at a particular date, to help **reduce the window of date uncertainty** (and provide some fixed point when seeking to narrow the window).

Various unresolved queries have, in the past, been reported to but rejected for inclusion by Michael Quick. My view (as then expressed) is that it is better to **expose the queries** so that users of the work can either (a) be alerted to the query, and/or (b) contribute meaningfully to resolving the question. Previous claims of 'pressure on space' – a legitimate consideration for 'hard copy' publication – are surely no longer so relevant with online publishing. As an egregious example of an extensive – but ultimately unresolved – issue being retailed in the work (where other questions have been deliberately excluded): Burnham-on-Sea Pier.

Provenance is crucial. In *The Railways of Britain - An Historical Introduction* (1961) the late Prof Jack Simmons - a doyen of British railway historians - made the following salutary observation:

> "Many other transport historians *[are guilty of]* making statements without indicating the authority *[i.e. the source]* from which they are derived. These statements therefore rest solely on the author's word. If they are to be checked and submitted to critical examination, the research on which they are based must be undertaken all over again. Such authors build up lasting resentment for themselves in the minds of their successors, whose time they quite needlessly waste."

My understanding of the purpose of *citing* provenance is that a work's user can – if prompted by some uncertainty about the validity of a given fact or date – go to that **ultimate** source and does not have to rely solely on the proximate source author's probity. Hence, the citation should be sufficient to enable a user (or subsequent researcher) to go to the original primary source without having to engage in unnecessary searching for its location – alas, some of the provenances given in the text fall short of this ideal and some endeavours have been made, below, to amplify the data where judged deficient.

Likewise, it is all well and good citing some third party: while that source is still with us, they can be consulted – but thereafter? "Personal observation" would be in a different category – provided the event was attended by the person cited. So far as "official GW source" is concerned: that – of itself – is hardly the provenance one would wish for– but it is offered to show just where Clinker (for example) had obtained his information, i.e. that he had (should anyone doubt it) made some serious effort to obtain valid data – even if we can no longer replicate it. Where provenance "official GW source" is offered below, the endeavour has been to also add where the source (such as it is) can be found in the *Cl pap*, where anyone who wants to can judge for themself – or can set about finding better provenance. It is unacceptable to simply cite *Cl.* or *Cl 29* without at least some effort having been made to find where those dates really came from!

In some instances, more specific provenance has been found and is cited below – it should be useful to serious chronologers to know as much as possible about where Clinker's (and others') other dates came from. Some, of course, came from letters written to the editor of *Railway Magazine* – these may or may not be better than "ex-railway official". At least where a name is cited, one could judge how likely the correspondent might be to be reliable. And (as acknowledged under Contemporary Sources – Magazines) much of what appeared in *RM* (and its ilk) did, indeed, emanate from readers rather than official sources – and would be better replaced by primary sources *if and when such became available.*

A number of new entries below – particularly from the past decade – are from this compiler's compilation but have become detached from their provenances (which were generally TOCs' websites and/or *BLN*). Pending work to restore those provenances, readers are urged to submit any primary source evidence they may have for entries lacking provenance, by email to this compiler at psul@branchline.uk

Citations of (simply) "Wikipedia" or "internet" are quite unacceptable. Because of that medium's fluidity, citations need to give a **specific** URL and **date accessed**. Wikipedia is a particularly volatile source which can be altered by anyone at any time; hence, a 'fact' may have been altered since having been consulted by whoever contributed the 'reference' for inclusion in the present work. Again, if Wikipedia is used (and it is recognised that it can have a use in providing a start point for more intellectually rigorous research) then it would be better to cite the provenance (if any) that underpins the Wikipedia entry. Just saying Wikipedia (or internet) without even identifying specifically where the item is to be found is sloppiness.

Where reference is made in published text to publications (especially magazines) some precis of what is the basic narrative of the article cited ought to be provided (some offending instances found are identified below).

The following offerings may be more elaborate than the published, abridged style of the work itself, for it has been found that submitting material in precis form leads either to it being still further precised or to it being elaborated – both attended with the risk of some significant element being misrepresented. And it is owed to users of this work to retain the process by which some conclusions have been reached.

"Published" in the above context means as published in version 5.05 e.o.h.p.

London Underground stations
For renaming dates see source *L* (Borley) or refer to *The London Underground - A diagrammatic history*, Douglas Rose (compiler and publisher). *LT* (Beecroft et al.) is cited as a source but Quick fails to use their renaming dates; some may not be sound but many *seem* to have as good a case to be offered as some of the secondary sources that have been used, such as *L*. Where there is no "killer punch" obviously correct answer it would be fairer to users of the work to state what the various alternative sources "offer" – and leave users to their own discretion (or even – perhaps – to encourage them to do their own research….).

Once-a-week scheduled calls *apparently* for payment of staff wages
These, usually on Thursdays or Fridays (depending on different Regional pay-day arrangements), have been noted at closed stations, both in the original work and in the submissions below. However, it is for debate whether such usage really constitutes use as a *passenger station*, and whether such calls are really germane to this publication (any more than would be trains stopping at signal boxes for the same purpose or for the exchanging of water cans). Such stops were **not** available to "the paying public" so should fall by the same reasoning that ceremonial openings are discounted – the locations were not serving as 'station' in any meaningful sense of serving a customer need. This is quite different from calls at old stations *or elsewhere along the lineside* for railway *employees or spouses or children* to travel for shopping, leisure, church or school purposes which seem legitimately to qualify for inclusion.
Are readers supposed to assume that note [w?] *has been used to identify (some of) these situations?*

Inclusion (or not) of stations constructed but not opened
Under **LEITH** Caledonian is included "**L(EITH) WALK** (never opened)". It is not clear what the criteria are for inclusion or exclusion of stations which were (presumably) constructed - but never op.

p.2: Contents
There are two views about the philosophy espoused at the foot of page 2 of using newspaper titles as adopted by *BNA* (British Newspaper Archive https://www.britishnewspaperarchive.co.uk/), rather than the title actually carried by the newspaper *at its date of publication*. On one hand, in citing any work surely it is only fair to its author or originator and to those who may still refer to the papers in sources *other than BNA* to cite the title (and other details) under which it was actually published**.** For example, *Birmingham Daily Post* has been simply *Birmingham Post* since Tue 21 May 1918 – and that's how anyone of a certain age from the West Midlands would recognise it. On the other hand, the *BNA* practice does make it diffcult to know where to look for some ancient titles. For example, the *W Fly P (The Western Flying Post)* or *W Gaz (The Western Gazette*) are lumped by *BNA* as *Sherborne Mercury*. No clear cut distinction has been applied below so citations may be under either paradigm.

SECTION 1

p.4: Acknowledgements
It is not clear why some forenames are cited but others are not (can hardly be space reasons in an online compilation).

p.5: Temporary closures

In the absence of definition by the work's compiler of how long "particularly lengthy" should be, an arbitrary minimum of two calendar months has (generally) been adopted below.
Closures solely on account of Covid travel restrictions during the period from 2020/21 have been ignored. *If anyone cares to compile a definitive list……*

p.6: Introduction
It is not immediately clear why some 'non-tt' locations which appear to have been solely for the use of private parties but not for the general public are included, whereas use for ceremonial (i.e. non general public) openings of established stations is very specifically discounted. The following are examples (not exhaustive) of locations which are on (or over) the borderline of 'public' use:
• locations – whether available temporarily or permanently – exclusively for Royalty and their entourage
• one-off locations used by the military where it is by no means obvious that *anything* was provided in the way of 'facilities' – almost certainly not even a platform
• locations for private party users
• locations for one-off visits by restricted groups of learned or professional bodies
Some clearer criteria for in-/ex-clusion than the first couple of paragraphs of **Introduction** of what constitutes a "station" would be helpful for some of the above examples.
[#10] The disqualification (at page 6) of "Sites visited only by railway enthusiasts' specials" should also apply to sites visited by other special trains where joining or alighting from the train was not permitted (e.g. see specific commentary below about CARNE POINT) or where stepping down from the train was permitted but access to/from the "outside world" was **not** permitted. Neither of those locations could be considered as qualifying as as 'station' within the definition given at https://branchline.uk/rail_chronology/Station.html *Readers are invited to draw attention to any other examples herein which they feel may breach this dictum.*

SECTION 3

p.15: Timetables
Third para from bottom: the switch from their own compilation to use of *Brad* was occasioned by the outbreak of the second World War - and the GWR were not exempt although, as stated, only they seem to have revived their own issue after the war. LM and NE Regions ceased using Bradshaw (actually Henry Blacklock & Co) from 5 June 1950 but ScR switched from Murray to Bradshaw from 13 June 1955. The first 'national' timetable *issued by BR rather than by a commercial firm* was actually "British Railways – Timetable – Principal Passenger Service in Great Britain" from 18 June 1962 – four editions appeared, the last expiring June 1964. With particular exceptions (usually related to major service changes), timetables were annual from June 1965 until last in May 1985 – only thereafter (not from1974 as implied) were they twice yearly. The first to switch to December and May issue (as mandated by EU) was **12 December 2004** (not as stated). What is called the "official" (i.e. issued by Network Rail) timetable continued (and continues) to appear – but only online (where it had first appeared 10 Dec 2006). The Stationery Office printed version last appeared 8 Dec 2013 and the Middleton Press printed version last appeared 19 Dec 2019. An online alternative to the Network Rail's online version appeared from mid-May 2021 from Fabrik Communications, and this was adopted as Network Rail's online version from Dec 2021 issue. Fuller details of these timetable changes are available via https://branchline.uk/rail_chronology/index.html (scroll down to "Great Britain: Timetable Topics" to find the relevant links).
Although timetables continue to be published in December and May or June (except December 2020 when no issue was published), the EU legislation that mandated this was repealed from 16 June 2015.

p.16: Railway Clearing House
As David Garnett explained in his review (in RCHS *Journal* Vol. XVI no. 1, Jan 1970), the David & Charles "1915" Junction Diagrams book was actually a reprint of the 1913 edition incorporating the 1915 cumulative supplement. An extensive collection of RCH maps and diagrams is accessible in the David Garnett Collection at Brunel University's Special Collections Library. A cumulative index to

Airey's and RCH Junction Diagrams was published by the RCHS in 1971 with a supplement in1979: these identify which localities appeared on which sheets when.

Copies of the 44-page booklet *Railway Maps and the Railway Clearing House*, published by Brunel University in 1986, containing the cited articles, were (at late 2022) still available, at £2.99 incl. postage – email a request to special.collections@brunel.ac.uk for instructions for ordering.

p.17 *et seq.*: Combined list of sources

See comment above (under p. 2 Contents) about newspaper titles

Consistency for consistency's sake is not sought, but it's not clear whether the compiler's intention is to spell out newspaper names rather than abbreviate them as listed below: for example, under **WOLVERHAMPTON** entries both as *Wolverhampton Chronicle* and as *Wolv Chron* appear in the work. Six citations of *Worcester Chronicle* in text should read *Worcestershire Chronicle.* Despite the available abbreviation, *Liverpool*, there are 23 other mentions of *Liverpool Mercury* in full in the text. From these random examples, and in that space is no longer at a premium in an online publication, it might be better to spell out in full the simpler newspaper titles in whichever entries do at present use abbreviations.

Where *LNW circ. no. XXX* is cited it is taken from a list extracted by Geoffrey Webb in 1962 headed simply "LNW Circulars – Book No. LNW4/… (where then follow numbers from 37 upwards), plus the circular number. He quotes the "effective date" ***or*** date of circular where no specific effective date was given. Alas, it is not known where these were found [perhaps BT Historical Records, now at TNA] nor present day file numbers [possibly in RAIL 410 series - ?/1315 and similar], but he was a meticulous enough researcher to take these as genuine. These *appear* to be the series sometimes cited as *LNW General Manager's Circular*.

Presumably abbreviations for *other than* proper names should be rendered in the list below *without* a leading capital letter, for that is how they seem to have been rendered in the main text of the work.

1110/149 where cited should read **RAIL** 1110/149 (it is a TNA file)

1948 – 2018: correct title is *Directory of British Railways New and Reopened Stations 1948-2018.* But it does not seem to have been cited as a source, so why is it listed here? And it would only be a secondary source anyway.

AP&J could be a useful abbreviation for the various references to *Aberdeen Press & Journal* or subsets of that title such as *Aberdeen Press* and *Aberdeen Journal* which presumably purport to be the same title

add: *Aris*: *Aris's Birmingham Gazette*

AZ has been replaced by later editions – the latest (2017) is entitled *Britain's Growing Railway* (ed: J Alderson & I McDonald) available from https://www.railfuture.org.uk/shop/books.php Beware, however, that this work does not always distinguish between ceremonial op dates and commencement of public service dates so some other, more specific provenance should be sought.

BLN was known as *Branch Line News-sheet* until issue no. 167/168 (*sic*) (December 1970). Frequency of publication does not rigorously adhere to "twice monthly".

Brad: tentative lists of title changes and accessible copies of *Bradshaw's Guide* can be found via https://branchline.uk/rail_chronology/Bradshaw.html

Bragg: article *Railway Stations in County Durham*, by S L Bragg, was in *RCHS Journal* dated Mar **1982** (Vol. 27 no. 4 p.66)

Cam: second vol: n/d was actually 1969

Cam Coast: author should read **C C Green.** *There were two volumes – vol. 2 was 1996 and dealt with Dovey Jn (excl.) to Dolgellau (and is cited in commnents below). Alas, Green only got as far as the Mawddach estuary before he died.*

Camp: there is a third edition: Nigel C Macmillan, *The Campbeltown & Machrihanish Light Railway*, Plateway Press, 2000 (3rd edn.)

Caradon: references to Michael Messenger's definitive work would now more sensibly refer to his *Caradon & Looe – The Canal, Railways & Mines*, Twelveheads, 2019 (4th edn)

add: *CGM GIC:* see *GIC*, below

Chron.: this only applies where Chron. stands alone rather than with some other word (as in some newspaper title abbreviations): the correct title is *Railway & Canal Historical Society Railway Chronology Group Co-ordinating Newsletter*; the publication itself cites entries solely by 00/00, denoting issue number/page number (date of issue not necessary).

Cl pap : to add to the existing parenthetic note: others included George Dow, sometime Press Officer of LNER, later Div Mgr, Birmingham and then Stoke on Trent, and Gerald Aston, latterly Asst Line Manager, Crewe.

Co n: is taken as including newspaper advertisements by the railway in question

Co tt: delete wording "all *PRO RAIL 981/xxx".* Even those at Kew are not all under that Class because timetables (public and working) are spread by company across the whole range between RAIL 908 and RAIL 988 (with other sheet specimens found under individual railway Classes). It would also be better if entries cited the full TNA Group/Class/Piece reference, and distinguised between public and working (a.k.a. service) tts. Further significant collections are to be found at National Railway Museum, York *(may be identified below as NRM)*, and the National Records of Scotland, Edinburgh *(see SRO, below)* as well as such repositories as the Great Western Trust's archive at Didcot and Brunel University Special Collections Library, Uxbridge; occasional copies are also found elsewhere.

add: *Cooke TLD*: R A Cooke's series *Track Layout Diagrams of the GWR and BR WR* (initially self-published, latterly Lightmoor Press), with section/page numbers given thus: xx/xx. The most recent edition should be used in each case.

Cornish Gaz: not found anywhere other than in list of sources and can therefore be deleted

Corris: Boyd's *Narrow Gauge Railway in Mid-Wales* was expanded and republished in1965 – it would be better to quote from and cite this later version

Furness Rise: alas, Gradon is not held in high esteem by current aficionados of the Furness and it might be well to look for other sources (perhaps such as M Andrews, *Furness Railway – A History*, Barrai Books, 2012 – the late Dr Andrews is generally regarded as the doyen now and this title superseded his 2003 book)

add: *GIC* (with or without prefixes *CGM* or *SoL*): General Instructions Circular: weekly or fortnightly circulars of commercial information to stations, issued by GWR and BR(WR). Those issued by the Superintendent of the Line (SoL - responsible for passenger and parcels matters until 30 Sep 1948) were prefixed A. …/*…. (the A number is irrelevant while the the * number is the relevant progressive number of the series), of which some (from 1930 to 1948) are at RAIL 253/513; those issued by the Chief Goods Manager (CGM) from 1920 were prefixed R.1534/ … , of which many (but only from July 1935) are at RAIL 253/730. *For issues prior to 1 Oct 1948, these are prefixed, below, by either SoL or CGM as appropriate; thereafter no distinction is given.* From 1 Oct 1948 the Commercial Superintendent took over responsibility for both goods and passenger commercial matters; from that date, the A (passenger and parcels) series was instead prefixed R1748/B. … (a new series starting at B1). From April 1961 the two series became A1 (passenger) and A2 (freight), on alternate weeks; they eventually merged. *Most post-1948 circulars are from private collection.* A short-lived supplementary NE (National Emergency Circular) series was issued 1939-41 by the SoL; these are at RAIL 253/513.

GW book: it would be better to refer to the war reports themselves; they are in the Clinker Collection at Brunel University.

Hb/hb: "varying additions over the years" relates to the wording of the title of this work. The *Hand-books*, as such, rarely contained date information.

Hba/hba: not clear what "1863 on seen" means – *presumably* "only issues 1863 and later have been consulted"..

Hbl/hbl: there were only three series, started 1910, 1938 and 1956. Except during war periods, they were generally issued quarterly. Any references to *hbl/Hbl* prior to 1910 should therefore be to some other source; such pre-1910 references seem generally to be to minutes of RCH Goods Managers' Conference (RAIL 1080).

Herapath: now available online at British Newspaper Archive

Joe Brown (without any other detail) is cited as a 'source' in several cases (e.g. Angel Road, Coventry Arena) without explanation – needs at least title of specific work(s). In that (like others) Brown provides no *specific* provenances, the value is no greater (or less) than, for example, *Cl.* (and there is, of course, no guarantee that there is no 'circularity' of sources….)

Lester duplicates *Market Drayton* - better to stick to one abbreviation

[#10] *LNW Officers*: these minutes were titled "Officers' Meeting" (*the word 'Committee' did not appear*)

Mon min: Monmouthshire Rly mins are RAIL 500/9

MSWJ: there are other, better, sources on this railway – particularly the multi-volume work by David Bartholomew

N Devon: *NDJ* is also used for this title.

add: *NDJ:North Devon Journal (N Devon* is also used for this title)

NGMW: Boyd's *Narrow Gauge Railway in Mid-Wales* was expanded and republished in1965 – it would be better to quote from and cite this later version

NGNC: Boyd's *Narrow Gauge Railways in North Caernarvonshire* was expanded and republished in three volumes – 1981, 1985, 1986 – it would be better to quote from and cite these later versions

PCC: LMS "Passenger Commercial Circular", issued weekly by Chief General Superintendent, Derby. Later (believed Aug 1932) retitled "Instructions respecting passenger train traffic", issued weekly by Chief Commercial Manager, Euston. Note that the series numbering reverted to zero at least once – if not twice – during the publication's life (thus accouning for apparent discrepancies between numbers cited below and the dates they applied). The ones cited below are from ***actual PCCs*** at NRM York Search Engine (albeit not yet catalogued nor normally yet available to researchers) – they are **not** from "an extract" added to *LNW Dates.* There ought also to be an explantory entry under the name "*LMS PCC*"

add: *Penarth*: explanation is needed for source *Penarth* used in Lower Penarth entry

Pigeon: Pigeon's 'article' (never completed) actually appeared in 13 instalments, in *True Line* nos. 80 to 93

RAC: this seems sometimes to have been used to denote Cooke's series *Track Layout Diagrams of the GWR and BR WR* (initially self-published, latterly Lightmoor Press) rather than the 1947 atlas cited. Diagrams (rather than the Atlas) are intended where section and page numbers are given thus: xx/xx. or alternatively cited as *Cooke TLD* xx/xx for the Diagrams.

add: *RAIL 393/151* (used below) includes a cutting from the *Manchester Guardian* of 16 May 1924 which is obviously derived from an LMS press release listing their renamings of 2 June 1924

RCG: *RAIL 1005/280* was compiled by BTCHR; the parallel list of renamings is *RAIL 1005/281* ***(not 282)*** from the same source. Note that *RAIL 1005/282* is twelve RCH Notebooks of "openings" 1870 – 1922 (believed commenced by John Airey and continued by RCH after they took over publication of *hb* with its 1904 edition). **However**, note that these three items are 'secondary sources', having been compiled (with the risk of transcription error…) from the Minutes of the Goods Managers' Conference (RAIL 1080/180 to /189 (from 1856 to 1936)) [this source tabulated station (and, later, siding) openings, changes and closures until April 1924 (after which the topic was inexplicably dropped from their agenda)] and of the Superintendents' Conferences; these minutes formed the data which appeared as the leaflet amendments to the *hb* [the formally signed set of the Goods Managers' minutes also exists, until 1927, as RAIL 1080/164 to /178].

add: *RHRG: Railway & Canal Historical Society Railway History Research Group Newsletter* or *Circular*; the publication itself cites entries solely by 00/00, denoting issue number/page number (date of issue not necessary). Issues numbered 1 to 38 are Newsletters (i.e. consolidated Circulars 1 to 190); issues numbered 191 onwards are Circulars.

S&M Chron: is publicly accessible via https://branchline.uk/rail_chronology/index.html
S Wales: the use of the "S Wales" abbreviation, potentially leading to confusion, would best be avoided by spelling out the word 'South'. Alternatively, use *SWDN* as an abbreviation for the newspaper in question.
add: *S Wales Daily Post: South Wales Daily Post*; the use of the "S Wales" abbreviation, potentially leading to confusion, would best be avoided by spelling out the word 'South'. Alternatively, use *SWDP* as an abbreviation for the newspaper in question.
SEC: correct title is: *The South Eastern & Chatham Railways – A Marriage of Convenience.*
Sig inst: sometimes rendered *sig instn* (might better be given as *SI*). Explanation should read: SR Signal *(sic - singular)* Instructions (a weekly circular to Southern Railway operating staff *(roughly equivalent to parts of today's Weekly Operating Notices)*)
add: *SoL GIC*: see *GIC*, above
SR: it is unfortunate that this duplicates the abbreviation for Southern Railway/Region – perhaps "*Clark*" (or "*SRClark*") might be better
SRO: National Records of Scotland (formerly Scottish Record Office), Edinburgh. *Items that have been consulted there may be rendered below as "BR/ (then either TT/S/ or three characters representing the railway in question, followed by piece number)"*
Tasker: the author's initials were **W W** (hence W W Tasker)
[#10] *Taunton*: paper's full title was *Taunton Courier & Western Advertiser*
add: *TNA: The National Archives*, Kew (formerly Public Record Office – *PRO*)
W Fife: was published November 2007
W Fly P: known to BNA as *Sherborne Mercury*
add: *Winsford & Over* is twice cited as a source but no explanation is offered – presumably refers to Miller, *The Winsford & Over Branch*, Oakwood, 1999.
add: *WON*= weekly operating notice
add: *WRRC:Welsh Railways Research Circle*
WW II: amend to read: proximate source: J P McCrickard in *World War Two Railway Study Group Bulletin*, Jul/Aug 1997, p.7.96 (also appeared in *Chron* no. 14); principal ultimate source: LMS Operating Dept list of war factory stations (document A86/1 dated 25 Sep 1945 – see APPENDIX 4 – believed to be from *Cl pap*). Note that there are a few instances of WWII or WW II in the body of the work which are merely abbreviations for World War 2, not references to this source.

In notes below, *Cl pap* denotes Clinker Collection at Brunel University's Special Collections Library; the proximate source of some material marked simply "GWR official source" (without more specific ultimate source) is data extracted for Clinker by fellow GWR employees (principally in the Superintendent of the Line's office). Where possible, more specific source is given.
Abbreviations – such as hba, tt, *Wtt* – may be rendered either with upper case *or* lower case first letter

p.29: Atlases
Some of these - e.g. Brown and late Baker - need revisiting as new editions and titles have appeared (esp.since Stuart Baker's death) – see https://branchline.uk/rail_chronology/Bibliography.html
Caution should be urged where chronological info is given in (or derived from) atlases (e.g. Brown's and Malthouse's work) because no provenance is given for such information – but they may give useful pointers leading to further research to establish reliable provenances.
In addition to Douglas Rose's work on London, Tim Demuth's *The Spread of London's Underground* (2nd edn 2004) could be cited.

The information obtained

p.31: Change of site (5th sentence): Clinker's full definition was: "A station which has been reconstructed and in the course of this work has been moved a very short distance, although **substantially on, or overlapping, its previous site is not treated as a 'new'** or '2nd' station. Generally, a move of 10ch. or more in the centre line is needed to qualify as a 'new' station." – so the (much cited) '10ch' was more of a qualifer than the complete definition. Greville (RCHS *Journal* no.

3, p.22) opined: "I regard it as a change of site when the old station was situated **entirely outside** the later station limits. Thus, at March and Worthing the old station buildings abut on to the platforms of the present ones, and therefore do not qualify. In the same way, occasionally when the platforms were shifted to the other side of a road, the old buildings still served (as at Denton) and this I regard only as a rebuilding." *(presumably 'station limits' was not meant in the signalling sense, but even so is ambiguous as to just where Greville drew boundaries; emphasis applied to "entirely outside" is mine).*

SECTION 4

p.36: General abbreviations

non-tt: one has to remember that this definition ("station not in public timetable") does **not** signify inclusion (or otherwise) in working (or Service) timetables, **nor** does it imply anything about whether services were fare paying or otherwise, general public or railway staff – and it does **not** exclude publicity by advertising

offic is used twelve times in the text, in conjunction with mentions of 6 May 1968 tt, but is not explained

add: temp: temporary or temporarily

$^{w?}$: are users supposed to assume that note $^{w?}$ (that has been appended to various entries) has been used to identify (some of) the situations where calls were shown in *Wtt*, but *apparently* solely for payment of wages or other railway admin purposes? *See also commentary on this question, above.*

p.37: Abbreviations of Railway Companies' Names

add: AR, ER, LMR, NER, ScR, SR, WR denote, respectively, the Anglia, Eastern, London Midland, North Eastern, Scottish, Southern and Western Regions of Railway Executive and British Rail(ways); NR denotes Network Rail *(yes, it's in Combined List of Sources but ought to be here,too*)

add: TBJ: Taff Bargoed Joint (GW + Rhy.). *Thoughout text, for Taff Bargoed Joint substitute* TBJ.

p.38 *et seq.*: Glossary

Halt: Final para. about halts/unstaffed stations: a 1959 notice from WR Bristol District shows some of the complications – stations treated as halts, halts treated as stations…..

Temporary platform: seems to be out of correct alphabetical order. It may be questioned whether some of the Temporary and/or non-tt locations that have been included for 'once-off' use (particularly Royal) meet the qualification applied to stations generally (by which ceremonial openings have been disqualified) of requiring to be available for general public use. A number of temporary and permanent Royal facilities (such as – but not exhuastively - Nine Elms, Bordesley/Small Heath and Edinburgh) surely should **not** be included…..

p.40 *et seq.*: Stations A – Z

General observations

No general attempt has been made below to replicate the station underlining convention of the original work.

North British: "closing of minor stations during period of war" 1 Jan 1917; "Re-opening of certain stations closed during war period" 1 Feb 1919 and 1 Apr 1919 (source: *NB list – alas, the stations were not specified in the document*)

London & North Western: the notice of closure of various stations/halts gives a number of locations the suffix HALT in some cases where it is not already shown – see *Railway News* 30 Dec 1916, p.15

There seems to be a lack of consistency of treatment in the work of county suffixes *where they appear only in the timetable index:* for example, Barry (South Wales) was not shown with its "index-only" suffix, but Brampton (Cumberland etc.) was so shown. Where the suffix appears only in the index – to enable users to distinguish between same name towns (rather in the same way that the distinctions are drawn in the *Chronology* itself!) – but does not appear in the table(s), the suffix should be regarded as a "timetable user's aid" rather than part of the recorded name of the station. Perhaps existing *index only* mentions had been shown only where the suffix later did gravitate to the table(s)? Nevertheless, this is a choice for the compiler – but needs to be followed through consistently (either all in or all out) –a number of instances that have come to notice are given below, without prejudice (but with no claim to have identified all).

GIC no.314 of 8 Mar 1971 *[as reproduced at Chron. 63/24]* said that ER "**have** advised that "the following stations **have been** renamed … All concerned to note these amended station names", indicating that the alteration had *already taken place* (but presumably too late to change the forthcoming tt). This item included the following station renamings under the same wording, so ostensibly all should be treated in the same way – although entries in work now all refer to Section 5, under "Mar 1971**" :

Brampton Junction now Brampton (Cumberland)
Cuffley & Goffs Oak now Cuffley
Custom House, Victoria Dock now Custom House
Dore & Totley now Dore
Elsecar & Hoyland now Elsecar
Gateshead East now Gateshead
Knottingley for Ferrybridge now Knottingley
Lowestoft Central now Lowestoft
Meldreth & Melbourn now Meldreth
Morley Low now Morley
New Southgate & Friern Barnet now New Southgate
Palmers Green & Southgate now Palmers Green
Potters Barr & South Mimms now Potters Bar
Prudhoe for Ovingham now Prudhoe
St. James Street, Walthamstow now St. James Street
Wood Green, Alexandra Park now Wood Green
Wood Street, Walthamstow now Wood Street
Yarmouth Vauxhall now Yarmouth

However, Prudhoe appeared again (see specific PRUDHOE entry below)

LMR renamings with the 7 May 1973 public t.t. (shown below as "confirmed by LMR WON") were accompanied, in those internal instructions, by an explanation that operating publications (such as Sectional Appendices and working timetables) would not carry the new names until later in that timetable year (*Wtt*s were not amended until Jan 1974). ***The same delay may also have applied with renamings in other years.***

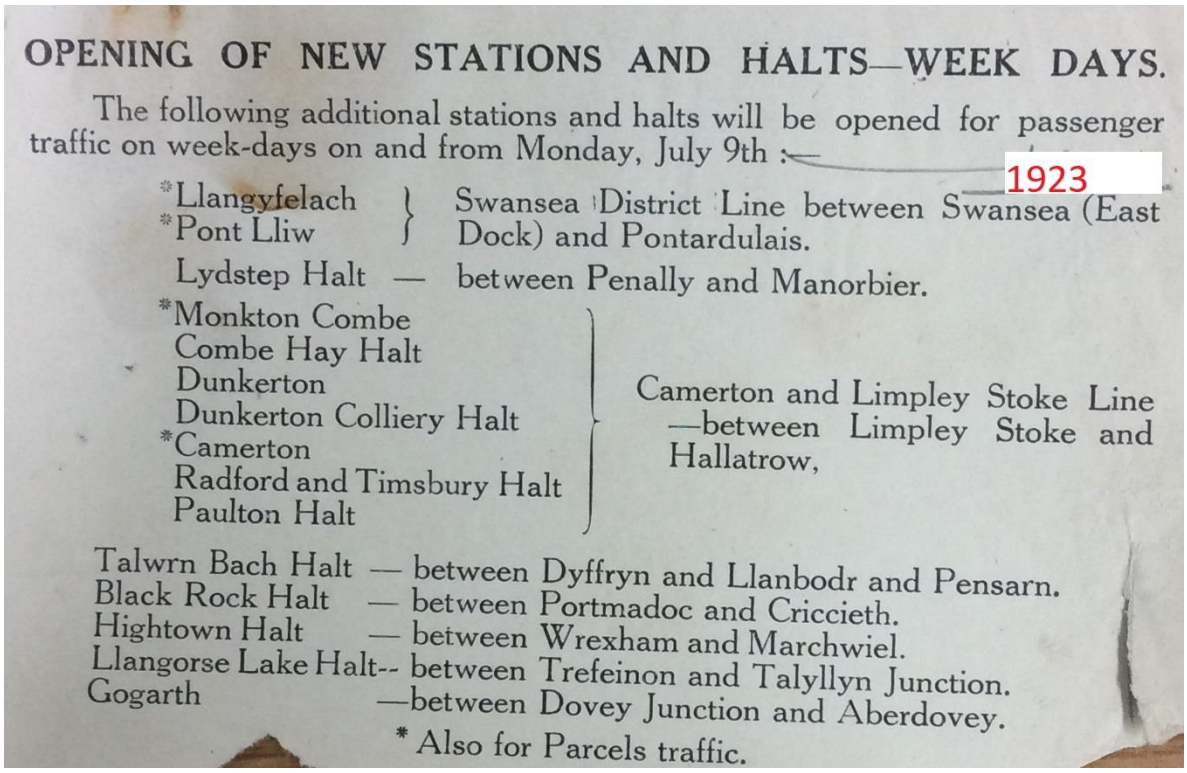
In a carbon copy document in the Clinker Collection at Brunel University Special Collections Library headed: "Closing of Unremunerative Branch Lines : L.M.S.R. Northern Division" – showing withdrawal dates of passenger services and produced by the LMS at some date after Sep 1939 – a note "An occasional special passenger train is worked on these branches" is shown against the the following closed branches:

Fochabers branch
Hopeman branch
Edzell branch
Bankfoot branch
Denny branch
Bonnybridge branch

Against the Maidens & Dunure Light Railway is shown the note: "During the summer months occasional special passenger trains are worked over this line between Alloway Junction and Turnberry".
Presumably, therefore, the terminal stations (at least) of these branches must have seen some passenger use after the withdrawal of their regular passenger services.

1890 strike – Taff Vale Railway: see local press for details of stations closed briefly. *They may not be deemed warranting mention.*

Various GWR openings on Monday 9 July 1923**:** an extract of a GWR commercial circular at that time



OPENING OF NEW STATIONS AND HALTS—WEEK DAYS.

The following additional stations and halts will be opened for passenger traffic on week-days on and from Monday, July 9th :— 1923

*Llangyfelach, *Pont Lliw — Swansea District Line between Swansea (East Dock) and Pontardulais.

Lydstep Halt — between Penally and Manorbier.

*Monkton Combe, Combe Hay Halt, Dunkerton, Dunkerton Colliery Halt, *Camerton, Radford and Timsbury Halt, Paulton Halt — Camerton and Limpley Stoke Line —between Limpley Stoke and Hallatrow.

Talwrn Bach Halt — between Dyffryn and Llanbodr and Pensarn.
Black Rock Halt — between Portmadoc and Criccieth.
Hightown Halt — between Wrexham and Marchwiel.
Llangorse Lake Halt-- between Trefeinon and Talyllyn Junction.
Gogarth —between Dovey Junction and Aberdovey.

* Also for Parcels traffic.

provides better provenance than previously given for a few of the locations included therein.

Where "Also see --- " appears under an **underlined name heading** it would be very much clearer if this helpful cross-reference were placed **immediately** under that major heading, not at the foot of the various sub entries – for just a couple of examples, under **WORLE** a quick glance suggests that the cross-reference to PUXTON only applies in respect of the WCP station, or for **WORCESTER** that the cross-reference applies to the **Ticket platform.**

In some cases stations under an **underlined name heading** seem to be sorted by company, or alphabetically (MANCHESTER), or in order of opening, or no pattern (MANSFIELD).This can lead to confusion – but affording no obviously apparent benefit.

Individual entries

Where station name is hyphenated, the hyphen seems sometimes to be regarded as a space for the purpose of alphabetical sorting (*vide* BRYN-Y-GWYNON given before BRYNAMMAN) but at other times not (*vide* CHAPEL-EN-LE-FRITH given after CHAPEL STREET). Not clear how "&" is treated: sometimes it seems to be regarded as 'AND' (*vide* BROUGHTON & BRETTON given before BROUGHTON ASTLEY) - but why is BURTON & HOLME given before BURTON AGNES?

ABBEY JUNCTION [Cal] *and* **ABBEY JUNCTION** [NB]: old large scale OS maps have these two locations side-by-side, immediately south of the junction – to all intents and purposes (apart from railway management!) a single station (with the Cal. goods facility a short way further south). Confirmation of Cal. line (and, hence, these interchange stas.) ***not*** having closed 1917-1919 is provided in *True Line* no. 17 May 1987 in letter from J F McEwan with evidence from Railway Executive Committee sources.
ABBEY & WEST DEREHAM: clo date 22 Sep 1930 confirmed by *hbl L77 (better provenance)*
ABBEY OF DEER: special train ran for a Roman Catholic pilgrimage to "Abbey of Deer special platform", according to a precis of LNER weekly circ no. 497, which refers to a "special platform" 9 sq. ft erected on down side near bridge 701, 100 yds east of mile post 32½; first such (Sun) 17 July 1932 (*Daily Record* 18 Jul 1932; *Aberdeen Press and Journal* 18 July 1932, p.3, has photo of the procession – clearly from the special halt but captioned as setting out from **Mintlaw** station!). *Facility still appeared on page 165 of LNER Scottish Sectional Appendix dated 1 Nov 1947. Note:* the actual name of the abbey is Abbey of St. Mary of Deer
ABBOT'S WOOD JUNCTION: for opening by Midland of "Worcester loop" over the OWW from 18 Feb 1852, the form ABBOTT'S WOOD JUNCTION (rather than Worcester Jn) was used in timetable in OWW *Co n* in *Worcestershire Chronicle* 18 Feb 1852, p.1. Note spelling with two Ts and an apostrophe. *The Midland company does not seem to have announced the new arrangements.*
ABBOTSFORD FERRY: clo date 5 Jan 1931 confirmed by *GIC A4545/492 of 2 Jan 1931 (better provenance)*
ABER near Caerphilly: while *Aber* may have been proximate source of 1 Apr 1908 op date, ultimate source was *Co n Western Mail*, 31 Mar 1908, p. 1 *(better provenance).* Renamed from BEDDAU HALT to ABER JUNCTION HALT "forthwith", according to GWR GM Circ 3011 of 17 Sep 1926. From Network Rail Western & Wales Route Supplement WON 28 2022-23: "ABER STATION / FROM MONDAY 10 OCTOBER UNTIL MONDAY 21 NOVEMBER 2022 / Aber station will be closed for six weeks from Monday 10th October for essential platform maintenance and resurfacing works. During this period no trains will stop at this station and the platforms will be closed off to the public. The station will reopen on Tuesday 22nd November." In practice, however, it did not reop until 9 Dec 2022.
ABERAMAN: **first station**: TV board min 2327 of 21 Jun 1855 (RAIL 684/3) reads: "Resolved that the Treaman *[minute altered to read instead:* Aberaman] Station be removed from its present site to one more convenient." It is not immediately clear how this relates to existing narrative. TV General Supt's (Fisher) report (RAIL 684/45 – **not** /450 as shown by Quick) of 3 Apr 1856 stated that, while "it would appear that the station was placed there entirely for Mr Bailey's convenience, there being no public road whatever, there are but few persons who use this station and these arrive [by walking along] the Cwmbach branch." The station was stated to be "within half a mile" of the then Treaman station *(actually ca. 50 chains south thereof).* A subsequent report by Fisher dated 25 Jun 1856 stated that (a) in connection with doubling the Aberdare line, it was "necessary to take down the Aberaman station" and that "a temporary station is now fixed there."; (b) until blocked by Mr Bailey, passengers had also approached the station from the west side (such passengers were now using Treaman), and (c) Mr Bailey was about to quit Aberaman House. Closure of the station was duly approved by the Board (minute of 25 Jun 1856), and advertised in *Cardiff & MG* of 28 Jun 1856 as taking place "After Saturday July 12th". Note, however, that the Directors' minute said: "A policeman's cottage be built at Aberaman and the station there done away with, but that the train may stop to take up and put down Mr. Bailey." So Aberaman (original site) did not *totally* die after 12 Jul 1856. However, if Bailey was quitting Aberaman House anyway the explicit approval for use by Bailey would not have applied for long!
In that TREAMAN is shown as [Aberdare (Railway)] below, perhaps this first Aberaman station should be likewise?
ABERAMAN: Another station: "op. about 50 chains south" to read "op. about 50 chains **north"** because it would otherwise conflict with the General Supt's reports (above) and the OS plan (1868) which does not show anywhere where the 1848 Treaman station might have been *other than* where Treaman (later Aberaman) actuallysat until closed in 1964, at Lower Station Road, Aberaman.
ABERBARGOED : **First station**. Aber Bargoed – rendered as two words - continued in timetables until *at least* 1926 (despite GWR GM circ. 2917 of 18 Jun 1924 rendering it 'before' and 'after' as one word). However, by GWR public t.t. 1939 Aberbargoed was certainly one word.
ABERBRAN: reduced to unstaffed halt **5 May 1941** (*SoL GIC A/1022*)

ABERCANAID: GWR GM Circ. 2347 of 11 Sep 1913 gave addition of "& Pentrebach" suffix as "forthwith" *(better provenance)*. Better to cite closure w.e.f. **5** Feb 1951 for reasons given at **1951 ****, below.
Add: ABERCARN COLLIERY: During the visit to South Wales of the Associated Chambers of Commerce on Thursday 22 Sep 1892 delegates travelled by special train to visit (*inter alia*) Abercarn and Risca, where platforms were specially erected (*South Wales Weekly Argus* 24 Sep 1892).
Add: ABERCARN ROCK VEIN SIDING: non-tt use on 22 Sep 1892 (*South Wales Daily News* 22 Sep 1892)
ABERCYNON NORTH: insert space between NORTH and op
ABERCYNON SOUTH [TV]**:** insert space between SOUTH and [TV]. *Welsh Railways Archive* Vol 1, No. 3, May 1991, p.78, shows the first TV station at Navigation (House) as being slightly north of the latterday station. In response to their Engineer's proposal of 12 Aug 1847 (RAIL 684/44) for relocation of the platform away from its original position at the foot of the incline to (or towards) where today's station stands, TV Directors' min of 18 Aug 1847 "Resolved that a platform and shed be made at the junction at Navigation" (min 2985, RAIL 684/2) – but this does not make clear whether "junction" meant where the Aberdare line came alongside the *existing* stopping places at the foot of the incline, or a move further south beyond the track junction between the two railways. A further min. of 18 Apr 1848 "Resolved that … a permanent station be erected at Navigation House at no more than £350." (min 3205, RAIL 684/2) but it is not clear whether this represents a *permanent* as opposed to *temporary* building to service the existing platform, or authority to move the whole site; nor is it clear whether anything actually happened as a result of that minute. A report in *The Principality* (7 Jul 1848) - bemoaning the need to cross the tracks at all TV stations - adds: "The absence of suitable accommodation at the Navigation station is really too bad.", which strongly suggests no such change of location had yet taken place. Indeed, the Engineer again (13 Mar 1849 (RAIL 684/44)) draws attention to the hazards of passengers "having to cross and recross the line" at the foot of the incline which raises further doubt as to whether relocation had taken place. Despite a minute of 9 May 1850 (min 180, RAIL 684/3) seeking an cost estimate for "a station at the Navigation Junction" (not clear whether or not a resiting was involved) nothing further emerged until 13 Oct 1852 (min 1111, RAIL 684/3) when instruction was given merely that "a closed shed be erected at Navigation Station." (not clear whether original or moved site). Concerns about public access from the Junction Hotel – which would have been adjacent to the original station site - led to fencing being erected and eventully to discontinuance of public access from 29 October 1855 (min 2456, RAIL 684/3; see comment below about notice in *Cardiff & M G* 5 Oct 1855 of revised TV services - this did not explicitly mention reduction of Navigation to be merely an interchange point although that did take effect from that same date). This might all tend to imply that the station was then still at the original site at the very foot of the TV incline. On the other hand, the new site seems to have had no public road access of its own, at the outset, and hence the dispute with the hotel over access, so such move may well have taken place ***by*** 1855. The move certainly seems to have happened by the time of parliamentary notice in *Cardiff & Merthyr Guardian* 15 Nov 1856 which set out what became section IV of the TV Act of 17 Aug 1857.
As to **nomenclature:** the TV board minutes throughout from 1847 to 1856 refer to NAVIGATION STATION, as do correspondence with the Board of Trade (RAIL 1053/23 pp 72-76) and the case of *mandamus* unsuccessfully sought in the courts (*Merthyr Telegraph* 1 Dec 1855). On the other hand, NAVIGATION HOUSE is used in TV's **own** press adverts - from *Cardiff & M G* 1 Aug 1846 through to 1856 reopening, as in *Cardiff & M G* 26 April 1856 (the latter does confirm the reop date of 1 May 1856 and is to be preferred as provenance). However, references in railway timetables in the local press (which may or may not have had TV imprimatur), throughout that whole period, use only "ABERDARE JUNCTION". An internal TV memorandum (RAIL 1057/2855) from their Outdoor Superintendent dated 26 Nov 1896 confirms that the change from Aberdare Jn to Abercynon would be effective from **1 Dec** 1896.
ABERCYNON SOUTH [Aberdare]: the dubiety about what – if anything - actually happened in response to the "order to move ... given 23 March 1848" is dealt with above.
• *Beware* that the 1855 closure advert is wrongly transcribed in *Welsh Railways Archive Vol. VI no. 2*, Nov 2015 – there was **no mention** of Navigation station, *per se* : "On Monday, October 29th

1855, an ALTERATION of PASSENGER TRAINS and Stations will take place on this Line. For further information see small bills." - *Co n Cardiff & MG* 6 Oct 1855 (same wording was used in succeeding weeks in the *Cardiff & M G* and in other papers in the area).
ABERDARE (of 1988): clo 14 Apr 2023 (electrification work); reop 29 Jun 2023 *(BLN)*
ABERDARE HL: The original dead ended Brunel covered-roof sta. had an outside platform added slightly to the south west (hard by the river Cynon) ready for when s.g.line from east op. for passengers (Wed – *sic*) 5 Oct 1864 (VoNR minute of 6 Aug 1864: "The station accommodation at Aberdare for the narrow gauge passenger traffic has been ready since May last but will remain idle until the GWR commence to run their trains." (!!); min. of 5 Nov 1864: "Reported that the narrow gauge line was opened between Middle Duffryn and Swansea on 5th ult."). Jones & Dunstone, *The Vale of Neath Line from Neath to Pontypool Road* (Gomer Press, 1996) give (page 41) VoNR deposited plan Nov 1851 showing original sta (with goods-only through line but no platform) and (page 113) plan ca. 1865 with new platform (this and subsequent plans such as 1868 1:500 OS plan show original sta as Goods depot); authors state (page 116): "When the third *(i.e. broad gauge)* rail was removed and the line doubled in 1872, the original terminus became the goods shed. The provision of a …platform alongside the new *(i.e. second through)* track presented a problem…" but that was overcome. They also state (page 173) that the original dead-ended sta. remained in passenger use until 1872 to accommodate one broad-gauge round trip with Swansea Wind Street, thereafter being solely for goods, and that third rail on VoN line removed **May** 1872 (page 99). Thus 1872 must mark clo. of the original 1851 station. Add note to the effect that the 1864 element became **ABERDARE** (of 1988).

ABERDEEN

FERRYHILL [Aberdeen] temporary station: location: *Aberdeen Herald* 6 April 1850 refers to the station as being "at Polmuir". https://maps.nls.uk/view/74480518 shows Polmuir and Polmuir House in the vicinity of Ferryhill engine shed. It is hardly likely that the station would have been on the River Dee Viaduct and it would most likely have been immediately north or south of the road bridge adjacent to Devanha Distillery and Deemount Cottages. The bridge spans Polmuir Road. This places the temporary station about three-quarters of a mile south of Guild Street station.
ABERDERFYN: op 5 June 1905 (*Y Genedl Gymreig*, 6 June 1905 (p. 7*)*); clo. 29 Mar 1915 (GWR Passenger Train Alterations Committee minutes - RAIL 271/4 – see *Chron. 82/6). **Not** in 22 Mar 1915 service cuts.*

ABERDOVEY

First station at harbour**:** careful reading of *Cam Coast* **vol. 2**, page 63, will show that a station **was** established (albeit initially a wooden shed) at the **present** station site, and op 24 Oct 1863 – **not** at the harbour. In *addition*, a **temporary** facility at the harbour for transhipping passengers to/from the Ynyslas ferry was operative 24 Oct 1863 until the Morben or 'deviation' line from Dovey Jn op for passengers 14 Aug 1867. As the harbour location was *in addition* to the station proper, designation 'first station' is not correct for it: **Harbour** or **ferry landing** might be more appropriate.
Second (station): Neither Cambrian's *Co n* of 5 Aug 1867 (still appearing in *Wrexham Advertiser* 28 Sep 1867 – and presumably just the same as cited *Merioneth Co n*) nor report in *Birmingham Daily Post* of 17 Aug 1867 p. 4 refers to a **new** station at Aberdovey, so prefix 'Second' and implication of op date 14 Aug 1867 are not supported. These observations are entirely commensurate with *Cam Coast* vol 2's position, which notes (p.63) that the original wooden structure was replaced by a brick-built building in 1872. Alas, *Cam Coast* vol. 1, p. 124 - which v5.05 gives in precis as "Faulty tunnels led to BoT refusal for their use..." - is mistaken (and is **not** repeated in vol. 2). The tunnels were ***not*** rejected by Capt. Tyler in Mar 1867 (*vide* Johnson, *The Cambrian Rlys* (OPC, 2013), p. 88) but the Cambrian were particularly obtuse in not immediately taking up Tyler's hint (in his report of 27 March) that their narrowness could be overcome by fitting window bars: as soon as the company undertook - in early August - to do that, BoT approval was given on 12 Aug, and the deviation opened from Glandovey Jn to Aberdovey on 14 Aug 1867. In any event, the Cambrian would not have conveyed passengers round the tunnels by road (perhaps *Cam Coast* was thinking of a later episode when just that did happen for a short period) but would have continued to ferry passengers via Ynyslas by the ferry *Elizabeth* (which did not finally leave Aberdovey until autumn 1869 – *Cam Coast* vol.1, p.126). *Birmingham Daily Post* of 17 Aug 1867, p. 4 is in no doubt (despite some

spelling errors!) that the railway between Glandovey Jn and Aberdovey **did** open on 14 Aug. *(even though the North Staffs Rly was still using adverts dated June for excursions via the Ynyslas ferry….).* Incidentally, the "temporary" nature of arrangements in Aug 1867 mentioned in adverts was a legal sop during a dispute about land ownership, and nothing to do with the train working arrangements. The reference to arrangements on the opposite side of the estuary, near Ynyslas, would better sit under **YNYSLAS** – and see commentary below under that heading.
See **13 Sep 2021****
ABERERCH: Although engineer's report 19 Oct 1871 (RAIL 92/21) said: "An additional platform is required at Abererch on the north side of the railway. Estimated cost £50.", no authority for such expenditure to be incurred traced *(so we don't know whether or not it got built).* Reports in *Cambrian News* 7 Mar 1873, and *North Wales Chronicle* next day, are equivocal. The first press reference traced specifically mentioning an **Abererch** station (but not necessarily passenger) is a Cambrian advert. for sales of lineside hay cuttings *(a regular source of income for the company)* in *Cambrian News* 17 Mar 1876. However, a third-party advert in the same paper of 18 Oct 1878 – which might have been expected to mention the station as a 'plus' feature – merely refers to the "Abererch crossing of the Cambrian Railways". A more positive, specific reference to the existence of a station at Abererch is a property advert in the same paper of 13 Aug 1880, followed by another property advert (for property at what is today's Abererch Sands Holiday Centre) in *Y Genedl Gymreig* of 17 Nov 1881; the reference to Pwllheli being "within one mile" is grossly misleading (even crow flight would be 1½ miles!). So a request stop was there by 1880 (if not earlier) but alas no press reference to its opening has been traced, although clearly it pre-dates *Brad*'s Jul 1884 appearance by at least four years. Was always request stop during Cambrian era. See **17 Oct 2020****
ABERFAN: 1 Apr 1886 op of **joint line** confirmed by GWR SoL Circ 641 of Mar 1886. Better to cite closure w.e.f. **5** Feb 1951 for reasons given at **1951 ****, below (but not deleted from *Hb* until *hbl 48* of Dec 1954).
ABERGAVENNY [GW]: op 2 Jan 1854: cited provenance of *Hereford Times* 24 Dec is **not** a "*Co n*" but part of the paper's "Railway Time Tables" compilation (page 3); the company's own advert for the opening did not appear until *Hereford Times* **31** Dec 1853 (although that did not list the stations).
[**Other stations similarly involved** – see their respective entries: LLANVAIR; LLANVIHANGEL; NANTYDERRY OR GOITRE; NEWPORT ROAD FOR PONTYPOOL; PANDY; PENPERGWM; PONTRILAS; ST DEVEREUX; TRAM INN. *[Hereford and Newport were already open]*]
ABERGAVENNY BRECON ROAD [LNW]: op. 1 Oct 1862 confirmed by LNW *Co n* in *Monmouthshire Merlin*, 4 Oct 1862
ABERGAVENNY JUNCTION: There can be no doubt that the *line* between Brecon Road and the junction was op with the MT&A line to Brynmawr (worked by the L&NW) from 1 Oct 1862 as attested by the local press and the L&NW adverts (*Co n Merlin* 4 Oct 1862). However, it is by no means certain this proves there was actually an interchange *station* from the same date. The time for some connections was very tight - but practicable, particularly if connections were effected not by passengers changing but by through carriages being shunted between branch and main line trains – see, in particular, the 1.40pm from Brynmawr, which can only connect with the 1.50pm from Newport if the connection was effected at the junction, north of the NAH station (and note the extra running time thence to Hereford which was presumably accounted for by the time taken for an attaching movement at the junction itself. On reflection, the MT&A engineer's report of 6 Aug 1863 (*Star of Gwent* 29 Aug 1863) could, indeed, indicate the erection of an interchange station to replace through carriage workings. Therefore, it is by no means certain that the first junction **station** (as opposed to junction) op in Oct 1862, but probably nearly a year later. Alas, the engneer's next half-yearly report makes no mention of the new facility but this had now become the responsibility of the L&NWR.
ABERNANT [GW – actually Vale of Neath]: op. **1 Jun** 1854 confirmed by VoN minute of 7 Jun 1854 – "Reported that a commencement had been made on the 1st. instant to book passengers to and from Abernant, the policeman's box being used for that purpose."
ABERSYCHAN LOW LEVEL: renaming as ABERSYCHAN LOW LEVEL from 14 May 1885 confirmed by GWR GM Circ 984 of 14 May 1885.

ABERSYCHAN & TALYWAIN [GW/LNW]: op 1 May 1878 confirmed by LNW *Co n* in *S Wales* 4 May 1878. clo 5 May 1941 confirmed by joint *Co n* (handbill) (in GW style but labelled for both, dated Apr 1941) at RAIL 1014/33. Neither the opening nor closing advices carried the word "Joint" as part of the station's name – nor did the 1938 *hb*.
ABERTAFOL: op 18 Mar 1935 confirmed by *GWR Wtt supp for Apr 1935 (RAIl 937/163) (better provenance)*. For the record and in case of future doubt: 14 May 1984 was date of temporary suspension of service on account of condition of halt – formal closure proposals followed subsequently and halt never reop.
ABERTHAW [Barry]: note that 5 May 1930 clo. *GWR Train Alterations May 1930 ufn* leaflet (RAIL 936/64) for clo of Low Level did not show any renaming for Aberthaw High Level
ABERTYSSWG: prior to public use, must have been in use as colliers' unadvertised platform by *not later than* 29 May 1905 (*Merthyr Express* 3 Jun 1905)
ABERYSTRUTH: this should really appear under BLAINA which is where the platform was located. It was **not** a 'consecration' (because it was a rebuilding of an already consecrated building) but 'opening services' of the (rebuilt) St. Peter's Church. Reports in *Hereford Journal* 3 Dec 1856 and *Monmouthshire Merlin* 6 Dec 1856. The latter rather suggests the platform was *beyond* the station, perhaps on the siding to the tinplate works where it crossed Station Road? *Aberystruth was the ancient parish name covering Blaina (not a location in railway terms).*
ABERYSTWYTH [Cam/GW]: Citation *Carmarvon 25th* should read *Carnarvon 25th.* Beware that *Carmarthen Journal* 24 June 1864 has the wrong date – see instead *Co n Liverpool Mercury* 29 Jun 1864. Michael Turner, *Great Western Railway Luggage Labels,* Railway Print Society, 1995 gives renaming as Apr 1891 *which would be entirely commensurate with available info from coy. tt.* Bound volume of Cambrian notices for year 1891 (Kidderminster Railway Museum item 2003/000826) shows that until the last day of March 1891 Aberyst**wi**th was used and that from 1 April 1891 Aberyst**wy**th was used *[Chron. 85/26]*. RCH Goods Mgrs' min 6563 of 23 Apr 1891 (RAIL 1080/187) recorded the change as having been effected.
ABERYSTWYTH [VoR]: **first station:** date of resiting to north (by extension of line) to site alongside main GWR station cannot have been 31 Jul 1925 because scheme:
(a) not approved in principle by Corporation until 19 June 1925 (*Welsh Gazette* 25 Jun),
(b) not approved by GWR Traffic Committee until 25 June (GWR Tfc Cttee min. at RAIL 250/354),
(c) required public consultation because it involved crossing a public road and consultation period did not expire until 15 Aug (*Welsh Gazette* 20 Aug), and
(d) required a Min of Transport order which was not granted until 20 Oct 1925 (Johnson *Great Western Narrow Gauge* (2011), p.80)
Some works were put in hand in anticipation, but there is no press report to suggest the GWR pre-empted the obtaining of their order. The extension op towards the tail end of 1925 (*GWR Magazine* Jan 1926, p.12 (report of Engineering department's work undertaken in 1925)). *For a fuller exposition see*
http://branchline.uk/rail_chronology/Vale%20of%20Rheidol%20Railway%20Rail%20Chron%20version.pdf >
second station: op late 1925 (only press references traced are notes in *GWR Magazine* Jan 1926, p.12 and March 1926, p.89); last used Easter Tue 16 Apr 1968 >
third station: former Carmarthen bays, pfms 4 and 5, re-gauged, in main sta. op. Mon 20 May 1968 (*Railway World* July 1968, p. 288); since closed (site converted to carriage sidings) and fourth sta. op further east *[presumably all events after sale by BR to be disregarded as being "preservation"]*.
ABINGDON: use of siding for fishermen's excursions: *Birmingham Mail* 12 Sep 1905 only referred to it as a "**goods** siding" (fuller details of the special trains, from Birminhgam, in *Swindon Advertiser & North Wilts Chronicle* 8 Sep 1905). Abingdon had been visited before at least three times (incl. 11 Sep 1899) so the use of *other than* the platform line *may* have applied on other dates.
ABINGDON ROAD [first entry]**:** better (GWR specific) sources for 22 Mar 1915 clo date are: pass tt alterations slip from 22 Mar 1915 and *GM's report 12 Jan 1917*
ABINGDON ROAD [second entry] was never a **junction** station (although it might be classified as a roadhead station before the branch op…).
ACOCKS GREEN: *W Mid* gives renaming more specifically as **Oct** 1878

ACROW [HALT]: The Eastern Region's staff magazine (1957, p.123) carried report of opening on Monday 25 March 1957. While there was indeed something of a "ceremony" that day (not 27th) - described as the "official opening" - there is **nothing to suggest that regular public services did not also start that same day**. For such a simple facility why would there be any delay? *RM* also gives 25 March.
ACTON BRIDGE: renaming 1 Jul 1870 confirmed by *LNW Circ. no. 869 (better provenance)*
ADDERBURY: op Wed 6 Apr 1887 confirmed by GWR SoL Circ 671 of Apr 1887
ADDISCOMBE: renamed from Croydon Addiscombe Road to Croydon Addiscombe from 1 Apr 1925 (*RCH distance tables advice no. 8/1 of 14 May 1925)*
ADLESTROP: was simply ADDLESTROP in coy's *Wtt* March 1855 (RAIL 981/404) (i.e. one word, spelled as shown). 1 Jul 1883 deletion of second D confirmed by GWR GM Circ 818 of 25 Jun 1883
ADLINGTON LANCS has been ADLINGTON (LANCASHIRE) since *at least* Sep 2003 public tt
ADMASTON: not shown as converted to halt status until **Aug** 1952 (BR LMR WON W2 no. 34 showed change starting (Sat) 9 Aug 1952) [*Cl* date of 30 Jun 1952 was start of summer tt - *had change in status been postponed - or had Cl. made a presumption?*]. At 1964, newspaper's title was simply *Birmingham Post.*
Add: ADMIRALTY PLATFORM – see VICKERS PLATFORM
AFON WEN: Cambrian's opening tt spelled it AVON WEN (RAIL 923/1) and it also appeared as such in RCH Distance Table and 1880 map *(perhaps it was more than just a bureaucratic error)*
AINTREE [LY]: For avoidance of doubt: an earlier date applied for renaming of goods depot – the 20 Aug 1951 date was for pass. sta.
AINTREE CENTRAL [CLC]: 20 Aug 1951 date for addition of CENTRAL suffix derives from LMR Opg.Circ.68 dated 6 Sep 1951 *(better provenance)*
AINTREE CINDER LANE: was clearly advertised as AINTREE (**New Station**) in GCR handbills for July 1899 and Nov 1899 (RAIL 226/100).
AINTREE RACECOURSE: John Marshall in correspondence with Clinker *(Cl pap 14/11)* stated platform only on westbound line; Clinker noted that L&Y advice to RCH of *opening of (sic* - rather than *renaming to*) Aintree Racecourse sta. was dated 18 May 1910
AIRDRIE [Cal]: 3 May 1943 clo mention in *Daily Record* 29 Apr 1943 was news item, **not** *Co n*
AIRDRIE HALLCRAIG: name abbreviated in Monkland's (and subsequent) tts as "H.C.St." *(until at least 1870 in Wtt)*, later as "H.C.Stn." (not being rendered as HALLCRAIG STN until 1 Jan 1866 issue). *Brad'*s compilers away in Manchester can be forgiven for not realising that "St." was an abbreviation not for Street but for Station (although they should have picked up the point when abbreviation became H.C.Stn) (note also that *MK* properly consistently omits "STREET"). Renamed NORTH from or by Feb 1871 (source: NBR tt BR/TT/S/53/27 and /28: Hallcraig in Dec 1870 issue, North in Feb 1871, Jan 1871 missing)
AIRTH: Forth bridge broken 12 Oct 1904, reop 1 Jun 1905. *Was there any service as far as Airth or Throsk Platform?* (when broken again 15 Aug 1920 until reop 1 Mar 1921 there **was** a service Larbert – Throsk – as well as trains via Stirling (Cal.)).
ALBANY PARK: op date specifically given as Sun 7 Jul 1935 in LMS *PCC no. 139* and in *RCH distance tables advice no 47/6 of 9 Aug 1933 (sig nots sometimes gave date work done, rather than when traffic started, but this confirms w.e.f. date)*
ALDEBURGH: for what it's worth, the GER Feb 1875 *Wtt* uses the spelling ALDBOROUGH.
ALDERLEY EDGE: temp clo (for resignalling) was from **Sat 10 Dec 2005;** reop Mon 26 Jun 2006 *(Northern Rail leaflet).* Another period of temp clo was from 2 Feb 2004; reop 22 May 2004
ALDERSHOT GOVERNMENT SIDING: 'other times' included at least the 1938 and 1938 military tattoos, for return specials in the early hours of 'the morning after' – two specimens: *Staffordshire Advertiser* 18 June 1938 and *Littlehampton Gazette* 2 June 1939.
ALDRINGTON: OS plan https://maps.nls.uk/view/103673983 (shown revised **1930)** is ***already*** showing the halt (no name ascribed) in its new location, so 1932 was *probably* simply a *renaming* date (from DYKE JUNCTION to ALDRINGTON). A Friday – 17 June 1932 – does seems a curious day of the week… almost certainly a typo in secondary sources which should read (Sun) 17 **July** 1932 - the start date of the SR's summer timetable. Certainly the change was made *between* 1 May

and 1 Aug 1932 (as testified by SR timetable amendments given in the local press (*West Sussex Gazette* 28 Apr and 14 Jul 1932)). **No** mention of any relocation (nor renaming) of halt found in SR *Sig inst* notices for years 1928 to 1933 incl. nor of renaming in GWR SoL GICs summer 1932.
ALEXANDRA DOCK [LNW]: op. 5 Sep 1881 according to LNW public tt (RAIL 945/11). For the record: "Official" date Sat 26 Feb 1949 *(which perhaps should read w.e.f. Mon 28 Feb 1949)*
ALEXANDRA PALACE (b): from GNR tts, notices and minutes, J R Whittle in 1972 compiled the following list of reopenings and closures *(Cl pap)*. *Note carefully use of "not in tt from" (rather than "last appeared in")*:
Reop 1 May 1875; not in tt from Dec 1876; reop 10 May 1877; not in tt from May 1880; reop 15 Nov 1880; not in tt from Jan 1881; reop Sat only Mar 1881, daily Apr 1881; not in tt from Sep 1882; reop 1 Apr 1885; "closed 12 Sep 1885 (actual)" *(that being a Saturday, presumably he means last trains that day)*; reop "Easter 1887"; "closed 30 Sep 1887 (actual)" *(that was a Friday…)*; reop 12 May 1888; not in tt from Nov 1888; reop 19 Apr 1889 ("for Easter" *only*); reop 30 May 1889 ("for Whitsun and summer"); not in tt from Aug 1889; reop 2 Mar 1891; "closed on and from 2 May 1892" *(a Monday)*; reop 1 Apr 1898. Suspended "on and from Sat 8 Aug 1914" (GNR handbill bound in RAIL 935/49); reop not known
ALEXANDRA PARADE: despite appearing in *Brad* without trains in NBR tables from 1 Jan 1917 for the duration, G&SW continued to **advertise** *their* workmen's trains through this period
ALEXANDRIA: despite '& Bonhill' not appearing LMS public tts, e.g. 4 Jul 1938, 6 May 1946 (and doubtless all between), it was still in 1956 *hb* – its deletion not being advised until *GIC A2/31 of 18 Jun 1962* "have been renamed" (!!)
ALFORD near Aberdeen: clo 2 Jan 1950 confirmed by BR correspondence at AN13/2308
ALFORD near Langport**:** GWR SoL/CGM circ. F.588/R.1270 of Jun 1905 (RAIL 253/482) confirmed op (Sat) 1 Jul 1905 *(fuller provenance). This halt was **east** of Somerton and would better read "*near Castle Cary".
ALL STRETTON: op 29 Feb 1936 confirmed by GWR Chester Division Report 1936 (*Cl pap*) and by LMS *PCC* no. 172
ALLENS WEST: so what did item in *SLS Journal* September/October 2007, p.188 say?
ALLHALLOWS-ON-SEA: officially regarded as op from Fri 14 May 1932 as All Hallows-on-Sea *(note the break after 'All)* (SR Leaflet CX 1339, reproduced in Hart, *The Hundred of Hoo Railway* (1989)) but subsequently revised to Allhallows- *(one word) (RCH distance tables advice no. 47/6 of 9 Aug 1933* – RAIL 1089/88).
ALLOWAY: clo 1 Dec 1930 confirmed by SoL *GIC A/488 of 28 Nov 1930* (*better provenance)*. The footbridge collapse on 16 June 1948 was reported in *The Scotsman 17 June 1948*; a report (*ibid, 25 Aug 1948)* of the inquest of the one person who died said: "The station had not been in use for passenger traffic for a number of years" - but this may have referred to the regular advertised service. The incident doubtless led to cessation of excursions.
ALLT-Y-GRAIG: clo 22 Sep 1930 confirmed by *hbl L77*
ALMA COLLIERY: this was the name of the colliery which the Midland seem to have dubbed North Wingfield Colliery for some reason (and which also seems to have been served by a location called LING'S CROSSING). Unadvertised use from 31 Aug 1874; ceased 9 Nov 1927 *[Wtt analysis by Glynn Waite]*
ALMELEY: reop 11 Dec 1922 confirmed by handbill (RAIL 253/482); clo 1 Jul 1940 confirmed by handbill *(better provenance)*
ALNMOUTH: Inviting tenders on 15 June 1850 to have Bilton built and op for use on 19 Aug 1850 (see under LESBURY) seems ambitious (even for 19th.C). **No** station as junction for Alnwick appears in Y&NB account book of daily takings (RAIL 772/131) for Sep 1850 – i.e. after Alnwick op. 19 Aug 1850 – so speculation that Bilton op. with branch is unfounded. *Further research in RAIL 772/131 and succeeding volume to 1855 could prove useful….* Renamed ALNMOUTH FOR ALNWICK, 23 May 2003 *See also http://www.halifaxcourier.co.uk/news/calderdale/when-train-and-bus-don-t-meet-1-1480643 and http://www.northumberlandgazette.co.uk/news/local-news/more-trains-and-a-new-name-1-1479354. Beware that the change did not get picked up by the National Timetable until **five years later**, with the 14 Dec 2008 issue!*

ALNWICK [NE]: Source of *Cl.* resiting date seems to be RCH Distance Books amendment which (per J R Whittle - *Cl pap)* had sta. relocation Thu **1** Sep 1887 *(although surely not involving any change in distances?)* However, Cornhill line op. pass. Mon 5 Sep; *Cl.* has allied the sta. relocation to that date – *but why? station could have been relocated in advance of line opening.* Local press confirms *line*'s pass opening as 5 Sep – but **no** mention of station relocation nor of fine new sta. building.... While the building itself (now Barter Books) doubtless dates from 1887, OS plans show the whole same area occupied by rly. from 1851 survey onwards, so relocation was lateral, not longitudinal . Photo in Hoole, *North Eastern Stations* (Dalesman, 1978), p.32 shows platform of the pre-1887 station alongside but to south of the 1887 platforms so that what became the goods yard on the south side of the layout would have been original pass sta. – and the new pass sta took over what had been a goods yard on the north side. Would welcome some evidence for date new sta. actually came into pass. use…

ALTHORPE: the original sta. clo. and the new sta. op. was to take effect at 10.10 a.m. on Sun 21 May 1916 (notice at RAIL 931/16) so arguably the orig. sta. clo. date was **w.e.f.** the *following* day (22 May 1916) as there had been service there on 21 May, while the new sta. op. date was, indeed, 21 May 1916 (GCR handbill at RAIL 231/17). *Same for GUNNESS & BURRINGHAM .*

ALTNABREAC: "From Sunday 12 November [*2023*], train services will temporarily not call at Altnabreac station. It has not been possible to access the station by road to ensure the platform and facilities are safe for customers to use during the winter period. ScotRail is working with Network Rail to secure safe access to the station and we will reinstate services as soon as possible" (https://www.scotrail.co.uk/plan-your-journey/stations-and-facilities/abc (accessed 11 Nov 2023)); reop 6 Apr 2025 (https://www.scotrail.co.uk/plan-your-journey/stations-and-facilities/abc (accessed 10 Apr 2025)).

ALTON: "for Selborne" added Sun **11** ***(not Mon 5)*** **July** 1926 (*RCH distance tables advice no 21/3 of 30 Jan 1928*). *The SR was 'big' into Sunday changes so that is likely correct.*

ALTON PARK, alias TRELOARS HOSPITAL/CRIPPLES HOME (non-tt): Alton Military Hospital op 1903 for Boer war casualties. The hospital was named Princess Louise Hospital in May 1903 but the eponymous princess was unable to make an inspection until Thursday 16 July 1903. At the conclusion of this visit, the hospital's siding was used by royal train to return the entourage to London (*Hampshire Chronicle* 18 Jul 1903, p.8). The siding was doubtless also used for trains of injured returning from South Africa via Southampton Docks. It went out of use as a military hospital ca. 1905.

Sir William Purdie **Treloar** was the Lord Mayor of London who eventually took over the hospital.

Add: ALT-Y-CRAIG: see ALLT-Y-GRAIG

ALVERTHORPE: J R Whittle *(Cl pap)* says first appeared in GNR's own tt (and *Brad*) Oct 1872

ALVELEY COLLIERY: op date should read **ca. Dec 1943**. The halt formally closed with the Shrewsbury – Bewdley line from 9 Sep 1963 (and its name given in the formal closure approval was plain ALVELEY HALT) (*Birmingham Post* 23 July 1963) [colliery itself did not close until 31 Jan 1969].

ALYTH: op **12 Aug** 1861 (after ceremonial 10 Aug) (Co n *Dundee Courier* 13 Aug.) *The cited Co n in Dundee Advertiser of 2 Sep is a revised timetable from that day,* ***not*** *the opening notice.*

ALYTH JUNCTION: No reference to Meigle or Alyth Junction found in the 1831 B entry. The station was reported as under construction in *Montrose Standard* 7 June 1861 – in conjunction with construction of Alyth line. *Dundee Courier* 16 Jul 1861, p.3, reporting Col Yolland's inspection of the Alyth branch , has him arriving at Meigle station by regular train, thus implying that the station was already open – it seems unlikely that it would refer to the roadless (and by then closed) Meigle Junction interchange station (which was not at the branch junction). Timings at Meigle in the press schedules for July 1861 changed from those for June and are now commensurate with all Newtyle line connections being at Ardler (the 'Dundee Jn' suffix has been transferred to here), so the new Meigle must have op contemporaneously with the clo of the previous ('interchange only') Meigle Jn from 1 Jul 1861. Cal GM's circular of 3 Oct 1876 advised name change from Meigle to Alyth Junction from 1 Nov 1876.

AMBERGATE: Clo 25 Aug 2018 (remodelling of Derby station); reop 8 Oct 2018

AMERSHAM: LT carried '& CHESHAM BOIS' suffix in last Met tt (13 Mar 1933) but dropped from first LPTB tt 13 Nov 1933. BR 1973 renaming confirmed by LMR WON WE1 16/17 of 21 Apr 1973 *but note the wording at* APPENDIX 1
AMMANFORD in view of the extraneous detail given in other entries, it does not seem unreasonable to ask that relative locations of the two entries be better identified: (a) being on the Garnant/Brynamman/Gwaun cae Gurwen branch(es) and (b) on the north-south "main line"
AMMANFORD (a): renaming 1 Jul 1883 confirmed by GWR GM Circ 818 of 25 Jun 1883
AMMANFORD (b): reop 1 May 1861 (as DUFFRYN) confirmed by *Co n* in *Swansea & Glamorgan Herald* of 8 May 1861, page 4 *(better provenance)*; renaming 13 Jun 1960 to A &T was by *unidentified Circ. of 21 Oct 1960* and confirmed by *hbl* L.11 of Sep 1960
AMMANFORD: clo 27 Aug 2020 (derailment near Llanelli); reop 8 Mar 2021
ANDOVER: 1964 dropping of "JUNCTION" suffix: *GIC A2/86 of 7 Sep 1964 (better provenance)*
ANDOVERSFORD & DOWDESWELL: the first trains over the new section ran Tue 30 June 1891 and booked to call at the three intermediate stations (advert in *Wilts & Gloucestershire Standard* 27 Jun and report in *The Citizen* (Gloucester) 3 Jul.)
ANGEL ROAD [GE] clo 3 June 2019…etc. ► better provenance for opening of the replacement would be https://new.enfield.gov.uk/news-and-events/meridian-water---londons-newest-station (accessed 5 Dec 2021); confirmation of last train: "This station is now **permanently closed** – it closed Friday 31 May 2019." (https://www.greateranglia.co.uk/travel-information/station-information/agr (accessed 5 Dec 2021)) (**beware** that https://www.gov.uk/government/consultations/angel-road-rail-station-closure-may-2019 (accessed 5 Dec 2021) got it wrong)
ANN STREET: clo 18 Jun 1951 given by ***Co n*** in cited *Runcorn Weekly News* p.5, and also by LMR W1 WON of 16-22 Jun 1951 where it was **shown as HALT**
ANNAN SHAWHILL: clo 27 Apr 1931 confirmed by LMS *PCC* no. 195
ANNESLEY SOUTH JUNCTION HALT: referred to simply as "Annesley South Halt" in notice dated Sep 1956. Shown as "Annesley South Junction" in *Wtt*s (e.g. 12 Sep 1960 and subsequent) although perhaps this was simply from using a convenient, adjacent junction location in the station bank rather than indicative of an "official" name for the halt. The location was served by the unadvertised staff Rail motors (*Annesley Dido)* and the occasional "main line" trains. *Dido* withdrawn 10 Sep 1962 (http://www.annesleyfireman.com/id8.html). Although http://www.disused-stations.org.uk/a/annesley_south_junction_halt/ (accessed 28 Dec 2025) asserts 10 Sep 1962 clo., the stops in the "main line" trains were **not** withdrawn before the trains ceased 4 Mar 1963.
ANNIESLAND [NB]: deletion of "for KNIGHTSWOOD" suffix ca. Mar 1958 *(GIC R1534/988 of 31 Mar 1958 – "has been") – so it clearly **had** been an **official** appendage, not merely a Brad/Murray affectation.*
ANSDELL & FAIRHAVEN: source of *Cl.* Oct 1903 relocation date was RCH Distance Books amendment (per J R Whittle - *Cl pap – where he gave **11** Oct 1903) – perhaps Mon **12** Oct may be the most likely…* clo 11 Nov 2017 (electrification works); reop 29 Jan 2018.
ANSTON: op. 20 May 1912 confirmed by public notice (RAIL 931/14)
ANSTRUTHER (b): Hajducki et al, *Anstruther & St Andrews Railway*, Oakwood 2009, p.223, give addition of "for Cellardyke" as Dec 1933 while their *Leven & East of Fife Rly*, Oakwood, 2013, p. 313 gives 31 Dec 1933 (but that may merely be one of their 'educated guesses'….)
APPLEDORE KENT: acquired suffix *in index (only)* tt 6 May 1974, added in *table* tt 12 May 1980
APPLETON: 18 Jun 1951 clo given by ***Co n*** in cited *Runcorn Weekly News* p.5 , and also by LMR W1 WON of 16-22 Jun 1951
APSLEY: op 26 Sep 1938 confirmed by *T* 26 Sep 1938 p.7
ARBIRLOT: clo 1 Jan 1917 confirmed by LMS *PCC* no. 128 *(long after the actual event)*
ARCHCLIFFE JUNCTION STAFF HALT [SR] (non-tt): proper citation for "see Internet *Disused Stations* for details" would be http://www.disused-stations.org.uk/a/archcliffe_junction_staff_halt (accessed 2 Dec 2021). But that does **not** claim in use Jan 1928 – it actually says "by Jan 1948". *But better provenance would be from Wtts….*
ARCHWAY: renaming 11 Jun 1939 to ARCHWAY (HIGHGATE) *(sic* – note two words including suffix*)* advised by LMS *PCC no. 330 (provides provenance).* Suffix deleted Dec 1947 (D Rose, *The*

London Underground – A Diagrammatic History (Capital Transport, 2016) – which presumably over takes out of date "book by Ken Garland" (K Garland, *Mr. Beck's Underground Map (*Capital Transport, 1994)).
[beware: *L*, at note H52, gets itself confused about what happened 19 Jan 1941!]
ARDDLEEN: Cambrian Engineer reported on 21 Feb 1865: "Arddleen station was destroyed by fire on the morning of Friday 3 Feb." (RAIL 92/18) – *it does not follow, just because the **building** was destroyed, that service ceased - but is the improved service shortly after the time it must have been rebuilt merely coincidence?*
ARDEER: delete entry. This was **not** a railway-owned platform – see instead **ARDEER EXPLOSIVES WORKS** at Section 7, part 5: Other lines that carried workmen, below.
ARDLEY: op (Fri) 1 Jul 1910 confirmed by GWR SoL/CGM circ. F.1958/R.1373 of Jun 1910 (RAIL 253/482) *(better provenance)*
ARDROSSAN
Not clear why the subsidiary locations are neither in alphabetical nor chronological order (is there a reason?)
ARDROSSAN HARBOUR: there was no "renaming" from 6 Mar 1967, the term "Ardrossan Harbour" simply being used in the public tt to facilitate use of *either* Montgomerie Pier *or* Winton Pier stations, as operationally appropriate, without the need for issuing public tt amendments *(private communication from ScR trains office, contemporaneously).* In the event, Montgomerie Pier went out of use after final trains on 25 Sep 1967, although the *formal* clo date was 6 May 1968. It may be that Winton Pier *station* (as opposed to the pier itself) then simply became regarded as "Ardrossan Harbour", by default. But the *stations* (stopping places) themselves were not renamed – future researchers will be confused unless the point is acknowledged. And then what's the point of showing in other instances (for example *hb.* or ticket*)* variances if the compiler is **only** going "believe" the public tt? The adoption of "Winton Pier" (and "Montgomerie Pier") are ascribed by Robin & Callan, *The Railways of North-West Ayrshire* in *Railway World*, Feb 1961, to GSW tt of 1909 "when both *[i.e. GSW and Cal]* Arran services were printed in the one working book." Elsewhere ticket "evidence" of names is acknowledged, so final sentences of letter 3 Sep 1971 from then BLN editor *(who worked in ScR HQ trains office)* to Clinker (in *Cl pap*) are relevant: "[Ardrossan Winton Pier] is still open as Ardrossan Harbour, a renaming taking place in the Public Timetable at a time when the closure of Montgomerie Pier was being progressed. During 1967 trains using either Winton Pier or Montgomerie Pier stations were advertised as running to or from 'Ardrossan Harbour'....Since the closure of Montgomerie Pier station from 6 May 1968, all trains have used the former Winton Pier station. ... advertised as 'Ardrossan Harbour'. ...tickets issued for both rail and steamer joiurneys continue to show Ardrossan Winton Pier ". *The "renaming" applied to **both** piers so continue to record that two subsidiary names applied at Ardrossan Harbour – at least until Montgomerie Pier closed.*
ARDROSSAN NORTH: According to W L Callan in *SLS Jour*. Aug 1969 p. 244: "In the early and mid-thirties evening excursions became very popular, indeed so popular that the G&SW line *[between Glasgow and Ardrossan]* found it difficult to cope with them in the summer months, so that those from Glasgow to Stevenston, Saltcoats and Ardrossan were run from Central station by the former L&A *[Caledonian Lanarkshire & Ayrshire]* line to these towns and the old stations were put to use again." It is not made clear whether this was just the two "coastal" stations but advertising seen strongly suggests it was so (i.e. no use made of the intermediate stations as pick-up points) until Stevenston Moor Park was included in football excursions from Ardrossan to King's Park (first *Co n* seen *Daily Record* 13 Apr 1939 – *could this have applied earlier but not picked up in press search…?)*. Clo 4 Jul 1932confirmed by CGM GIC R.1534/359 of 18 Jul 1932 *(better provenance)*
ARDROSSAN MONTGOMERIE PIER: The adoption of "Montgomerie Pier" (and "Winton Pier") ascribed by Robin & Callan, *The Railways of North-West Ayrshire* in *Railway World*, Feb 1961, to GSW tt of 1909 "when both *[i.e. GSW and Cal]* Arran services were printed in the one working book."
This location and Winton Pier ***both*** advertised as ("renamed") ARDROSSAN HARBOUR during 1967 season

ARDWICK [LY]: [LY] should be preceded by the word ARDWICK. Speculation that "[LY] probably had **exchange platform** here 1852-3" is presumably based on the connecting service from Miles Platting, shown in *Brad* from Dec 1852 to Oct 1853 (incl.). Not only would the L&Y have needed exchange platforms (up and down), so (presumably) would the L&NWR. This does seem highly unlikely (no evidence seen on early large scale OS plans) so – despite the ambiguous wording of *Brad* (for example, Dec 1852 issue) – it is surely more likely that the four round trips a day ran into the L&NW London Road station, thus also providing the opportunity for the L&Y train to run round and - if through carriages were involved (not made clear by *Brad*) – making for a more convenient exchange there. Clo 9 Dec 2023 (footbridge access repairs – Network Rail statement reproduced at https://www.railforums.co.uk/threads/ardwick-to-get-new-footbridge.258019/ (accessed 7 Feb 2025)); reop 30 Jan 2024 *(BLN 1441.313)*

ARKSEY: it doesn't contribute anything to the 'history' but some interesting background material and photos are at http://arkvillhistory.blogspot.com/search/label/Railway%20Station?m=1 (accessed 19 Aug 2025)

ARLESEY & HENLOW [GN]: first spelled ARLESEY (*vice* Arlsey) in Mar 1860 *Brad (sometimes a month is given - e.g. Hubberts Bridge – sometimes not*). In recording renaming to 'and Henlow' *RCH distance tables advice no. 49/7 of 22 Nov 1933* gave previous name as '& Shefford Road' – with no mention of 'for Henlow'

ARMLEY CANAL ROAD: *Cl pap* give deletion of the "FOR FARNLEY…." suffix from *hb.* citing GIC of 3 Dec 1945 advising change from an unspecified date; 1950 renaming: *Mid.* cites Derby train office records for date.

ARUNDEL & LITTLEHAMPTON: Unable to find Borley's cited *West Sussex Gazette* online, but *Brighton Gazette* of 27 Aug 1863 carries the same 'story' *(better provenance).*

ASCOTT-UNDER-WYCHWOOD: renaming 1 Feb 1880 by addition of –UNDER-WYCHWOOD suffix confirmed by GWR GM circ 563 at RAIL 253/228.

ASH [SE]: renamed 1 Dec 1926 ASH JN to ASH (*Cl pap* cite unspecified GIC)

ASH GREEN: conversion to halt 1 Dec 1926 confirmed by *hbl 62 (better provenance).* According to *Cl pap,* clo. date derives from letter T A Stroud to Editor *RM* of 25 May 1938 – *G&S* converted this to w.e.f. date of Mon 5 Jul 1937. *CLC CF Circ. no. 507 of 25 Jun 1937 also gave date as (Sun) 4 Jul 1937.* Halt had no Sun service – *so would normally use Mon w.e.f. date.* This entry (for right or wrong) and TONGHAM should both be the same.

ASHBOURNE [NS]: original sta last used Sun 31 Jul 1899 (so closed wef Mon **1** Aug 1899) (*Derbyshire Advertiser* 4 Aug 1899, of which the text (copied in H Sprenger, *Rails to Ashbourne* (Kestrel, 2013), ch.4) says that, after the carriages of the last train that Sunday night had been shunted out, " …a large gang of workmen commenced connecting the new main lines to the new station, and breaking up the old platform. In a very short time the connection was made…"). **NS used the new sta. straight away from 1 Aug**, whereas 4 Aug was date the LNW op their line from Buxton.

ASHBURY [LSW]: dropping "for NORTHLEW" suffix: *Cl pap* cite unspecified railway circ. of 3 Jul 1954 but without operative date – but hence **1954** rather than the 1955 credited to *Brad*

ASHBY MAGNA: clo 5 May 1969 confirmed by *BR leaflet AD197*

ASHEY: unstaffed 1953 (https://iwsteamrailway.co.uk/2025/04/ashey-station accessed 5 June 2025)

ASHFORD INTERNATIONAL: Kent suffix was *only* in index at nationalisation and was only in index and *inter-regional* tables until suffix added also in *table heading (but not in station bank)* tt 5 May 1975, and (finally!) to station bank also with tt 12 May 1980. '(Kent)' replaced by 'International' with tt 14 Jan 1996 *(fortuitously?).* The use of the station by internal services is unaffected so the station has **not** closed – merely lost some of its services - c.f. Ebbsfleet International – with effect from 19 March 2020 -- https://branchline.uk/rail_chronology/Eurostar.html (accessed 14 Jan 2025). There is no forecast for resumption of interntional calls as at Dec 2025.

ASHFORD MIDDLESEX: 'Middx.' (*not* Middlesex) suffix added 9 Jul 1923 (*hbl* dated 26 Apr 1923); suffix *(which appeared only in index)* remained as (Middx.) from *at* least 4 May 1970 through to 1979; index ***and table*** became (Surrey) with tt 12 May 1980

ASHINGTON: add suffix (a)

Add: ASHINGTON (b): op 15 Dec 2024 (https://www.northumberlandline.uk (accessed 2 Dec 2024)) (*same site as* (a))

ASHLEY & WESTON: MEDBOURNE BRIDGE renamed ASHLEY AND WESTON from **1 Mar 1878** (*LNW Circ. no. 1508).* clo 18 Jun 1951 confirmed by LMR W1 WON of 16-22 Jun 1951.
The timing of the calls in 1961 is indicative of likely use on Fridays: the westbound stop was to *set down only* at 1107, the eastbound was to *pick up only* at 1426, thus indicating a facility for visiting the signal box from the Seaton direction which *strongly suggests* payment of wages to the morning and afternoon shift signalmen. The Monday and Wednesday stops were westbound only, again to *set down only* at 1107; no scheduled return pick-up was provided in the passenger working timetable, thus ruling out shopping. These were probably to enable the Station Master or signal lineman to reach the signal box – easy enough to "escape" by getting a pick-up stop in a freight or passenger train by having the signalman keep the signals "on"….
Add: ASHLEY DOWN: op. (Sat) 28 Sep 2024 (GWR *Routebrief* (R)RW0222024 of 13 Sep 2024)
ASHLEY HEATH: *Cl pap* says extract from SR circular showed 'Halt' from 1927 op date (*looks like hb in error)*
ASHPERTON: op Fri 13 Sep 1861 (*Co n Hereford Times* 14 Sep 1861 was correct; do not be confused by the adjacent second advert! All is explained by *Bell's Weekly Messenger* 14 Sep 1861 – limited service 13 & 14, increased service from 16th as shown in *Co n Worcester Journal* 14 Sep 1861)
ASHTON GATE: **1906:** With the 1906 football season, Bristol City had been promoted to the first division - and clearly the halt had been constructed in anticipation of increased patronage at the Ashton Gate ground. The first home match of the new season was Sat 1 Sep 1906 (against Manchester United). The Bristol Division new works register (in *Cl pap*) purports to show - under column "Date Authorised" - "Prov(isional works) order (issued) 15 Sep 1906"; while this may be so (in terms of when the paper-work was actually signed off), it is very misleading about when the physical work started and finished. So we are thrown back on Clinker's 1906 chronology (in *Cl pap*) entry for the 15 Sep date for the opening for football excursions - for which he does not (as he does with some other entries) give the *actual source* for the assertion. The "story" in the *GWR Magazine* Nov 1906, p.216, says construction work commenced 22 Aug 1906 *(i.e. a month in advance of new works register date)* and "the station was **completed by Sept 1st**.". Note the word "by" (as opposed to "on"), so is it not more likely that it would have first been used on **that day** (rather than the next home match which was a fortnight later)? While slightly enigmatic, *Western Daily Press*, 13 Sep 1906, p.5, from foot of 3rd column, *might* mean merely that the halt did now exist - but perhaps more plausibly should be read as indicating that the halt had *already* come into use - i.e. supporting the theory that it op for football on **1 Sep**. *This seems to be the only reference to the new halt that the paper made around that time - no reference traced to the station's public opening date (not even the report of the ceremonial opening of the Hotwells bridge on 4 Oct 1906 mentioned it). Clinker did make a note elsewhere - without citing provenance – that gave op. (presumably scheduled public tt) 1 Oct 1906 (served by rail motors only).* Note that (see for example Apr 1910 *Brad*) the halt had a curious service – only at hours when a 'Motor Car' (rail motor) worked the Portishead line.
Entry needs to be less definitive about whether football usage started on 1 or 15 Sep 1906.
1914: GW Bristol Div notice no. 294 (RAIL 253/534) for an exhibition service *(Bristol International Exhibition at Bower Ashton, served by Ashton Gate station)* 28 May to 11 July 1914 is endorsed in manuscript: "closed for want of **funds** June 1914". The endorsement refers to the fact that the initial exhibition company passed into Receivership on 9 June (*Clifton Society* 11 Jun) and was wound up on 20 Jul (*Clifton Society* 23 Jul). Nevertheless, the exhibition remained open (*Western Daily Press* 11 Jun and 21 Jul) so the endorsement seems irrelevant. While no press adverts by GWR for excursions to Ashton Gate for the exhibition have been traced after 6 Jun, there is **no reason** to believe the train service did not continue, nor that Ashton Gate station was closed during the period covered by notice 294. The exhibition continued after 11 Jul (but whether with GWR excursions is not known). In consequence of WW1 mobilisation, GWR suspended all excursions and cheap bookings at the beginning of August (Bank Holiday Monday was 3 Aug) but **did** run excursion service to Portishead **from** Ashton Gate (*Co n Western Daily Press* 3 Aug 1914, p.10). The wording "No indication that not available for all after this" overlooks an Aug 1914 public notice (RAIL 253/534) – but it *may* have referred to some facilities (perhaps an entrance/exit direct to the grounds) provided specifically for the International Exhibition. Despite no trace of press adverts (nor other

references to inwards excursions in the years Aug 1914-1917) the station must either not have closed or been subsequently reop. Being confined to rail motors may have had an impact on whether and when the station was used during the war period.

1917: GWR Passenger Train Alterations Committee minutes (RAIL 271/4) reported sta. clo. 29 Apr 1917. Not obvious why it should appear in GWR **public** notice (RAIL 253/537 - *it was **not** an 'internal notice'*) as "will be closed" from 1 Nov 1917. This is confirmed by statement in Bristol Div memo in RAIL 253/537: "not used since 1 Nov 1917" and the date is also given in *RCH Supplementary Notice no. 2 (Apr 1918)*.

1920: Reop for football excursion as A G PLATFORM on or by **21 Feb** 1920 – confirmed by handbill and press cutting (RAIL 253/541).

1926: Clinker's note *(without citing provenance)* said reop. 23 May 1926 –Whit Sunday – and while this is borne out by May *Brad,* the General strike (4 – 13 May) had intervened since *Brad* went to press. GWR issued emergency tt from 6 Jun 1926, replaced by public pamphlet "Restoration of Train Services" which stated that from 12 Jul 1926 the GWR timetable dated 21 Sep 1925 would apply subject to alterations in the pamphlet. Clearly quoting from a GWR press release, *Western Daily Press* 9 Jul 1926, unequivocally states: "Three new local platforms come into use on [*Mon 12 Jul 1926*]…" so that date must apply (as for Long Ashton and North Filton).

1928: Clinker's card record (*Cl pap)* has it renamed from ASHTON GATE PLATFORM to ASHTON GATE from Aug 1928 tt, staffed from 1 Jan 1929 (as shown in *hbl 70) (presumably those two dates were intended to be related).*

1962*:* Clinker's card record (*Cl pap)* has it renamed to ASHTON GATE HALT from 29 Oct 1962 *(although not appearing as such in tt until 17 Jun 1963 tt)*

1970: Regular local service from Filton for Bristol City home first team football matches started 31 Oct 1970. *BLN* 169 p. 2 rather implies that incoming "away" supporters' trains had been running for rather longer than this – indeed, did such occasional use really cease in 1964 because that date was clo for *regular advertised* services (it may or may not have also applied for excursions…)

ASHTON HALL: clo. date 7 Jul 1930 (with Glasson Dock branch) confirmed by WON M1 of 21 Jun 1930 *(precis in Cl pap)* and in *hbl L76.* The halt did not feature in *Wtts* (e.g. 1905, 1922, 1928).

ASHTON-IN-MAKERFIELD: all five 1975 race special dates are given in *BLN 1233.908*

ASHTON-UNDER-LYNE

ASHTON MOSS [OAGB]: N Fraser, *The OA&GBJR – A centenary study* (in *RO*, Jun 1963, p. 165) states *(no provenance cited)* that all trains *with one exception* ceased to call from 1 Mar 1862, and that solitary exception "ran until 1 Jun 1862" *(presumably he means it was withdrawn w.e.f. 1 Jun 1862*)

ASHWELLTHORPE: clo 11 Sep 1939 confirmed by LNER Press Relations Officer (G Dow) letter 28 Apr 1945 in *Cl pap* and by *hbl L15 (both better provenance)*

ASKAM (a): as the Sunday only stops at Ireleth Gates first appear in FR's tt dated 1 Mar 1851, op date should be Sun 2 Mar 1851. Ireleth Gate**s** was **not** in *Brad* for Nov 1857 – its last appearance was Oct 1857, Sundays only.

ASKRIGG [*also* WENSLEY, REDMIRE, AYSGARTH]: op 1 Feb 1877 confirmed by "Alterations in the Passenger Trains in the Northern Division Working Time Book, Feb 1877" bound in RAIL 968/21.

ASPLEY GUISE [*also* FENNY STRATFORD, BOW BRICKHILL, WOBURN SANDS, RIDGMONT, LIDLINGTON, MILLBROOK (BEDFORDSHIRE), STEWARTBY, KEMPSTON HARDWICK, BEDFORD ST.JOHNS]: clo 25 Jul 2004 (engineering work), reop 6 Sep 2004 *(BLN 972p.133/04)*; clo 2 Dec 2022 (lack of rolling satock); reop 20 Nov 2023 *(BLN)*

ASTLEY: op *by* June 1844; *Liverpool Mercury* 21 Jun 1844, p.6, reporting a series of fires on the mosses, says: "The third fire burst out…on the north side of the railway, close to the new road from Astley station to the village of Astley" hence, the station was in existence by that date. 6" OS surveyed 1845 https://maps.nls.uk/view/102344081 shows name "Astley station" at grid ref SJ703972. {Glazebury – Barton Moss}

ASTON CANTLOW: "The train service over the Alcester Branch has been discontinued as from 25 Sep" (*CGM GIC R.1534/537 of 13 Nov 1939,* also *Birmingham Post* 23 Sep 1939) *(both better provenance)*

ASTWOOD: op. 18 May 1936 and clo. 25 Sep 1939 confirmed by *GWR official source via Cl pap.* Clo originally intended to be temporary (GWR letter F.6587.H of 26 Sep 1939 to RCH in private collection)
ASWARBY & SCREDINGTON: clo 22 Sep 1930 confirmed by *hbl L77 (better provenance)*
ATLANTIC PARK HOSTEL: recorded as in place but without specific commencement date in SR *Sig inst* no. 45(1929) dated 12 Nov 1929. The hostel itself "closes today" (*Journal of Commerce* of 30 Sep 1931; that will have been "last day" - thus a w.e.f. date of 1 Oct 1931). Having been a 'set down only' facility, the halt would *already* have gone out of use.
ATTENBOROUGH: date of 19 Apr 1937 rested on info from late Gerald J Aston (LMS senior officer) but LMS *PCC no. 227* of 22 Apr 1937 actually said: "…has been renamed 'Chilwell', and the new name will appear in the Summer issue of the Public Time Table". Reversion from 27 Sep 1937 confirmed by LMS *PCC no. 247 [note: GWR's CGM GICs gave 1st. of succeeding month in each case….]*
ATTERCLIFFE [GC]**:** had been clo during 1926 coal crisis (SR Circular extract in *Cl pap*). LMS *PCC* no. 46: "The L&NE company announce that this station, which has been closed temporarily since Sep 25th [1927] is now permanently closed." *(so text is not clear whether Sun 25 Sep was "last use"(of summer) or wef date)*
ATTERCLIFFE ROAD [Mid.]: announced as to be renamed (dropping 'Road') from 5 May 1973 tt by LMR WON WE1 16/17 of 21 Apr 1973 – see APPENDIX 1 – but **not** put into effect
AUCHENMADE: same commentary as for ARDROSSAN NORTH. Clo 4 Jul 1932: CGM GIC R.1534/359 of 18 Jul 1932 *(better provenance)*
AUCHINCRUIVE COLLIERY PLATFORM: certainly shown with unadvertised workers' service in G&SW *Wtt* June 1900 (RAIL 929/8). The colliery was between Mossblown Jn and Monkton; G&SW and LMS *Wtt*s show the location indented and with side-bar in the station bank (which *suggests* that the location was not on the main line) but it is not until LMS *Wtt*s (e.g. 1932) that it is made quite clear that the platform was **at** the colliery, and that trains had to make a side-trip from Mossblown Junction to reach it.
AUCHNAGOOL: the cited *RCHS Journal* piece – a transcription of a notice from Supt. of Line, Inverness dated 6 Aug 1874 – actually spelled it (twice) as AUCHNAGO**U**L (as does Highland Railway Society's Occasional Paper no. 1 (1995) *Highland Railway station locations and dates* which also cites said circular). Although OS shows the river as Allt Cnoc nan Gall it would be better to stick with what cited piece actually said.
AUDLEY & BIGNALL END: 1923 renaming: *Cl.* source was CGM GIC of 5 July 1923 which did not specify operative date. Clo 27 Apr 1931 confirmed by LMS *PCC* no. 195
AULTMORE: clo 9 Aug 1915 confirmed by *hbl* (23) of 28 Oct 1915
AVON LODGE: clo ("On and from Mon 30 Sep") specifically mentioned – named Avon Lodge **Halt** – in advice of 1935 clo of Ringwood – Christchurch line in LMS *PCC no. 150* and CGM GIC R.1534/437 of 16 Sep 1935
AVONMOUTH [CE] *(second entry under that description)* and **AVONMOUTH DOCK** [CE] are both the same station – the original Port & Pier Railway's station of 1877 – and should be a combined entry. 1 Sep 1885 marked not a new station but the start of CE joint passenger service here, superimposed on the Port & Pier Railway's existing service, confirmed by GWR SoL Circ 614 of 25 Aug 1885 *(better provenance)*; the station was therein shown as AVONMOUTH DOCK *(no mention of 'Joint' in the name).* Presumably "part clo." is a misreading of the station becoming 'closed'(by ticket barriers) for ticket checking purposes from 2 Jul 1917, ***not*** closed for traffic. *The two entries need to be integrated. Map 121 correctly shows simply a single station located here.*
AVONMOUTH DOCKS [GW]: withdrawal of public Railmotors via Henbury from 22 Mar 1915 (*GWR public leaflet at RAIL 936/49 – better provenance*) *[Chron 75/1]*
The para. **Boat trains** should be more clearly identified a being a *separate item from AVONMOUTH DOCKS [GW]*. Port of Bristol Authority (PBA) was owned by the county borough council. Royal Edward passenger station – within the docks - was called [Avonmouth] ROYAL EDWARD DOCK station (**not** AVONMOUTH DOCK ROYAL EDWARD) (*Bristol Div New Works Register and Annual report 1911).* For its opening, *Western Daily Press* 21 Apr 1910, p. 9, had a full report of passengers arriving previous day (20 Apr) on the *Port Kingston* from Jamaica, with the words "the

new passenger station was brought into use" (and sketch of the general layout). However, *Bristol Times & Mirror* 21 Apr, p.6, reported it as 'a successful trial' thus indicating that it was only a 'dry run'; a passenger train did run from the station to London. *Western Daily Press* 15 Apr 1910, p. 6, stated the station "will be opened next month" (i.e. May) but *Clifton & Redland Free Press* 22 Apr 1910, p.2, confirmed that the "opening of the new passenger station" would be on 29 Apr 1910, upon arrival from the Clyde of the delivery voyage of *Royal Edward* (carrying dignitaries and press); all duly reported (with a sketch map) in *Bristol Times & Mirror* 30 Apr. That, however, was very much in the nature of a ceremonial or official opening, although – again - a passenger train did run to London. The first scheduled departure of *Royal Edward* for Canada was 12 May (as widely advertised) and this would have been the first *regular public* use of the new station. It is therefore questionable which - of 20 Apr, 29 Apr or 12 May 1910 - should really be cited as the "opening date" of the Royal Edward station.

AVONWICK: op 19 Dec 1893 confirmed by GWR SoL Circ 904 of 14 Dec 1892 (RAIL 253/229) and GWR two-page leaflet in RAIL 937/58 (*better provenance)*

AXMINSTER: became AXMINSTER FOR LYME REGIS *(but **not** 'AND SEATON')* with tt **18** Apr 1966 *(Lyme Regis had clo. 29 Nov 1965);* became AXMINSTER FOR LYME REGIS AND SEATON with tt 6 Mar 1967 *(Seaton had clo. 11 Mar 1966);* reverted to suffix-less with tt 6 May 1974

AYLESBURY [Met]: deletion of TOWN: *Cl pap* cite LMR Tfc Circ 197-2 of 28 Jan 1966 *(sic)* with unspecified operative date

AYLESBURY temporary platform: the sewage works was at what is today Griffin Lane, approx 1 mile north of current Aylesbury station. Another visit by special train to the platform ran 26 Oct 1881 (*Bucks Herald* 29 Oct 1881).

AYNHO: GWR GM Circ. 2189 of 11 Apr 1910 gave addition of "FOR DEDDINGTON" suffix as 1 May 1910 (RAIL 253/482).

AYNHO PARK PLATFORM: op (Fri) 1 Jul 1910 confirmed by GWR SoL/CGM circ. F.1958/R.1373 of Jun 1910 (RAIL 253/482) *(better provenance)* and 'PLATFORM' **was** part of name in public handbill for start of service (RAIL 253/482)

AYOT: *Cl.* actually says ST. PETERS dropped Oct 1877 and meant to say spelling altered to AYOT (single T) Apr 1878

AYR (2): *Chron.* 69/12 demonstrates that there was no sta. south of river – at Townhead – until **13 Oct** 1856 (because on op. of Dalmellington line on 7 Aug 1856 all trains had used AYR (1) (the 1839 sta.)) and that it was not "temporary". Presumably the word 'original' should read 'originally'. 1 Jul 1857 represented opening of permanent *buildings*. Delete "14 chains south" (makes faces at text of AYR (3)).

AYR (3): *Chron.* 69/12 demonstrates that this (which eventually became today's sta.) did **not** move 14 chains southwards from 12 January 1886 but was an expansion of the 1856 AYR (2) station. A comparison of the OS plan surveyed 1857 (http://maps.nls.uk/view/74425820) and that published 1938 (http://maps.nls.uk/view/75494827) supports this. The road overbridge at the south end of the station has moved - but only by 5 chains or less - so although the station had been *extended*, it still occupied the site of the station shown on the 1857 plan. Certainly the station offices - the public entrance and booking office - moved south (presumably in 1886) but it is questionable that its centre-line had moved 14 chains southwards; indeed, 14 chains north of the centre-line of the station shown on the 1938 edition would surely have put it on the River Ayr bridge! **So stations (2) and (3) are, in effect, the same** - albeit *extended* (rather than *moved*) southwards. Cited *Dundee Evening Telegraph* of 1886 doubtless regarded the *building* rather than the *site* as 'new'. Although the term "Townhead Station" was shown on the 1857 survey that alone does not prove that the railway company adopted the term officially. *Chron.* 69/12 unfortunately does not make *explicitly* clear whether the suffix was "official" or merely being used to indicate where the sta. was located. Station closed on account of unsafe condition of adjacent Station Hotel *(various issues of BLN)* 28 Aug 2018, reop 1 Nov 2018 and clo again evening 25 Sep 2023 (i.e. w.e.f. 26 Sep), reop 4 Dec 2023, clo again 2 Jun 2024, reop 17 Jun 2024.

AYSGARTH: same commentary as for ASKRIGG

BACK O'LOCH: op 21 Sep 1925 as HALT from the outset - confirmed by *NB list*

BACKNEY: op as halt (but also dealing with parcels so must have been staffed…) 17 July 1933 confirmed by *SoL GIC A/624 of 21 July 1933 (*RAIL 279/39) *(better provenance)*. clo. wef Sat 29 Mar 1947 (collapse of Strangford viaduct 2310 previous evening: GM's Report (RAIL 250/469)). Viaduct (and presumably halt) reop 13 Oct.1947 (GM's report (RAIL 250/469)). *(better provenance)*

BACON'S WOOD/HOUSE

BACON'S HOUSE SIDING: 'amd' in text to read 'and'. The *siding* itself clo 12 May 1958 (LMR W2 WON dated 3-9 May 1958) - but no suggestion pass. use continued that long! The same location – under its then name of "Bacon's Wood Crossing" (i.e. level crossing) – was used for disembarking and embarking troops for Stowe (?Royal) Review on 22 Jun 1864 – see *Oxfordshire Telegraph* 1 June 1864 and *Buckingham Advertiser* 11 June 1864.

BACUP: clo 5 Dec 1966 confirmed by BR leaflet EA44

BADMINTON: op (Wed) 1 Jul 1903 confirmed by GWR SoL Circ. 1447 of 24 Jun 1903 (RAIL 253/482) *(better provenance).*

BADNALL WHARF: Cited writer should read Mike **Christensen.** Beware that LMS Operating Dept list of war factory stations (see APPENDIX 4) wrongly gives op 11 Feb 1940.

BAGLAN SANDS: op 1 May 1933 confirmed by SoL *GIC A/612 of 28 Apr 1933 (better provenance)*

BAGWORTH: first (1832) station was at foot of Bagworth old incline (only 20chains from Thornton / Stag & Castle) whereas second (1848) was well north of the old incline (Clinker, *Leicester & Swannington Railway*, AvonAnglia, 1977)

BAILDON: clo. 9 Feb 2024 (landslip); reop 30 Jun 2024 (*https://www.bbc.co.uk/news/articles/c2j3l0mnxjmo* accessed 7 Feb 2025))

BALA (a): was the site and platform that became BALA LAKE HALT in 1934 *(and is still used by Bala Lake Rly)*

BALA JUNCTION: footpath access not op until 2 March 1925 (*Journal of Transport Ticket Society* Nov 2002, citing letter of 26 Feb 1925 from GWR Supt of Line to Audit Office, with copy of local instructions about the new access), so prior to this date was for interchange purposes only.

BALA LAKE: was site and platform of original 1868 Bala sta**.** *Great Western Railway Halts Vol 1* (Robertson, Irwell Press, 1990) reports that a GWR document "of 23 January 1934 refers as follows: A new halt at Bala Lake … will be completed on Monday February 5th. It is not the intention that the halt should be used for regular services (to commence with), but only for Excursion trains on Sundays and special occasions." I have not traced that document, but have examined the GWR Chester Div Supt's annual report to Superintendent of the Line for year 1934 - pages 3 and 79. The first reference reports that Bala Lake Halt did, indeed, become available for traffic from 5 Feb 1934 - and that, *despite there being no regularly scheduled calls there in either the Service or public tts for 1934*, revenue of some £56 was ascribed to the halt for the remainder of that year (there is nothing to say whether this was revenue for bookings *to* or *from* the halt - but read on....). RAIL 253/643 contains distance diagram submitted to Railway Clearing House dated 19 Jan 1934. The second reference makes clear that - *despite there being no regularly scheduled Sunday service in either the Service or public tts over the Llangollen - Barmouth Jn section during 1934* - there were Sunday *excursion special* trains. Unless the latter were Bala terminators (unlikely), the Bala town branch would not have been op, and Bala Lake Halt would have been the recipient of the happy ramblers - hence the £56 revenue..... For the following (1935) summer timetable, services *were* regularly booked on summer Sundays (the innovation was duly reported in the Chester Division's 1935 report), over the whole Ruabon - Barmouth line, using Bala Lake Halt as their calling point for Bala. Thus, the halt was (a) *available* for unadvertised use from Monday 5 February 1934 (there is no suggestion there was an actual call that day), and (b) op for regular, *advertised* use [the criterion Clinker used for all the other entries in his *Register* and *GW Halts* compilations - he didn't include unadvertised usage] from Sunday 8 July 1935. Or cite R Maund's piece at *Chron. 81/15.* The statement "last used 24 September 1939 *(Cl …)*" refers to pre war **public tt** calls. Despite being 'closed' by *hbl* Oct 1953, the halt continued in **non-tt** use for (inward) advertised excursions – e.g. 18 Aug 1957 and 1960-63 Stoke Wakes Holidays (first two weeks of August) – so only finally went out of use with line closure.

BALDWINS [RSB] *(even though being worked by GW at time in question)*: *South Wales Daily Post* 1 Oct 1910 specifically stated "…will be known as "**Baldwin's Halt**". A GW/RSB joint minute of 25

Oct 1910 (RAIL 243/-) which issued instructions for "provision of platforms" also noted that trains had, indeed, commenced running 3 Oct (so some sort of 'platform' must have been available then!) while a minute of 13 Dec 1910 (RAIL 243/- – RAIL243 /2 and /3 were parallel series of joint minutes so need to check which actually applies here) confirmed that "Crymlyn Burrows Halt" (*sic* – but actually meaning Baldwin's Halt) brought into use 9 Nov 1910. *Speculation about provision or otherwise of 'platforms' should (I suspect) differentiate between* ***ground level*** *(from 3 Oct) and* ***raised*** *(from 9 Nov).* An RSB directors' min of 4 Oct 1912 (RAIL 581/6) (which approved provision of shelter on down side) referred to it as "Messrs Baldwins Halt"; that, coupled with the explicit press reference cited above, should be enough to consign the "Crymlyn Burrows" name to a mere aside.
BALERNO: clo 1 Nov 1943 confirmed by *hbl* 22, *Co n* in *Scotsman* 15 Oct 1943 and report in *Midlothian Advertiser* Fri 5 (***not*** 6th) Nov 1943. [same applies to CURRIE, JUNIPER GREEN, COLINTON, HAILES PLATFORM]
[#10] Add: BALGRAY: op (Sun) 27 Sep 2026 (https://news.railbusinessdaily.com/new-balgray-station-to-open-ahead-of-schedule-in-september/ (accessed 12 July 2026)) {Patterton - Neilston}
BALNACOUL: worked as a halt from 1 Nov 1928 (LMS *PCC* no. 74 which showed it as plain Balnacoul). Clo 14 Sep 1931 confirmed by LMS *PCC* no. 215**.**
BALNACRA LEVEL CROSSING GATEHOUSE: *The last four lines do not smack of a need to economise on space in the text….*
BALQUHIDDER: made unstaffed halt 3 Oct 1960 (*GIC R1534/1052 of 17 Oct 1960)*
BAMPTON DEVON: ceremonial opening (Wed) **2 July** 1884 (notice no. 77 in RAIL 937/41) included multiple public trips but start of regular service postponed (*North Devon Journal* 3 Jul 1884) until 1 Aug 1884 (as shown) (*Western Times* 5 Aug). *Beware that GWR SoL circ 566 at RAIL 253/228 refers to the originally intended public op date of 3 Jul 1884 that was postponed.*
BANBURY MERTON STREET: suffix added **Jun 1951 -** *presumably 18th* (WR Optg. Supt. Circular A140/132 of 8 Jun 1951) *(clearly Merton Street was just a Brad affectation for previous 70+ years)*
BANDON HALT: despite being shown closed "on and from 7 June 1914" in LBSC *Wtt* (RAIL 951/45), LBSC list of halts (produced by SoL's timetable dept dated 15 Aug 1914, reproduced in *The Brighton Circular* Spring 2012) gives clo (Sat) 6 June 1914 – almost certainly 'last day'; *Cl.*and *Wtt* date is Sunday – so w.e.f. date would better be cited as (Mon) **8** June 1914.
BANK [Nor]: see 15 Jan 2022**
BANKEND: *LINES COMPLETED BUT NEVER OPENED* in *Chron. 37:* "The platform at Bankend was used by workers at the nearby Dalquhandy Quarry and at Bankend Colliery. Passenger trains to Coalburn (half a mile distant) had to travel to Bankend as there was no run-round loop at Coalburn. The signalbox at Bankend remained in use until 5 March 1942, the platform having ceased to see any passenger use in 1926" The *Chron 37* reference should be given as the item was a compilation *curated* by J Gough.
BARBICAN [Met**]**: Borley letter *RCHS Journal* Mar 1958 (vol. 4, no. 2, p. 24) asserts op date of widened lines pfms of 1 Mar 1866 dervies from Met Rly records *(provenance)*. Temp.clo. for electrification 14 May 1979 (BLN 372 and 373); reop 11 Jul 1983 (BLN 470, p.168; the re-closure there mentioned was only very temporary!)
[#10] BARDON HILL: railway initially rented rooms in Ashby Road Hotel as its 'station facilities' and later purchased whole building to serve as Bardon Hill station. (*Transactions of Leicestershire Archaeological Society, xxx (1954), p.81, cited by J Simmons,* The Railways of Britain *(Routledge & Kegan Paul, 1961, p.87).*
BARDOWIE: clo**.** date of 20 July 1931 was provided by *LNER Press Relations Officer (G Dow) letter 19 Apr 1945 in Cl pap* and also shown in LMS PCC no. 209 of 11 July 1931 but there does seem (from the Kirkintilloch paper cited) to have been a last minute change of heart.
BARE LANE: 1864 renaming was shown as 'in future will be known as' in *LNW Circ. no. 527 dated 31* ***Oct*** *1864 (inertia?).*
BARGANY COLLIERY: 1 Oct 1914 was "in use by" (**not** op.) date - location was in 1 Oct 1914 G&SW *Wtt* (at NRM York) and still functioning in May 1942 LMS *Wtt*. In both instances, suffixed PLATFORM.
BARGEDDIE (a): clo **26** Sep 1927 according to *hbl 65*

BARGOED TOP OR WEST YARD: This yard was a Rhymney facility on their line to Darran & Deri, just beyond Bargoed North Junction. It cannot have been same as Bargoed Colliery Halt as that was BM. The reference to 'P' was deleted by *hbl 65* of Oct 1927 *(so it's surely questionable whether it ever was a passenger facility – advertised or otherwise).*
BARHAM: *hbl L20 (better provenance)* gives clo 1 Dec, but there was no Sunday service so should be wef (Mon) **2** Dec 1940.
BARKING RIVERSIDE: better provernance https://tfl.gov.uk/info-for/media/press-releases/2022/july/barking-riverside-station-is-open-helping-unlock-thousands-of-new-homes-in-east-london (accessed 7 Feb 2025)
BARKSTON: What Dec 1916 *RM* actually said was: "Barkstone station GNR will in future be named "Barkston"" (which does not make clear whether renaming was immediately – or from the next tt of 1917). Clo 7 Feb 1955 (*Co n Retford Gainsborough & Worksop Times* 7 Jan 1955; a report of the last call appeared in *Grantham Journal* of 11 Feb).
BARMOUTH
BARMOUTH FERRY: after regular services transferred to Barmouth **Junction** (***not*** to Barmouth, as text implies), sta continued to be used for locally advertised excursions which avoided Barmouth Jn by the east-south curve – see, for example, advert in *Wrexham & Denbigh Advertiser* 12 Oct 1867, p. 4. Continued until unknown date – but no subsequent adverts found in *BNA* search beyond the one mentioned.
BARMOUTH: 1873 changes: *North Wales Chronicle* 10 May 1873 reports opening – "at the beginning of this month" – of a new station at Barmouth in place of the old wooden station which "was at an unreasonable distance from the town" whereas the new "is conveniently near to the town"; the report is of a celebratory evening dinner on 7 May. *Cambrian News* 9 May 1873 (in a much shorter piece) puts actual opening of the new station itself as also on Wed 7 May 1873. ***So where was the old station located?*** The plans for new station had been approved and instruction that "works be proceeded with forthwith" had been given by the Cambrian's Traffic & Works Committee (of directors) as long ago as 19 July 1870! See **17 Oct 2020****
BARNBY MOOR & SUTTON: clo 7 Nov 1949 verified by *Weekly Dispatch* 6 Nov 1949 *(better provenance)*
BARNHILL Glasgow: "Glasgow" suffix deleted 14 Jun 1965 - *Cl pap* cite GIC
BARNSLEY COURT HOUSE: Last train was 1830 on Good Friday 15 Apr 1960 *(Rly Obs* Jun 1960, p.191 – which specifies "Good Friday" but gets the date wrong). As sta. would have had a Saturday service normally, w.e.f. clo. date is (Sat) 16 Apr 1960. After the Easter weekend, the remaining service (with Sheffield Mid.) transferred to LY Exchange sta. using new spur at Quarry Jn., installed over the weekend (Exchange sta. had already had a second platform erected to cope with increased traffic). Source should not read (*Cl.*)
BARNSTAPLE [LSW]: suffix "Junction" became "JUNCTION (for BIDEFORD)" in table (*but not in index)* with tt supplement 2 Oct 1966, and in table *and index* with tt 5 May 1969; index became "for ILFRACOME & BIDEFORD" and table "for BIDEFORD & ILFRACOMBE" with tt 3 May 1971; "JUNCTION" deleted with tt 1 May 1972; all suffixes removed from index and table with tt 6 May 1974
BARNSTAPLE ticket platforms: the only two ticket platforms identified on OS 25" plan of 1887 are on the approaches from Exeter and from the GWR, and from Torrington. In reporting that the link line between LSW and GW op 'yesterday', *Express & Echo*, 1 Jun 1887 added that it 'joins the LSW just above the ticket platform' (as can be seen from the plan). Other press references to them can be found at *North Devon Journal* 1 Sep 1870, 6 Jan 1876, 25 Sep 1884 and 10 Jun 1886 – but none extends the date range of useage.
BARNSTONE: according to J R Whittle *(Cl pap*) from GNR tts: became BARNSTON with **Nov** 1889 tt (and he confirms it reverted to BARNSTONE with 1 Aug 1897 tt)
BARONS LANE: clo 11 Sep 1939 confirmed by *hbl L15 (better provenance)*
BARRHILL: Station closed on account of unsafe condition of Ayr Station Hotel *(various issues of BLN)* 28 Aug 2018, reop 1 Nov 2018 and clo again 14 Nov 2023, reop 1 Jul 2024 **[**same applies to STRANRAER**]**
BARROW HAVEN: clo 8 May 2022 (platform repairs); reop 10 Nov 2022 *(BLN)*

Add: BARROW HILL DIESEL DEPOT (non-tt): ***(in addition to Roundhouse Halt entry – or was it same facility renamed?)***: used by **much earlier** internal shuttle services and by shuttle services from Chesterfield station on open days – for example, Sun 3 Sep 1972 *(advert. in Railway World)*

BARROW-IN-FURNESS

BARROW: Op 24 Aug 1846 confirmed by *Westmorland Gazette* and *Carlisle Journal,* both of 29 Aug 1846. Athough – being Barrow's only station then – the PIER suffix was superfluous, it *could* have denoted the station (although press reports of opening made no mention of such suffix to station's name – nor did *Brad* by at least 1850) because the Railway Pier was immediately across Cavendish Dock Road (as also was the 1863 sta.). Otherwise described as being at Rabbit Hill (adjacent to Rabbit Hill Point – see 1847 OS plan at https://maps.nls.uk/view/266663482), actually located in the quadrant between Salthouse Road and Cavendish Dock Road (grid ref SD2028068670). Replaced by >

BARROW '**Strand':** op (Wed) **29 April** 1863*(Barrow Herald & Furness Advertiser*¸ 2 May 1863) [the cited *Cumberland Pacquet* of 12 May 1863 seems to have repeated the *Whitehaven News* of 7 May which said "Wednesday morning last" but credited the *Barrow Herald* which clearly was of yet earlier date…. (*vide* cautionary item on Inferred Dates at *Chron 104/20*)]. Suffix "Strand" most unlikely to have been borne (certainly not seen in *Brad*). *D&C14* p.126 and Andrews say suffix TOWN added Jun 1881 (on op of Ramsden Dock sta.), but *Brad* did not adopt it (instead, it noted that trains at Ramsden Dock went to "Dock" *(sic)* sta.). The building became Cambridge Hall (grid ref SD2021768665) (partly Strand Aggregates, partly disused but listed).

BARROW-IN-FURNESS (CENTRAL): op as BARROW CENTRAL. The word "advised" (after '-in-F') should read "added" – hence CENTRAL suffix dropped same date in 1957 as -IN-FURNESS was added (LMR *Opg.Circ.367 of 14 Nov 1957* but no effective date given).

BARROW RAMSDEN DOCK: clo on arr of Belfast steamer and dep of connecting train on morning of Fri 30 Oct 1914 (Midland Railway *Co n* in *Belfast News-letter* 29 Oct 1914: "Notice is hereby given that the sailing of the steamer between Belfast and Barrow is cancelled until further notice." - over W Guy Granet's name and dated Derby, 28 Oct 1914). [M Andrews, *Furness Railway – A History,* Barrai Books, 2012, p.212 confirms vessel requisitioned after that arrival]

[BARROW] SALTHOUSE: *there was no mention of Salthouse Halt in Aug 1921 Brad nor in summer 1922 Furness Wtt*; platform still extant in 1954. *Not clear why this halt - which seemingly did* ***not*** *carry Barrow prefix – is not dealt with solely under SALTHOUSE.*

BARRY South Wales: all remaining stas. suffixes *(which appeared only in index)* changed from (Glam.) to (South Glam.) from tt 5 May 1975 (and unchanged still at 1979 tt)

BARRY: there was a proposal (not proceeded with) to rename as WEST BARRY (*WRRC Newsletter no. 180)*

BARRY PIER: "suspended 1900", "resumed 1901-2" *(presumably suspended again thereafter – The Barry Rly, Barrie, Oakwood, 1962),* reop. 20 Apr 1905 *(for BR's own steamers: Rails to Prosperity – the Barry & after, 1884 to 1984, Miller, Regional Pubns (Bristol), 1984, contains reproduction of BR reop. notice*). *Presumably services suspended during WW1 and WW2, and reop thereafter.* Showing clo and reop **every** winter would be quite inappropriate! (but c.f. Penally). However, non-operation during **all** of years 1900 (after last use 30 Sep 1899), 1903, 1904, WW1 (until resumed 1922) and WW2 (until resumed 16 July 1955 *(sic)*) would all seem to be worthy of mention. *According to Campbell's handbill for e.g. Sep 1946, access to Pier was solely by footpath – while 1956 bills draw attention to the fact that train connections had by then resumed.* During the intervening decades, there were well-attested train connections for an *inward* sailing *from* Minehead (and its return) on Sat 9 June 1951 and *occasional* use such as illustrated in *Train Illustrated* March 1954 (of train on 25 Jul 1953) – but there seems to have been no *regular* programme as there was in years from 1955/6 onwards. The closure went through the full TUCC procedure so that the date formally declared for withdrawal of passenger services was 5 May 1975 (*BLN* 272 p. 59); 5 July 1976 (which is sometimes cited) was when the line was physically cut back to Barry Island station and thus no longer available for any use.

BARTON & BROUGHTON: 1861 renaming was shown as 'in future will be known as' in *LNW Circ. no. 371 dated Apr 1861 (better provenance)*

BARTON & WALTON: was given as plain WALTON (no Barton) in *Co n* in *Birmingham Journal* 21 Aug 1852 and 1 Oct 1853 (adverts for excursions). The "not advertised" stop at 1225 on Fri only (*most likely staff wages)* in *Wtt* 11 Sep 1961 was not in next edition (18 Jun 1962) *but may meantime have been withdrawn by supplement, of course.*What is [w] after date intended to signify?
BARTON STACEY: op. 1939 (*GWR official source via Cl pap*) although another (unidentified – "Henry") source in *Cl pap* gives "**late** 1939/**early** 1940". *The Didcot Newbury & Southampton Rly – A New History* (Robertston, Noodle Books, 2014, p.109) adduces first reference in GWR engineering records as 30 Sep 1939 *(not necessarily start of traffic – but likely later than that date!).*
BAT & BALL: shown as renamed from "Seven Oaks Station" to "Seven Oaks (Bat & Ball)" - all *sic*.- "since going to press" in foreword of Jan 1870 RCH Distance Table (RAIL 1089/16) – *which makes it sound like the change was at the end of 1869.*
BATHGATE LOWER: no "suffix" changes in public tt upon 1865 E&G/Monkland/NBR merger: continued with "Monkland Stn." suffix until it last appeared in Dec 1865 issue - from Jan 1866 issue no suffixes *(no indication in NBR timetables that the two stations were not one and the same!).*
BATHGATE UPPER: E&G station continued with no suffix (although it had been suffixed "E&G station" in Monkland tts) *(no indication in NBR timetables after merger that the two stations were not one and the same!).*
BATLEY CARR: op **15 March** 1880 (*Co n Dewsbury Chronicle* 13 Mar 1880). The section Dewsbury – Batley Carr did open earlier than the section Batley Carr – Batley; this is further attested by the notes at the foot of GNR opening poster for the latter section (RAIL 935/1) which lists cancelled trains between Ossett, Dewsbury **and Batley Carr** being replaced by new trains using the whole line to Batley – in other words, the Dewsbury – Batley line **did** open in two stages. *GN vol II p 118* and *LNW Officers 20652* are therefore both wrong (or at best misleading) while *D&C8* is vindicated.....
BATTERSEA PIER SIDINGS STAFF HALT: add location: {parallel to main line on Battersea side of river - *not the same as Battersea Yard*}
Add: BATTERSEA POWER STATION [Nor]: op 20 Sep 2021 {branch from Kennington} (https://tfl.gov.uk/info-for/media/press-releases/2021/september/new-northern-line-stations-open-today-as-tube-extends-to-battersea-power-station (accessed 27 Feb 2025))
BAYSWATER: no suffix in Met tt Jan 1917 and 14 Jul 1924 (but B(QR) in index of latter); B(QR) (but not WG) in Met tt 2 Nov 1925 and 13 Mar 1933 (last); first LPTB tt 13 Nov 1933 has B on Circle page but QR on Putney page *(take your pick!)*; LPTB tt 9 Apr 1934 has B (no suffix) on all pages (i.e. entry overlooks deletion of suffix in 1934 after LPTB took over).
BEARPARK: clo 1 May 1939 confirmed by LMS *PCC no. 325 (better provenance)*
BEAUFORT [LNW]: J R Whittle *(Cl pap)* from "LNW Record" *(but not seen in RAIL 1005/289)* has new sta. op. Sep 1867. *Was this merely a new building rather than relocation? But curious that same date also given for BRYNMAWR [LNW] - a Whittle mis-transcription, perhaps?*
BEAUFORT [GW]: shown in July 1921 *Wtt* (*RAIL 937/129*) confirming no break in service. Clo 2 Oct 1961 confirmed by Div Mgr Cardiff letter KU4.4102 of 23 Jan 1962 *(better provenance)*
Add: BEAULIEU PARK: op 26 Oct 2025 (https://www.orr.gov.uk/search-news/orr-authorises-new-beaulieu-park-station-ahead-opening, accessed 18 Oct 2025). Sometimes referred to as Chelmsford Parkway during construction. {Chelmsford – Hatfield Peverel}
BEBINGTON: addition of "& N F" suffix confirmed as "has been altered" *(note tense)* by GWR GM Circ 1671 of 30 May 1895 (RAIL 253/229). Quadrupling (the driver for the station's remodelling) of the Birkenhead line north of Ledsham Jn was carried out during 1902 (the old layout is still on OS plans revised 1897 - *Chron 101/20 is in error over dating)*: the section between Hooton and Rock Ferry was recorded by LNWR Locomotive Committee minute 19890 (RAIL 410/260) as having been completed on 5 Oct 1902. It is, of course, quite possible that the stations had been relocated during the course of the works and might well have been brought into public use before the extra tracks were brought into use. But at least it can be said that Bebington, Bromborough and Spital were all relocated **by** 5 Oct 1902 (if not from that date). Note that neither Rock Ferry nor Hooton was relocated in consequence of these particular works.
BECKENHAM JUNCTION: this station was owned by **Beckenham Station Joint Committee** (Mid-Kent + WELCP – see RAIL 729/8) until 1899 when subsumed by SECR (Hajducki, *Railways*

of Beckenham (2011) p. 20). Op 1 Jan 1857 was by first user Mid-Kent. WELCP did not arrive until 3 May 1858.

BECKERMET: was **not** shown in any *Wtt*s for **unadvertised** service 1940 to 1946 *(in other words, there was **no** wartime usage unlike Egremont)*, **was** shown during the **advertised** period 1946-1947 and was **not** shown in *Wtt*s for subsequent **unadvertised** service. Clo 18 Jun 1951 given by LMR W1 WON of 16-22 Jun 1951 which presumably marks definitive 'permanent' clo date *(it is possible the station had been open until then for parcels [passenger rated] traffic…..)*

BECKHOLE(S) (a): change from horse (later loco) haulage to incline was at Incline Bottom where a substantial cottage – now called Incline Cottage – remains; it would doubtless have served as "station". The location is ca. 300 yds south of what became Beckhole (b). 1895 *hb* showed "Beckholes *(sic)* Siding" but it had disappeared between 1900 *hba* and 1904 *hb*; not clear whether siding had been at site (a), or at site (b).

BECKHOLE(S) (b): despite the hamlet now being known as Beck Hole (two words, no 's'), for each of the seven pre-WWI summers that the NER ran their "Steam Autocar" service from Whitby, the station was shown in their public tts as BECKHOLE (one word, no 's'); also, a photo exists on site showing nameboard thus. Service ran each summer 1 Jul – 30 Sep. This was ***not*** at the same site as Beckhole (a) [(a) was on the south side, (b) on the north side of the bridge over Eller Beck]. Not mentioned in 1912 *hb*.

BECKTON [GE]: trains last ran Sat 7 Sep 1940 (only one weekday round trip booked, returning at 1220 SO from Beckton; no booked Sunday service); withdrawn because of air raid damage later that day (Black Saturday). Despite appearing in later *Brad* and even 2 Dec 1940 LNER tt, service was **not** restored: stated by LNER Press Relations Officer (G Dow) letter 13 Aug 1945 in *Cl pap (it is not clear why Clinker ignored such very specific information from Dow)*; hence w.e.f. date (Mon) 9 Sep 1940 (c.f. GALLIONS).

BEDFORD [Mid]: new entrance, booking hall etc. op at 0838 on **1 Oct** 1978, 200 yards north of 1859 sta. which closed at same time *(so pedants might say old sta clo wef 2 Oct as it was open for a few hours on 1st but some wouldn't go that far). Platforms of the relocated sta. were a mix of the old pfm 1 (up) and new pfm 3 (down) at this stage so it depends what one regards as the "station"- the old pfms 1 and 2 both out of regular pass used from 26 Nov 1978 but final completion of new pfms 1, 2 and 3 not until 2 Feb 1981.* (RCHS AGM Weekend Additional notes for 28/29 April 2011 – section by John Miller)

BEDFORD ST. JOHNS: the LNW station was not "moved" in 1862 (source: Tim Edmond's MA thesis; John Miller's RCHS AGM Weekend notes April 2011) – although the *entrance* was moved from the south side of the station to the north, when the second platform was constructed, the original platform remained in situ and in use. Also same commentary as for ASPLEY GUISE

BEDHAMPTON: staffed from 10 Jul 1938 – LMS *PCC no. 283*

BEDLINGTON:reop 29 March 2026 (https://www.railnews.co.uk/news/2026/03/27-final-northumberland-line-station-to.html - accessed 27 March 2026)

BEDLINOG: company to read TBJ

BEDLINOG COLLIERY JUNCTION: location was ca.30 ch north of Bedlinog station on the main line (distance given as 29ch in 1897-1914, but 32ch by 1928). In use ***by*** Jul 1897 *Wtt* (RAIL 937/67). No service (all workmen's trains used Bedlinog station) by Jan 1914 (RAIL 937/113) and still so at Jul 1928 (RAIL 937/150). Back in use ***by*** Jul 1932 (RAIL 937/158); still in 11 June 1956 *Wtt* (RAIL 921/27) but all pick up/set down calls deleted from or by 17 Sep 1956 *Wtt* (RAIL 921/33) (*do not be misled by workmen's trains from Ystrad Mynch still timed at Colliery Jn after running empty stock from Bedlinog station to run round)*. **BEDLINOG WORKMENS PLATFORM** was shown in *Wtt*s on main line between Bedlinog station and Colliery Jn (but without distance) by Jul 1928 (RAIL 937/150) for one northbound Nantwen to Dowlais train (so it could **not** be on colliery branch). Service in Jul 1932 (RAIL 937/158) *appears* to be a timing misplaced from Colliery Jn line of entry. No service by Jul 1938 (RAIL 937/170). The name seems to have been used instead of Colliery Jn for calls at that location from ca.1925 to ca.1930 – only one name was in use for calls at any one time, and the relative location given in *Wtt*s supports this.having been the same location as Bedlinog Colliery Jn. *This would be BEDLINOG WORKMENS PLATFORM of @JF's listing at https://www.branchline.uk/jfpdf/walesrlys.pdf*

U also gives (p.46) **BEDLINOG WORKMENS PLATFORM** as located on "Branch from Bedlinog Colliery Jn" (in other words, synonymous with *@JF*'s BEDLINOG COLLIERY). The colliery branch faced north so any trains to it would have originated from Dowlais but there is **no** *Wtt* evidence to support the assertion of the colliery branch itself ever having been used for regular workmen's trains.
Colliery Jn and Workmen's Platform appear to be synonymous – or closely related facilities, both being on the main line north of Bedlinog station. Clearly, the conflicting *U* and *@JF* sources cannot be relied upon in detail, so examination of more *Wtt*s is called for before definitive narrative can be established for this/these location(s).
BEDMINSTER: **Up platform**: 1869 ticket pfm (*North Devon Journal*, 13 Jan 1921) located west of Windmill Hill bridge (west of latter day island pfms); public had been allowed to alight for many years (probably *ab initio* - letter from Grierson, GWR Gen Mgr in *Bristol Daily Post* 7 Nov 1877); extended at east end ***(rather than 're-sited')*** (*Western Daily Press* 20 Apr 1883, previewing the new arrangements) and made "formally" public 27 May 1884 (*Bristol Mercury* 27 May 1884). **Down platform**: op. 1 Aug 1869 located opposite Philip Street, east of latter day island pfms (*North Devon Journal*, 13 Jan 1921), relocated to opposite Up pfm 27 May 1884 (*Bristol Mercury* 27 May 1884). **Both replaced** by new island pfms 1933/4. [Although *North Devon Journal*, 13 Jan 1921 says "present" [i.e. pre-1933] station op 1 May 1886 no contemporary press reference traced to support that]. **Excursion platform**: The wording of the *Western Daily Press* 25 May 1871 *Co n* cited is somewhat vague: it doesn't say there is a ***new*** excursion platform, merely that Bedminster "...will be used for EXCURSION TRAFFIC, the Excursion Platform near Bath Bridge having been closed.". But if one has persuaded oneself an excursion platform was coming into being, it might be read as though the excursion platform was going to be used for all "ordinary passenger traffic".... if so why the brouhaha with Grierson in 1877?
BEDWELLTY PITS: became halt **30 Sep 1935** – LMS *PCC no. 150*
BEDWORTH: see 18 Jan 2021**
BEESTON near Leeds: retention of platforms for excursion traffic and special stops in connection with sporting events at Elland Road after clo confirmed by BR correspondence at AN13/2308; football special ran 11 April 1953 (*BLN 1473.1222* has photo of poster)
BELFORD: rendered as BELFORD in Y&NB account book of daily takings (RAIL 772/131) of 1849.
BELLAHOUSTON PARK: confirmed named B P **HALT** at op 2 May 1938 – LMS *PCC no. 277* – and clo "on and from" 1 Jan 1939 – LMS *PCC no. 309* (again specifically referred to as a Halt) *(better details from provenances)*
BELLINGHAM NORTH TYNE*:* continued to be used until *at least* 1963 by annual excursions each Sept. to Bellingham show (*SLS Jour.* Oct 1963 (*By Rail to Catcleugh*)) – believed to have run via Morpeth.
BELLSHILL [Wishaw & Coltness]: an *apparent* stop, between Holytown (1st.) and Motherwell (1st), appears in the following W&C timetables: 3 June 1844 (*Glasgow Herald*, 27 May 1844); 20 June 1844 (*Glasgow Citizen*, 22 June 1844); 7 Oct 1844 (*Glasgow Citizen*, 5 October 1844); 7 April 1845 (*Glasgow Herald*, 4 April 1845). However, **it is a trap for the unwary** because when rendered in tabular form (e.g. *Glasgow Citizen*, 11 Oct 1845) it appears as HOLYTOWN & BELLSHILL – and is properly dealt with under that name in work.
BELPER: *Sheffield Independent* 11 Mar 1878, p. 3 and *Derby Mercury* 13 Mar, p.8 confirmed first train from new station was 5.45pm to Derby on Sun 10 Mar (with the old station functioning for the morning trains that day). Beware that *Sheffield Daily Telegraph* of Sat 16 Mar 1878 is in error in suggesting change was previous Saturday. Clo 25 Aug 2018 (remodelling of Derby station); reop 8 Oct 2018.
BELSES: addition of "for Ancrum and Lilliesleaf" in Railway Notices – Recent Openings in (e.g.) *Brad* Jan 1928 *(can't say this is when it **first** appeared – happened to be noticed in that issue)*
BELTONFORD: see 22 June 1842** should read see 22 June **1846****. It is not mentioned in that paper's report of the two ceremonial opening trains on 18 June (*The Scotsman* 20 June 1846) which also noted that many of the intermediate station houses were not ready *(very unlikely this station op with the line)*. Camp (mentioned in final line of text) was H**e**dderwick (not Hadderwick) (*OS https://maps.nls.uk/view/82885302 and many press references, such as Southern Reporter, 4 Aug 1938, p.5)*

BEMBRIDGE: Mon 12 Feb 1951 as start of coal strike clo. and 2 Apr 1951 as reop date should show source as D S M Barrie (BRHQ) in *Cl pap*
BENINGBOROUGH: NER source for 1898 renaming is Gen Mgr's circular 545 of 11 Nov 1891.
BERKHAMSTED: rendered as BERKHAMSTEAD in *Co n* in *Morning Herald* 4 Sep 1840. It is not immediately clear that the full stop between *Robinson* and LNW signifies that "LNW co tt" applies only to the information for period 1852 to 1908 (elsewhere in the text, sources usually *follow* – in parentheses - the data they support).
BERMUDA PARK: "op 18 January 2016 *(Wikipedia item citing co's press release)*": better provenance https://www.coventrytelegraph.net/news/coventry-news/video-first-trains-pull-coventry-10750990 (accessed 2 Dec 2021). Clo 18 Jan 2021 (staff shortage); reop 26 Apr 2021(*BLN 1376.1206)*
BERNEY ARMS [GE] "…. clo for line resignalling 20 October 2018; reop 20 February 2020 but service suspended within hours *Wikipedia item citing Eastern Daily Press 24th* – resumed ?- train times now (2 May 2020) shown on internet adverts.": provenance for 20 Oct 2018 clo date https://www.itv.com/news/anglia/2018-10-20/local-rail-lines-to-great-yarmouth-and-lowestoft-closed ; correct reop date was **24** Feb 2020: https://busandtrainuser.com/2020/02/24/berneys-back-in-business/ (both accessed 2 Dec 2021)
BERRYLANDS: op 16 Oct 1933 (SR *Sig inst* no.33(1933)). Suffix 'FOR SURBITON HILL PARK' applied from op date 16 Oct 1933 - *RCH distance tables advice [**not** Dist Amdt] no 51/7 of 17 Sep 1934*
BERW ROAD (a): clo 13 Aug 1906 (*Pontypridd Observer* 11 Aug 1906 – "will be closded after Monday next") and demolished that day (*Pontypridd Observer* 18 Aug 1906).
BERWICK-UPON-TWEED: rendered as plain BERWICK in Y&NB account book of daily takings (RAIL 772/131) of 1849. Full formal opening of Royal Border Bridge *(last line of text)* was **Thu 29** Aug 1850 (plaque on Berwick station; *Caledonian Mercury* (an evening paper) 29 Aug 1850). Both the original and the 1967 reprint of *NE* (Tomlinson) have correct date of 29th at p.507 so 28th is a mis-transcription by someone… Addition of '-upon-Tweed' was ***by*** **Nov 1954** (*GIC R1534/902 of 15 Nov 1954 - "has been")*
BERWIG: op 1 May 1905 confirmed by *Bolton Evening News* 2 May 1905 (with the other new GWR rail-motor services in the Wrexham area) *(better provenance)*; status as HALT applied from op date; reop 2 Apr 1917 confirmed by GWR Passenger Train Alterations Committee minutes (RAIL 271/4) **[**same applies to VICARAGE CROSSING]
BERWYN: coverted to HALT from **Mon 7 June** 1954 *(BR WR weekly K2 notice dated 14 Jul 1954)*
BESCOT BRIDGE: from 1 Nov 1847 was (consistently?) given as plain BESCOT (e.g. *Staffordshire Advertiser* 13 May 1848 and *Brad* March 1850)
BESSACARR: added to RCH Distance Tables as open, not advertised, 1912 (J R Whittle – *Cl pap*)
BEXHILL WEST: limited service restored, TFO, **late Jun 1917** (*Bexhill on Sea Chronicle* 23 Jun 1917 (schedule is shown same paper 11 Aug 1917)).
BICESTER NORTH: op (Fri) 1 Jul 1910 confirmed by GWR SoL/CGM circ. F.1958/R.1373 of Jun 1910 (RAIL 253/482) *(better provenance).* 'North' suffix restored 11 May 1987 (co-terminous with London Road reopening as Town)
BICESTER VILLAGE: clo 15 Feb 2014 is not an error as there would have been a service that day (Saturday) had services not been withdrawn for start of engineering works (*BLN 1198.1659*). Sun 25 Oct 2015 was reop date with proper public service ('low key' service rather than 'test' trains) (*BLN 1246.2224* and http://www.hall-royd-junction.co.uk/Metroland/Oxford-Bicester.html (the following day was the ***ceremonial*** opening - https://www.networkrailmediacentre.co.uk/news/chiltern-railways-and-network-rail-open-groundbreaking-new-rail-line-connecting-oxford-and-london))
BIDEFORD [LSW]: 1855 opening date: same commentary as for INSTOW. 10 Jun 1872 move to new through station (original dead-ended sta retained as goods depot) confirmed by *Exeter &Plymouth Gazette* 10 Jun 1872, p.3 *(better provenance).* Last use for an originating excursion Sun 12 Sep 1982; "Later excur use – e.g. train from Bristol 6 November 1982 (internet via R. Maund)": proper citation should read http://www.sixbellsjunction.co.uk/80s/821106to.htm (accessed 1 Dec 2021) [same applies to TORRINGTON]

BIDFORD-ON-AVON: op (Thu) 17 Mar 1881 (*Stratford upon Avon Herald* 25 March 1881; **n.b.** "17th ult." means 'Thursday last week' not last month; same paper on 11 Mar had reported that such a facility was 'forthcoming'). E&WJR's opening advert appeared in 25 Mar issue but with no operative date.
BIGGAR: nothing in the Scottish press (and there was some strong correspondence in *The Scotsman*), nor in *RM* (July 1950 p.495), hinted at continuation but Douglas Hind in *True Line* no. 170. p. 16, confirms that the school trains did run until the end of the June school term, and that he travelled on the last one (without citing the relevant date). The unadvertised school train (afternoon, from Biggar to Symington) was endorsed in working tt: "does not run on local school holidays" and must have been balanced by continuation of the regular morning inbound trains for scholars only. Summer school holiday in South Lanarkshire apply from late June until mid August. As 14 Aug 1950 would have been the *start* of the *next* school year, it be would safer to record clo as "late June 1950".
BILBROOK: op 30 Apr 1934 confirmed by GWR Chester Division Report 1934 *(Cl pap)*
BILLACOMBE: clo 7 July 1930 (GWR General Manager's Report); reop 1941 (see **1898 Jan 17 ****)
BILLINGBOROUGH & HORBLING: clo 22 Sep 1930 confirmed by *hbl L77 (better provenance)*
BILLINGHAM: The sentence starting "Became B JUNCTION 1 March 1870…" should sit between "10 Feb 1841**" and "-ON-TEES…". LMR WON WE1 16/17 of 21 Apr 1973 – see APPENDIX 1 - advised deletion of "–on-Tees" suffix from 7 May 1973 tt *(so had the excision really taken effect in 1966…..? – this may be bound up with the ER explanation given under STOCKTON Leeds Northern, below)*
BILSTON CENTRAL: in list of *hb* names, B MAIN should read B MAIN LINE *(thus in 1894 hba and 1904 hb, at least)*
BILSTON WEST: epitome (at RAIL 558/26, p. 83) of OWW Board minute of 15 Oct 1857 says: "Bilston Passenger Station & Goods Shed to be removed to the site occupied by Goods Shed." *It might be well to check the Board minute itself which should be at RAIL 558/2.*
BINGHAM ROAD (a): LBSC list of halts (produced by SoL's timetable dept dated 15 Aug 1914, reproduced in *The Brighton Circular* Spring 2012) confirms op 1 Sep 1906. Bryan Wilson (notes of 19 Jan 1999) said trains were shown for **Apr** 1915 (which would square with *RCH* 1 May 1915 clo date).
BIRCHGROVE Cardiff: op 10 June 1929 confirmed by *GWR official source via Cl pap*
BIRCHGROVE Swansea: used (presume *non-tt*?) on 7 Aug 1863 (advert *Swansea & Glamorgan Herald* 1 Aug 1863 (a *post hoc* report in same paper of 15 Aug does not make clear whether station was in regular use or not)). Paul Reynolds recorded that when *The Cambrian* dropped Ynysygeinon from its published timetables on **30 March** 1866, it added Upper Bank and Birchgrove (Birchgrove had trains only on Saturday afternoons) so not clear why **5 Apr** 1866 is cited.
BIRCHILLS: source for 1909 date (1 Mar 1909) is *W Mid.*
BIRDBROOK: E P Willingham *From Construction to Destruction – An Authentic History of the Colne Valley & Halstead Railway*, Halstead & District Local History Society (1989), p.110: "For some weeks after the opening to Haverhill on 10 May 1863, Birdbrook was without a station – trains called instead at 'Ridgewell Wash' as required" Birdbrook stated as opening "by end of June"
BIRKBECK: op 2 March 1930 confirmed by SR *Sig inst*. no. 11(1930).
BIRKENHEAD TOWN: op Tue 1 Jan 1889 confirmed by GWR SoL Circ 731 of 29 Dec 1888 (RAIL 253/229).
BIRKENHEAD PARK: remove stray parenthesis from first citation
[BIRKENHEAD] HAMILTON SQUARE: clo 29 Sep 2014 (refurbishment work); reop 28 Mar 2015. *Birkenhead does not feature in station's name.*
BIRKENSHAW & TONG: clo 5 Oct 1953 confirmed by LMR Opg.Circ. 168 dated 1 Oct 1953
BIRMINGHAM
BIRMINGHAM VAUXHALL: the original GJ temporary terminus was at Erskine Street bridge.
BIRMINGHAM CURZON STREET [GJ]: op 19 Nov 1838 confirmed by GJ notice dated Nov 1838 (quoted in full in R Foster *Birmingham New Street … Background and beginnings ….* (1990), p. 43) *(better provenance)*

BIRMINGHAM CURZON STREET [L&B]: through passengers (between L&B and GJ) initially conveyed by omnibus in *both* directions between Curzon Street and Vauxhall. From 1 Oct 1838 first class carriages (only) conveyed through (*Co n Liverpool Standard* 28 Sep 1838) – full interworking from 19 Nov 1838 with op of GJ sta. Although *W Mid* says first appearance in tt was **Nov** 1852, suffix CURZON STREET first appeared in press Sep 1852 (*Birmingham Journal* 4 Sep 1852). Later use as EXCURSION STATION**,** also sometimes referred to as NEW CANAL STREET ***(not "LNW excursion platform" as given by Brown)*****:** although LNW Officers' mins. 10205 and 10344 may refer to the Birmingham Onion Fair (25-27 Sep 1873), all press advertising found about such excursions showed them to/from New Street, and the *Birmingham Daily Post* (25 Sep 1874, p.8) report about the 1874 Onion Fair confirms that 1874 was the first year that excursions for the Fair used Curzon Street (while not claiming the Fair traffic was the first use of the new station because first *advertised* excursion had been Good Friday 3 Apr 1874 (*Birmingham Daily Post* 28 Mar 1874 and 22 May 1874) - albeit then referred to as "Curzon Street Goods Station" or "New Canal Street". Also use by diverted **Mid**. trains on 27 Jul 1884 while the LNW tunnel into New Street was under engineer's occupation according to Mid. weekly notice. [As this was prior to opening the second pair of tracks into New Street station, LNW trains were presumably also diverted into Curzon Street]. The same arrangements also applied on *at least* the following further dates that year: 10 Aug, 19 Oct and 7 Dec. *Note, in passing, the mention of Banbury Street ticket platform.* From Whit 1893 Vauxhall & Duddeston and Saltley were used for the Sutton Park excursions.

BIRMINGHAM NEW STREET: Suffix NEW STREET applied from op of Stour Valley line 1 Jul 1852 (*Co n Aris* 5 July). Provenance for 1 Jun 1854 op date: LNW circular 181 ("will open for general traffic"). New section – principally but not exclusively for Mid – op 8 Feb 1885 (*Birmingham Mail* 9 Feb 1885). [Prior to 1897, station was entirely LNW owned (including the 1885 new section) with the Mid as tenants.]

"Also **ticket platform** on other side…": this refers to the BW&SV (Stour Valley) line **north** of station; platform was at the upper end of tunnel and is mentioned in Board of Trade inspection reports of 12 Dec 1851 (MT 29/11, folio 23) and 22 Mar 1852 (MT 29/12, folio 30). Barker Street is shown on OS 1885 and 1914 25" surveys (Parker must be misprint) - but no ticket platform is shown because that role was taken over by Edgbaston/Monument Lane station once that op, slightly further north.

[#10] BIRMINGHAM Banbury Street ticket platform: the exceptions, still using Banbury Street after 1 Jul 1885, were trains which had called at Adderley Park (rather than necessarily from 'Leamington branch') (*co n Birmingham Daily Post* 29 June 1885, p.1). This practice soon ceased and platform closed ***by*** April 1886 (*RHRG 242*).

BIRMINGHAM CAMP HILL [BG]: this was the *(dead-ended) terminal* station (not to be confused with the later through station, listed separately under CAMP HILL). From timetable dated 15 Nov 1841 use by "goods" *(i.e. mixed)* trains resumed (*Co n Birmingham Journal 13 Nov* - and not just at night) but by ***at least*** May 1844 (and until Oct 1844) Camp Hill no longer features in *Brad*- surely signifying closure of the original terminal facilities *by that date for regular trains. However,* the terminal station was used by 'charter specials' to Gloucester from *at least* 2 May **1842** (advert in *Birmingham Journal* 9 Apr 1842) and various dates until Tue 24 Sep **1844** *(search on Camp Hill station)* – hence *non-tt* status during summer 1844. Reappears 4 Nov 1844 (tt from that date in *Aris's* 11 Nov) for trains running *past* here – presumably the opening of new 'through' station. Not clear what the question mark at end of last line is intended to convey.

BIRMINGHAM LAWLEY STREET: 'Lawley Street' suffix did not apply at the outset - styled as "the New Station, in Lawley Street, Birmingham" in B&DJ press announcements prior to opening (such as *Birmingham Journal* 5 Feb 1842). First traced press reference to 'Lawley Street' as a suffix is *Derby Mercury* 15 Feb 1843. Only obliquely in use (one table, one direction) by *Brad* (e.g. Mar 1850) so questionable whether it was ever part of station's official name.

BIRNIE ROAD: service at May 1946 was still one call each way, Fridays only (source: LNE (Scottish Area section X) *Wtt* 6 May - 6 Oct 1946)

BIRSTALL: Page 1 of the LNWR public timetable dated (Sunday) 15 April 1917 carries this notice: "Until further notice the following stations will be Closed: ---- Birstall. Carlinghow." There seems to

have been nothing in the local press that a prior suspension would have warranted. The branch had had no Sunday service, so the closure date should be recorded as w.e.f. Mon **16** April 1917.

BISHOP AUCKLAND:

Temporary terminus in Tenter Street should read Tenter**s** Street according to contemporary OS maps. Op of new joint sta and clo of temp sta is implied as Nov (rather than Dec) 1857 in report in *North & South Shields Gazette* 5 Nov 1857: "to be opened in the course of a week".

BISHOP'S CLEEVE: op (Fri) 1 Jun 1906 confirmed by GWR SoL/CGM circ. F.1654/R.1283 of 28 May 1906 (RAIL 253/482) *(better provenance)*

BISHOP'S WALTHAM: *Hampshire Telegraph* of 16 Dec 1932 says last train would be on Sat 31 Dec 1932. If there was normally no Sunday service, normal convention would give (Mon) 2 Jan 1933 as wef date (except that was probably a *dies non* as Bank Holiday!) – c.f. treatment of Kemp Town.

BISHOPSBOURNE: although *hbl L20 (better provenance)* gives clo 1 Dec 1940, there was no Sunday service so normal convention would give (Mon) **2** Dec 1940

BISHOPSTONE (a): 26 Sep 1938 change *(but not **1939** change)* confirmed by SR General Circ. no. no. 462 dated 17 Sep 1938. 1939 reop date (as BISHOPSTONE BEACH HALT) source is *Chron. 86/23*. Halt shown with all trains calling (summer and winter) until *at least* Oct 1941 *Brad* (Nov and Dec not accessible), but **not** in 1942 (reference to Jun 1941 *Brad* statement must be a *Brad* error). Borley (letter to Clinker 1945) stated clo. 1 Jan 1942 Nokes/Sekon in *RM* Jul/Aug 1948 also gave 6 Apr 1939 reop and 1 Jan 1942 clo.

BISLEY CAMP: the slight lenthening at Bisley Camp is given by Compton (*op cit)* as lengthening of loop there in 1897 and extension of platform in 1910. "Later Army Camp use, last train 19 July 1952 *(RM September*) – but perhaps used stations on military extension": according to Compton the WW2 'extension' was only 36ch (see Section 7.2 Blackdown, below) so there can't have been more than one station on it – and it had anyway gone by 1950, so perhaps all wording after the dash should be deleted.

BITTAFORD: upgraded from Platform to station 7 Nov 1911, and downgraded back again 8 April 1921 (GWR Plymouth Div staff record in prviate collection)

BIXLADE: the location was actually advertised as **BIXSLADE -** for specimens of the advert for "picnic carriages" see *Bristol Mercury* 16 Sep 1889, p.5, and *Bristol Times* 29 Sep 1894, p.8.

BLACK DOG: Advertised in *at least* 1874 (*Western Daily Press* 30 Jul 1874) and 1880 (*North Wilts Herald* 21 Aug 1880) as BOWOOD SIDING in conjunction with public 'events' held in adjacent Bowood Park (Marquis of Lansdowne's seat). Ceased to be a private sta from 1 July 1930 (by cancellation of agreement of Apr 1875) – GWR Bristol Div. Annual Report 1930 at RAIL 253/550. Was shown in some timetables pre 1952 – see example *Wiltshire Times* 12 Jan 1878. Location (G and P) was shown as B D SIDING in 1956 *hb* and not formally altered until 1 Feb 1960 *(GIC R.1534/1034 1 Feb1960).*

BLACK LION CROSSING: Unadvertised service started 15 Jun 1903 (*Aberdare Leader* 20 Jun 1903 – see comment under **1906 Jan 1**)

BLACK ROCK: Op 9 July 1923 confirmed by Passenger Train Service Committee minutes for summer 1923 (RAIL 250/786)

BLACKBURN

BLACKBURN [LY]: ownership to read [East Lancs] – see **1846 June 1**

BLACKBURN DARWEN STREET [East Lancs]: ownership to read [LY] – c.f. SPRING VALE (which op as SOUGH) entry. It is not clear when the DARWEN STREET suffix came into use – it is not mentioned in the cited opening press reference, nor in e.g. 1850 *Brad.*

BLACKFRIARS [Dist]: clo **28 Feb** 2009 (because of weekend clo of District line, last trains actually called very early that morning) (rebuilding); reop 20 Feb 2012.

BLACKHALL COLLIERY: op (as a Halt) (Sat) **25** Jul 1936 according to LMS *PCC no. 192*

BLACKHALL ROCKS: 1 Oct 1919 was the op date submitted by NER and minuted at RCH Goods Manager's Conference min 8210 (RAIL 1080/188) – so *presumably* the date from which inter-line bookings could be made (as opposed to merely 'local arrangement' bookings).

BLACKHORSE ROAD: clo 6 Jun 2016 (electrification work), reop 27 Feb 2017; clo 19 Nov 2017 (electrification); reop 15 Jan 2018.

BLACKPOOL NORTH: clo 11 Nov 2017 (electrification works); reop 16 Apr 2018.

BLACKPOOL PLEASURE BEACH clo 11 Nov 2017 (electrification works); reop 29 Jan 2018.
BLACKPOOL SOUTH: clo 11 Nov 2017 (electrification works); reop 29 Jan 2018.
[BLACKPOOL] BURLINGTON ROAD: clo 11 Sep 1939 confirmed by *LMS Div Supt of Ops, Manchester letter 22 May 1945 in Cl pap – better provenance)*
BLACKTHORN: op (Fri) 1 Jul 1910 confirmed by GWR SoL/CGM circ. F.1958/R.1373 of Jun 1910 (RAIL 253/482) *(better provenance)*
BLACKWELL (a): at bridge 109 (numbered from Gloucester, **not** Birmingham); replaced by Blackwell (at bridge 108) *probably* from (or by) 4 Nov 1844.
BLACKWELL (b) No such stopping place found in *Brad* Certainly not in B&G tt from 4 Nov 1844 (*Aris's Birmingham Gazette* 11 Nov 1844). Not at all clear that Top of Lickey Incline and Blackwell (at bridge 108) were the same location – latter may have superseded both Blackwell (a) and Top of Lickey Incline from 4 Nov 1844 – *evidence needed for either assertion.*.
BLACKWELL MILL: Services shown in *Wtt* of Apr 1966 (and not amended by any supplement prior to closure of line from 6 Mar 1967) were: from Millers Dale: 0845 (definite Thu and Sat, on request other days Mon to Sat), 1405 (on request Mon to Sat), 1520/1543 (definite Sun); from Buxton: 1135 (definite Sat), 1423 (definite Sun), 1515 (on request Mon to Sat). *No provenance offered for Chron 103/6 assertion of last calls being Sat 11 June 1966.*
Add: BLAEN RHONDDA – see under BLAENRHONDDA
BLAENAU FFESTINIOG:
Standard gauge stations:
both stations were shown as "have been renamed" (by addition of suffixes) in BR Opg. Circ. 52 of 3 May 1951 – but the instruction was "hereby cancelled" in Opg. Circ. 54 of 24 May 1951: this raises doubt as to whether they really did come into effect 18 Jun 1951 as *Cl*. claimed (that was cover date of summer tt, although actual start was delayed to 2 Jul because of coal shortage) – other instances (*vide* Stonehouse) did not come into force until 17 Sep 1951 so that seems more probable. At least flag up a query!!
BLAENAU FESTINIOG CENTRAL [GWR]: "hbl 31 Dec" [1883] should read "RCH Distance Tables supplement 138 to Vol. V (GWR 1881), 31 Dec" [1883]. ["*hbl" did not come into existence until April 1910*]. **But a much more specific provenance** for op date 10 Sep 1883 is provided by GW (Northern Division) Supt's notice 1308 of 5 Sep 1883, bound in RAIL 937/39. The citation for 1960 clo should read *Western Mail*, 30 Dec **1959**, p.3.
Narrow gauge stations:
replace *all existing entries for stations on Festiniog Railway by current version of https://branchline.uk/rail_chronology/BF%20FR%20stations.pdf*
BLAENAU FESTINIOG [Festiniog & Blaenau]: op 30 May 1868 – delete ** and substitute sources: *Carnarvon & Denbigh Herald* 6 Jun 1868 (probably the fullest contemporary report of the opening proceedings) – or secondary source C Jones, *Trén Bach y Llan* (Lightmoor Press, 2023), p.42. *C&DH* stated: "…its termini, Blaenau at one end, and Festiniog at the other." but Blaenau was more generally known as DIPHYWS (e.g. *Aberyswyth Times* 11 Dec 1868 and 5 Feb 1870 (letters); *Liverpool Mercury* 17 June 1869; *Y Genedl Gymreig* 31 July 1879) or (Anglicised version) DUFFWS (e.g. *Brad* June 1877). When renamed in 1883, it was *officially* renamed from BLAENAU to BLAENAU FESTINIOG 1 Jul 1883 by *GWR GM Circ 818 of 25 Jun 1883* – i.e. prior to conversion to standard gauge.
BLAENAVON [LNW]: op **18** Dec 1869 confirmed by *County Observer & Monmouthshire Central Advertiser* of 25 Dec 1869 (but ignore the line of type which has slipped a column!). [*Wording in v5.05 does not make it clear that is **was** Saturday 18th. And there's a superfluous closing parenthesis.*].
BLAENAVON LOW LEVEL: the Low Level suffix was used well before 1950, in GWR advertising: first found *Star of Gwent* 28 May 1880, and some 33 similar instances down to *South Wales Daily News* 29 Mar 1899.
BLAENGARW: op 26 May 1902 - *Co n* was in *Western Mail* **21** May 1902, p.1– but better confirmed by SoL circ. 1377 of 21 May 1902 (RAIL 253/482)
BLAENRHONDDA [RSB]: delete the second heading under this name.

BLAENRHONDDA [TV]: delete existing text. A stopping place *allegedly* existed here in 1905 as BLAENRHONDDA as stated in TV engineer's affidavit of his evidence given during the passage of the Rhondda Tramways bill of 1905 (see APPENDIX 2). In Chapman's notes at APPENDIX 3, he makes the following observation: "Blaencwm is listed in the May 1907 timetable, but with no service, and continues in this fashion through to October 1917 but is not listed in 1921." He speculates that it may have been intended to call this platform "Blaenrhondda", as referred to in the TV engineer's 1905 evidence. The lack of timetable evidence (there were certainly **no** passenger trains on the TV Blaenrhondda branch in 14 Jul 1916 *Wtt*) makes it difficult to know whether any service was ever provided – but, if it was, the context of the affidavit makes it clear it would have been for public (rather than workmen's non-tt) use because there is no mention of any stopping place at the eponymous colliery, further up the branch (see separate BLAENRHONDDA COLLIERY entry). *The stopping place was 43ch north of Dunraven Crossing on the TV Blaenrhondda Branch (originally authorised under Rhondda Valley & Hirwain Jn Rly Acts of 1867 and 1872) between Treherbert and Blaenrhondda Colliery – not to be confused with the R&SB sta. of similar name*.
BLAENRHONDDA COLLIERY [TV]: op for unadvertised workers *and wives* from March 1872 (*South Wales Daily News* 29 Mar 1872, p.3). Towards the north end of this branch *(originally authorised under Rhondda Valley & Hirwain Jn Rly Acts of 1867 and 1872)* there were four collieries, known from 1911 as FERNHILL nos. 1 to 4 – nos. 1 and 2 on the east side of the line, nos. 3 and 4 on the west. Of them, nos. 3 and 4 had previously carried names BLAENRHONDDA COLLIERY until 1874, then NORTH DUNRAVEN until 1911. It is likely that any non-tt service would have served all four, so cross-references should be provided. The service quoted in existing FERNHILL COLLIERY entry clearly refers to the above 1872 service. There were certainly **no** passenger trains on the TV Blaenrhondda branch in 14 Jul 1916 *Wtt*.,
BLAINA: a temporary platform was used on 4 Dec 1856 for opening services of the (rebuilt) St. Peter's Church, Aberystruth (*Hereford Journal* 3 Dec 1856 and *Monmouthshire Merlin* 6 Dec 1856). The latter rather suggests the platform was *beyond* the Blaina station, perhaps on the siding to the tinplate works where it crossed Station Road? *Aberystruth was the ancient parish name covering Blaina (not a location in railway terms).* ***This detail should replace the entry under Aberystruth.***
BLAKE HALL: H V Borley, writing in *RCHS Journal* July 1983 (Vol. 27 no. 8, p.264) says the station closed "on and from Sunday 1 November 1981" (curiously, he does not mention this in the 1984 supplement to his *Chronology of London Railways* nor has it been seen in various amendments circulated *Chron.)*. At 1981 there was still a Sunday service on the Ongar line (it last ran on Sunday 5 December 1982) - so was Blake Hall served on 1 Nov 1981 or not?
BLAKEDOWN: op **(Mon) 4** April 1853 (OW&W Traffic Committee minute 9 Apr 1853 (RAIL 558/12); **beware** the misleading use of "ulto." in the minute itself. Wrongly rendered as "March" in the epitome and index of minutes at RAIL 558/24, comparison with minute of immediately preceeding meeting on 24 March 1853 shows that April, not March, must have been meant. Shown simply as CHURCHILL in initial press tts. (*Worcestershire Chronicle* 6 Apr, *Worcester Journal* 21 Apr 1853), in OW&W *Wtt* Aug 1856 (RAIL 981/405), GWR public tts until at least 1873 (RAIL 936), and in *Brad* until Aug 1876 (RAIL 903/52). '& BLAKEDOWN' added from Sep 1876 *Brad* (RAIL 903/53) *(no GWR public tts. available for this period at TNA).*
BLAKESLEY clo 6 Feb 1875, reop 1 March 1875 (Taylor, *The Stratford-upon-Avon & Midland Junction Rly*, Vol. 1 (2017) p.91, who cites *Birmingham Daily Post* 13 Feb for clo) [same applies to MORTON PINKNEY, BYFIELD, FENNY COMPTON,NORTH END, WARWICK ROAD, KINETON, ETTINGTON, STRATFORD UPON AVON]
BLANDFORD FORUM: addition of suffix from 21 Sep 1953 (*hb l* 44, Apr 1953 (RAIL 1087/49)) (*better provenance)*
BLEADON & UPHILL: unstaffed and converted to halt 2 Nov 1959 (*BR WR Comm Officer circ U5/1733 (undated))*
BLENHEIM & WOODSTOCK: op 19 May 1890 confirmed by GWR SoL Circ. 783 of 17 May 1890 (RAIL 253/229)
BLETCHINGTON: renaming from WOODSTOCK ROAD to KIRTLINGTON from **1 June** 1855 was instructed by GWR Board minute of 31 May 1855 (RAIL 250/8) and contained in *Co n Times* 1

June 1855. *(better provenance);* renaming as BLETCHINGTON 11 Aug 1890 confirmed by GWR GM Circ. 1371 (RAIL 253/229) *(better provenance)*
BLETCHLEY: the "& FENNY STRATFORD" suffix certainly applied in *Co n* in *Morning Herald* 4 Sep 1840. Last press reference traced: tt in *Sun* of 7 Feb 1844.
BLODWELL JUNCTION: During PSNWR/Cambrian period, Llanyblodwell (both old and new) and Blodwell Jn were spelled either -wel or -well with no apparent rhyme or reason (so no "official" version can be adduced because no source is consistent); only from absorbtion by GWR did it become consistently -well.
[#10] BLOOMSBURY (& NECHELLS): no contemporary evidence traced for 1 Aug 1856 opening: first appeared *Brad.* **Sep** 1856, as BLOOMSBURY & NECHELLS *(with two Ls);* definitely without suffix in L&NWR *Wtt* 1867 (RAIL946/4) – suffix perhaps just a *Brad*-ism…..
BLOWERS GREEN: was certainly DUDLEY SOUTH SIDE & NETHERTON by 5 Apr 1879 (*Worcester Herald* that date); renamed from that to BLOWERS GREEN 1 Aug 1921 (GWR GM's un-numbered Circ.of 25 Jul 1921 (RAIL 253/482) *(better provenance)).* Delete * note - *it was only the* ***goods depot*** *that had been plain NETHERTON prior to 1921.*
BLOWICK: clo 11 Sep 1939 (*LMS Div Supt of Ops, Manchester letter 22 May 1945 in Cl pap – better provenance*). *There is no obvious reason why Clinker's Register gave a different date – whereas he accepted the same letter's info for Gillett's Crossing and Burlington Road. Work's cited min of 26 Jul 1939 posited clo 25 Sep at* ***start of winter tt****, whereas 11 Sep represented the* ***first tranche of WW2 service cuts*** *and is therefore more plausible than a meeting back in July….*
BLOXHAM: op Wed 6 Apr 1887 confirmed by GWR SoL Circ 671 of Apr 1887 (RAIL 253/229)
BLUNSDON: in first line, Chron should read *Chron.* (fuller tt analysis will be found at that *Chron.* reference; the present final para. of text is entirely Quick's speculation)
BLYTH: for clear exposition of site of 1st sta (at Croft Street, later King Street; g.r. NZ314817) and position relative to 2nd (Station Street/Turner Street; g.r. NZ312817) see https://davidheyscollection.myshopblocks.com/pages/david-heys-steam-diesel-photo-collection-84-cowpen-blyth-history-2 (accessed 25 Jan 2025). The relocation really warrants two separate entries.
Add: BLYTH BEBSIDE: op 19 Oct 2025 (https://www.northumberlandline.uk/post/get-ready-blyth-bebside (accessed 18 Oct 2025); *Railway Herald* no. 922) (ca. *1/3 mile south of former Bebside)*
BODMIN PARKWAY: Clinker, in item in *RCHS Journal* Sep 1963 (Vol. 9 no 5, p.84), cites *West Briton & Cornwall Advertiser* of 12 July 1859 for opening of station "at Glynn" (= Bodmin Road) on Mon 27 Jun 1859 - vice use of private station at Respryn Bridge. That would be better provenance than *GW* – were it not for the fact that that paper published on Fridays, which 12 July 1859 was not (and no such reference has been observed in issues of that or any other paper around that time). However, a letter in *R Cornwall Gaz* 1 Jul 1859, p. 5 *could* be taken as confirming that the permanent Bodmin Road station was open by *at least* Tue 28 June….
BODMIN GENERAL: op 27 May 1887 confirmed by GWR SoL Circ 675 (RAIL 253/229). *Cl.* and Clinker's Cornish chronology show the addition of the "General" and "North" suffixes at Bodmin (WR and SR stations, respectively) as operative from 26 Sep 1949 - the start of that winter's public timetable. That is curious, for *Brad* Oct 1949 only gives the addition of "North" in the two tables - one compiled by the Western Region, the other by the Southern Region - which included the two stations. At that time, the BR public timetables were (in effect) produced as off-prints of *Bradshaw's* tables so the BR books' tables should have been identical to *Brad.* Not surprisingly, no online press report of such change has been found. If the decision had been taken to rename one station, why not both, contemporaneously? And if so, why were both not amended in *Brad*? Or was Bodmin General not actually renamed until a later date? From notes extracted from *Cl pap*:

> Bodmin Road, concentration of goods accounts at Bodmin 1.12.1949.
> Bodmin North goods accounts (full loads) concentrated at Bodmin General 1.1.1954

The former mentions 'Bodmin' rather than 'Bodmin General' - which very much suggests "General" was **not** added until some time after 1 Dec 1949.
BOGSIDE FIFE: "has now been renamed 'Bogside (Fife)'": LMS *PCC no.54* of 21 Sep 1933
BOLSOVER [Mid]: 25 Sep 1950 goods depot renaming confirmed by ScR comm. circ. FK22/29 of 1 Sep 1950 *(provenance).*
BOLSOVER SOUTH: 25 Sep 1950 renaming confirmed by ScR comm. circ. FK22/29 of 1 Sep 1950 *(provenance)*

BOLTON GREAT MOOR STREET [LNW] (b): if RCTS railtour in Apr 1959 was last pass train, the wakes weeks trains could surely only have run until 1958…..
BONCATH: op Wed 1 Sep 1886 confirmed by GWR SoL Circ 652 of Aug 1886 *(provenance)*
BOND STREET [Jub]: clo 30 Jun 2014 (for Crossrail a.k.a.Elz line works); reop 24 Nov 2014.
Add: BOND STREET [Elz]: op. 24 Oct 2022 (https://tfl.gov.uk/info-for/media/press-releases/2022/october/bond-street-s-new-elizabeth-line-station-now-open (accessed 7 Feb 2025)
BONNINGTON [NB]: see commentary under NORTH LEITH [NB]
BONNYBRIDGE [NB]: 14 Jun 1965 renaming: *Cl pap* cite GIC *(better provenance)*
BOOT: reop **week commencing** *(but not necessarily from the Monday….)* 13 Aug 1917 (*Barrow News* 11 Aug 1917); clo end of Sep 1918 (last trains *probably* Sun **29** or Mon **30** Sep 1918 (to correct wrong dates given in text) (railway's own t.t.; *Brad* Oct 1918))
BOOTLE near Barrow-in-Furness: suffix *(which appeared only in index)* changed from (Cumberland) to (Cumbria) from tt 5 May 1975 (and unchanged still at 1979 tt).
BOOTLE Liverpool: remaining stas.: suffix *(which appeared only in index)* changed from (Lancashire) to (Mersyside) from tt 5 May 1975 (and unchanged still at 1979 tt)
BOOTLE NEW STRAND: clo 19 May 1941 (enemy action) and reop 12 Jul 1943 confirmed by *LMS Div Supt of Ops, Manchester letter 22 May **1945** in Cl pap*
BORDESLEY: mention of use as **ticket platform** also in *Birmingham Daily Post* 20 Aug 1866. Clo (ceiling collapse) after use on 5 Nov 2022 until reop 31 Dec 2022 (data from *Real Time Trains* website). In addition to the single advertised Saturday stop, additional stops apply on match days. Proposed for closure but not before 4 June 2029.
BORDON: *R&TM* Sep 1914 p.181 says clo w.e.f. **(Thu) 6** Aug 1914 *so need reop date*
BOROUGH [Nor]: see 15 Jan 2022**
BOROUGH GREEN & WROTHAM: 18 Jun 1962 renaming confirmed by GIC A2/30 of 28 May 1962 *(better provenance)*
BORROWASH: 1 Apr 1904 was **not** by *hbl* (they didn't start until 1910) but by RCH Goods Manager's Conference min. 7476 b of 28 Apr 1904 (RAIL 1080/188).
BOSCARNE EXCHANGE PLATFORMS: although there were two platforms (one on the LSW line, one on the GW line) they were consistently shown in the singular as BOSCARNE EXCHANGE PLATFORM in tts – in other words, regarded as a single location, not two. The LSW side was ground level, the GW side was 'proper' height (and its nameboard actually read BOSCARNE JUNCTION …. – see http://www.cornwallrailwaysociety.org.uk/uploads/7/6/8/3/7683812/5534615_orig.jpg (accessed 25 Jan 2025)); the location had no public access other than by train.
BOSTON LODGE: shown as PORT MEIRION in FR's own tt from 15 May 1933 for one summer (in *Brad* only for Sep 1933 but remained in station bank without service until Apr 1935). Renamed BOSTON LODGE HALT, and calls restored, from 22 Apr 1935. Clo. 30 Sep 1936, according to Robert Evans, FR Manager, in response dated 20 Feb 1945 to C R Clinker (*Cl. pap* CR/13/75*)*; the date was a Wed and was not the end of the summer tourist timetable, which had finished on 26 Sep 1936 (and which might seem a more likely effective date). No service is shown in Oct *Brad* and although the coy. had the practice of running a locally advertised "shoulder period" tourist service until mid-Oct. it did **not** do so in 1936 (FR co. minute 26 Sep 1936 at Gwynedd Archives XD97/5). Existing entry is misleading (even if we don't yet – if ever – have the definitive story), because Boston Lodge request stops **are** shown in Jun 1936 *Brad* so "trains last shown in May 1935" is wrong (other FR intermediates which **were** served on request are likewise shown in *Brad.* station bank but with no timings for months July to Sep 1936).
BOTHWELL PARK [NB] (non-tt): "according to *Scottish Mining Website* pit closed 1932": proper citation http://www.scottishmining.co.uk/9.html (accessed 25 Jan 2025). However, while https://www.mindat.org/loc-385885.html and http://bothwellhistoricalsociety.co.uk/mining/ give closure as 1930, note that *Bellshill Speaker*, 18 July 1930 reported closure, 19 Dec 1930 reported reop, 30 Sep 1932 noted it still operative, 20 Jan 1933 reported colliery being dismantled (websites all accessed 2 Dec 2021)**.**
BOTOLPHS BRIDGE: should be "Botolph's" (with apostrophe) according to *Wolfe* , p.18 and Paul Ross, *A Romney Album*, RH&DR Association, n.d. (post 1981))

BOTTESFORD SOUTH: clo 1 May 1882 (*Nottingham & Midland Counties Daily Express*, 24 Apr 1882 (*Cl pap* CR13/89)). According to J R Whittle *(Cl pap*) from GNR tts: was B (new sta) in Jan 1880 tt, and B (south sta) in May 1880 (the next issue)
BOURNE (a): J R Whittle (*Cl*'s. source for 1872 renaming) actually wrote: "was spelled with the final 'e' from op 16 May 1860 until ***(including? excluding?)*** May 1872 tt as regards the B&E tables, but without the 'e' in the Sleaford tables. Thus for a few months in 1872 both spellings appeared in the same books."
BOURNE (b): there is nothing in report of 1 Aug 1866 op. in *Stamford Mercury* 3 Aug 1866 which hints at use of *other than* GN station at Bourn (so spelled).
BOURNVILLE near Birmingham: 1 Apr 1904 was **not** by *hbl* (they didn't start until 1910) but by RCH Goods Manager's Conference min. 7476 b of 28 Apr 1904 (RAIL 1080/188).
BOURNVILLE MON South Wales**:** entry to read: **BOURNVILLE (MON.):** non-tt platform for miners at TYLER'S ARMS op 21 June 1915 (to replace SOUTH GRIFFIN COLLIERY (q.v.)); service from/to Brynmawr *(South Wales Gazette 18th)*; op to public and renamed BOURNVILLE (MON.) 30 Oct 1933 *(Western Mail 30th)*; HALT; clo 30 Apr 1962 *(T 6th – line).* See current version of https://branchline.uk/rail_chronology/Tylers%20Arms.pdf {Abertillery – Blaina}.
BOW & BROMLEY: although it is correct that this was *directly* replaced by Bow (NLR) on a quite different line of route, it might be helpful to mention that a station – Bow Road (GE) – later appeared here
BOW BRICKHILL: same commentary as for ASPLEY GUISE
BOW ROAD [GE]: obverse comment as for Bow & Bromley
BOW STREET: could usefully make clear (a) and (b) were same location (mileage 91m 28ch)
BOW STREET (b): op 14 Feb 2021 confirmed by BR Western & Wales WON 46/20.
Wikipedia is a poor source because it is always subject to being 'revised' – better cite TfW's own release: https://news.tfw.wales/news/transport-for-wales-delivers-new-bow-street-station (accessed 10 Nov 2021)
BOWDON: op Sat 22 Sep 1849 (*Manchester Courier* 29 Sep - but ignore *Manchester Guardian* 26 Sep 1849 which - while reporting start of Bowdon Wakes on Sun 23 Sep 1849 - mentioned the frequent train service but did **not** claim this was station's op date). The short extension to permanent station op afternoon of Fri 17 May 1850 (*Manchester Courier* 18 May) in time for Whit weekend. *Beware faulty reasoning in Chron 36 and 38, and in various secondary sources.*
BOWLING [GN]: RCH Superintendents' Conference min. 5679 of 23 Jan 1895 (RAIL 1080/119) gave clo as "from 31st January 1895" – based on GNR input.
Add: BOX HILL & WESTHUMBLE [LBSC]: to subsume existing Boxhill & Westhumble entry, with the addition of this text: became BOX HILL & WESTHUMBLE 2006 (https://www.networkrailmediacentre.co.uk/news/gbp-1m-upgrade-at-box-hill-westhumble-station (accessed 24 Oct 2024)), although tt not amended until 11 Dec 2011 issue (tables)/14 May 2012 (index). 1868 LBSC tt had WEST HUMBLE FOR BURFORD BRIDGE while *Brad*, from an unknown date until 1955-1956, had BOXHILL & BURFORD BRIDGE FOR MICKLEHAM
BOXHILL: not clear why entry attracts an underlined heading
BOXHILL & WESTHUMBLE: see instead BOX HILL & WESTHUMBLE
BRACEBOROUGH SPA: 19 Feb 1934 date for unstaffing confirmed by LMS *PCC no. 75* (which said "…will be converted into a Halt" on date cited) *(better provenance)*.
BRACKENHILLS: clo 1 Dec 1930: list produced by LMS Northern Div (undated) in *Cl pap* and confirmed by *SoL GIC A/488 of 28 Nov 1930* (*better provenance)*
BRADFORD ADOLPHUS STREET: surely Adolphus Street had been on what became a branch line (retained for goods) – so "line extended" should be qualified by "avoiding Adolphus Street".
BRADFORD FORSTER SQUARE: 2 Jun 1924 date of addition of suffix confirmed by *RAIL 393/151* c.f. BOOTLE ORIEL ROAD
BRADFORD INTERCHANGE: shown in GNR tt from Jan to Mar 1867 as "Bradford near St. Georges Hall", then as BRADFORD EXCHANGE from Apr 1867 issue. Reading of BLN 221, p.30 (despite what other pages/sources may imply) is that old Exchange sta. closed after last train on Sat 13 Jan 1973 but replacement (temporary) sta. did not open until **Mon 15th**.

BRADING: clo 12 Jan 2015 (storm damage); reop 20 Mar 2015; clo 4 Jan 2021 (new Brading loop), reop 1 Nov 2021 *(BLN 1388.2889)*
BRADNOP: station destroyed by fire 27 Apr 1926 *(CGM GIC R.1534/195) - ?impact on passengers' use?*
BRAESIDE: see also *W Fife* p. 101-102 for origins; states nameboard read BRAESIDE HALT FOR CROMBIE on public op 1 Mar 1921.
BRAMLEY HANTS: op 1 May 1895 confirmed by GWR Circ 975 (RAIL 253/229). GWR GM Circ. 2189 of 11 Apr 1910 gave addition of "for Silchester" suffix as 1 May 1910
BRAMPFORD SPEKE: "Brampford Speke station will be converted into a halt on 1 October" (*CGM GIC R.1534/105 of 22 Sep 1923) (better provenance)*
BRAMPTON [NE]: renamed from MILTON to BRAMPTON 1 **Aug** 1870 *(RCH Goods Managers' min. 3430 (RAIL 1080/183) (better provenance). S*uffix *(which appeared only in index)* changed from (Cumberland) to (Cumbria) from tt 5 May 1975 (and unchanged still at 1979 tt)
BRAMPTON SUFFOLK: suffix Suffolk should properly be in parentheses
BRANCHTON: for op 5 June 1967 cite *Co n Scotsman* 2 June 1967, p.4, or *BLN* no.80, front page *(better provenance).* As an aside, it's questionable whether the station really was a 'replacement' for Upper Greenock, because they were two miles apart – even though closing/opening dates were co-ordinated. A large amount of council housing had been built at Branchton, likely to attract much more traffic than the Upper Greenock area, which had become somewhat depopulated.
BRANDON [GE]: suffix Norfolk should properly be in parentheses
BRANDON & WOLSTON: J RWhittle *(Cl pap)* from "LNW Record" *(but not seen in RAIL 1005/289)* is source of date of new sta. op. 29 Oct 1879. 1879 renaming: "Brandon station will in future be known as Brandon & Wolston" (*LNW Circ. no. 1499* of 2 Oct 1879 at RAIL 410/1315) *(better provenances)*
BRANSTON near Burton [Mid]: was used for special on 21 Aug 1889 (*Burton Chronicle* 22 Aug 1889 *(the house but not the village was spelled Branstone)*)
BRAUNSTON & WILLOUGHBY: was still shown as WILLOUGHBY FOR DAVENTRY until Jun 1904 *Brad*; the new title first appeared in Jul 1904 editions of both GCR's own public tt (*RAIL 931/8)* and *Brad* (and had **not** been included in any GCR monthly amendments meantime): ?*Brad* inertia
BRECON WATTON: round trip Brecon – Pant, with passengers, had run from/to "the temporary station" on **20** Jan 1863 (*Cardiff Times* 23 Jan 1863).
BRECON (FREE STREET): Mid. move to new Joint sta. 1 May 1871 (BM **Committee** Minute of 17 May 1871 (RAIL 65/5)) *(correct provenance)*.
BRECON MOUNT STREET: clo and trains transferred to new Joint sta. at Free Street 6 Mar 1872 confirmed by BM Committee Minute of 20 Mar 1872 (RAIL 65/6) *(better provenance)*
BREICH [Cal] "*Network Rail items on internet* said no trains would call Saturday 23 June to Monday 17 September 2018 (inclusive); one dated 19 September said had reopened": https://www.networkrailmediacentre.co.uk/news/station-redevelopment-is-step-up-for-breich (accessed 3 Dec 2021) said closed 23 Jun 2018 and reop Tue 18 Sep 2018 ; unfortunately, however, although the *station* work was indeed completed, there were no trains on the line (electrification) for a further week and services at the station did not actually re-start until **Tue 25** Sep 2018 (*BLN* 1331.1941)
BREIDDEN: renamed 1 Feb 1928 confirmed by GWR GM circular 3058 of 23 Jan 1928 (RAIL 253/229) *(so much earlier than shown – and better provenance)*
Add: BRENT CROSS WEST: op 10 Dec 2023 (https://transformingbx.co.uk/transformation/brent-cross-west (accessed 7 Feb 2025)) {Cricklewood – Hendon}:
BRENTFORD [GW]: reop 12 Apr 1920 confirmed by GWR GM Circ. 2712 of 25 Mar 1920 *(at GWTrust archive)*
BRENTHAM: reop 29 Mar 1920 confirmed by GWR GM Circ. 2718 of 1 Mar 1920 *(at GWTrust archive)*; shown in GWR July 1939 and May 1946 tts as "Brentham for North Ealing and Greystoke Park" (*not* "platform") but in closure notice of May 1947 (which confirms clo date given) simply as "Brentham Platform"
BRETTELL LANE: was BRETTEL LANE in coy's *Wtt* March 1855 (RAIL 981/404)

BRIDGE near Canterbury: although *hbl L20 (better provenance)* gives clo 1 Dec 1940, there was no Sunday service so should be wef (Mon) **2** Dec 1940
BRIDGEND [Llynvi & Ogmore]: the original L&O station of 1864 was described as "standing parallel to the Cavatry *[later Coity]* Road" (letter in *Central Glamorgan Gazette* 19 Jun 1868) so probably north of the road underbridge; L&O trains transferred to GW station from (or perhaps by?) **1 June 1867** (*Co n Central Glamorgan Gazette* 31 May 1867). L&O converted to mixed gauge 'early 1868' (*GW* vol. 2 – the GWR main line was not converted until May 1872) and L&O trains transferred to their own narrow gauge facility alongside the GW station from 1 June 1868 (*Co n* and report in *Central Glamorgan Gazette* 5 Jun 1868) (note: pedestrian access was by aforementioned road underbridge). *This was still the case at June 1869, Aug 1870, Jun 1871 and Feb 1873 – see reports in Central Glamorgan Gaztte 18 Jun 1869, 12 Aug 1870 and 9 Jun 1871, and Cardiff & M G 22 Feb 1873. It needs to be established whether and when L&O 2nd sta finally closed (doubtless not before 1 July 1873 when GWR took over working of L&O). Although a report in Central Glamorgan Gazette 3 Oct 1873 appears to imply no change by then, it seems more than likely that the L&O 'station' did not 'close' but simply became regarded as another platform of the GWR station after takeover.*
BRIDGES near St Austell – see LUXULYAN: is "near St. Austell" really the most appropriate location – it's not even on the same line – perhaps "on Newquay Line" (*c.f. Clarkston [Cal.] example)* might be better?
BRIDGETON [NB]: "1954" renaming to BRIDGETON CROSS – not halt - by *hb.* amendment in BR ER Comm.Circ. 309-12 of Jan 1954 *(better provenance)*. 1965 renaming: *Cl pap* cite GIC
BRIDGETON CROSS: the cited report in *Glasgow Herald* was only a *pre hoc* forecast – subject to approval by the BoT's inspector so a *post hoc* report – confirming the opening did actually take place - in *Paisley Daily Express* of 2 Nov 1895 would be more reassuring.
BRIDGNORTH: used by special train Fri 28 June 1861 (*Birmingham Daily Post* 2 Jul 1861 (the expectation of opening in 'a week or two' was wide of the mark!!))
[#10] BRIDPORT: reference to B RADPOLE ROAD should read B[RIDPORT] **BRADPOLE** ROAD. That the suffix was not merely a *Brad.* affectation is confirmed by GWR press advertising during that period.
BRIDPORT EAST STREET: *GWR Circular 2672* is GWR GM Circ. 2672 of 20 Jun 1919. "In consequence of the miners' strike there has been a slight curtailment of the local train service." (*Bridport News* 15 Apr 1921). Reop 11 July 1921 (*Somerset Standard* 8 Jul). Suspended for winter 3 Oct 1921 (*Bridport News* 7 Oct 1921); resumed *probably* Whit Monday 5 June 1922 (*Bridport News* 9 June 1922) [thereafter ran winters 1922 and 1923]. Clo 22 Sep 1930 confirmed by *hbl L77 (better provenance)*
[#10] BRIDPORT WEST BAY: same commentary as for BRIDPORT EAST STREET. The name BRIDPORT HARBOUR appears only to have applied for freight traffic (despite what *hb* may have implied prior to 1904) - see *Dorset Chron* 3 Apr 1884 and *D&C1* p.197.
BRIERLEY HILL: note that ROUND OAK (q.v.) originally carried this name from 1852 to 1857
BRIERY SIDING: name in (e.g.) 24 Sep 1928 LMS *Wtt* was definitely BRIERY SIDING **HALT**
BRIGG: reop 10 May 1992 (source: BR Train Times booklet "Bridging the Gap at Gainsborough" DE0620/A61/1.92-5.92 (E42), which originally had resumption 6 Apr was over-labelled that work on Gainsborough Trent river bridge would continue until the end of the timetable (10 May 1992)). Clo: had been Saturdays only, which last ran 1 Jan 2022; reop scheduled 17 Dec 2022, actual 14 Jan 2023 *(BLN)*
BRIGHOUSE (a): Addition of suffix 'for Rastrick' not formally advised until *GIC A2/14 of 9 Oct 1961 (sic!)*
BRIGHTLINGSEA: temp. clo 15 Jan 1951 (coal shortage; branch *specifically listed* in *Times* 12 Jan 1951 report).
BRIGHTON: 30 Sep 1935 deletion of suffix confirmed by LMS *PCC no.147 (better provenance)*
BRILL [Met/GC]: the advice in LMS *PCC no. 158* said the branch would "…be closed entirely after Nov 30th [1935]": as there was no Sunday service, the clo w.e.f. date should read (Mon) **2 Dec** 1935
BRILL & LUDGERSHALL: op (Fri) 1 Jul 1910 confirmed by GWR SoL/CGM circ. F.1958/R.1373 of Jun 1910 (RAIL 253/482) *(better provenance)*

BRIMSTONE BOTTOM: Evidence that such a stoppping place did exist given by *Salisbury Times* 8 July 1904. First barracks occupied 3 Dec 1904 (*Salisbury* Times 9 Dec 1904) so five year time frame sounds right. No signs alongside the line of remnants of the 'village' on 1909 or subsequent OS plan revisions. Dates could be from late 1901/early 1902 for ca. 5 years. See photos in *M&SWJ (Archive Photographs)* (Chalford Publishing/Tempus, 1994) pp.120-121. {Tidworth branch intermediate}

BRINDLEY HEATH: op **temporarily** 3 Aug 1939 for RAF proceeding on leave and on 17 Aug for returning therefrom confirmed by *SoL GIC A/938 of 4 Aug 1939*) and into **regular** public use (Sat) 26 Aug 1939 by *SoL GIC A/941 of 25 Aug 1939*) *(all better provenance)*. Stop at 1214 on Thu only (*most likely staff wages)* in *Wtt* 18 Jun 1962 but not in **previous** edition (11 Sep 1961) *(may have been started during period of Wtt by supplement, of course)*

BRINKBURN: "On and from 19th June 1948 Brinkburn reverted to the staus of a Halt without attendance….." – from BR NER General Notices No. 22, 1948 (Sep 1948). *The use of the word "reverted" is theirs – so not sure it should be taken to mean that the location had once been a halt, converted to station, then reverted to halt again …*

BRINKLOW: renamed 1 **Jan** 1870 according to *LNW Circ. no. 832 (better provenance than Cl. and LNW dates – the latter was a questionable, later, pencil addition).* Clo 16 Sep 1957 confirmed by LMR W2 WON of 14-20 Sep 1957**.** 5.40 am Stafford – Rugby Mid booked to call Fridays only at 7.26am *[?payment of staff wages?] [LMR Western Lines Sect A Wtt 15 Jun – 13 Sep 1959]*

BRINKWORTH: op (Wed) 1 Jul 1903 confirmed by GWR SoL Circ. 1447 of 24 Jun 1903 (RAIL 253/482) *(better provenance).*

BRISTOL:

[#10] BRISTOL TEMPLE MEADS: station offices and entrance on the down side of through platforms came into use 6 Jul 1874 (*Co n Western Daily Press* 2 Jul 1874 and fuller description same paper 6 Jul 1874). That entrance disappeared in the 1930s rebuilding.

For the paragraph about suffixes see page 32 (Section3).

Non-tt:

use of STOKE GIFFORD yard for unadvertised railway staff trains dates back to *at least* 2 Dec 1918. According to Tony Cooke (*RAC*), Clinker's hand written notes state "Staff trains between Bristol and Stoke Gifford commenced 2 Dec 1918 (due to housing shortage)". The ultimate source seems to have been the "Bristol Division Diary" (RAIL 253/539) – a compilation by the GWR's divisional office (which Clinker would have seen when he worked there).

BRITANNIA [GW]: further use by Prince & Princess of Wales arriving on 23 Jul 1878 (*Trewman* 24 Jul 1878) and departing on 24 Jul 1878 (*Express & Echo* 24 Jul 1878)

After last use 28 Dec 1972 [*Chron 66/14*], a subsequent - and apparently "one off" - use was made on Wednesday 17 Sep 1975 when a party of 170 cadets for the Royal Naval College was set down from the 1530 Paignton - Kingswear train, to connect with the Upper ferry. In reporting this in their December 1975 issue (p. 473), *Railway World* averred that this was "...the first train to do so for many years." The resulting interruption to road traffic - commented upon in the report - may well have put the kibosh on any repeat of this facility. Or cite piece in *Chron. 79/11*. Also noted i.c.w. **1972 November** below.

BRITHDIR [Rhy]: while new line Cardiff – Caerphilly op (Sat) 1 Apr 1871 (*Co n Cardiff Times* 1 Apr 1871, report *op.cit.* 8 Apr), the first appearance of this station (and Pwllypant) is in revised tt to take effect from (Thu) **6** Apr 1871 (*Co n Western Mail* 4 Apr 1871)

BRITON FERRY: *following two Briton Ferry entries on strength of Cooke TLD 50/12, based on GWR notices:*

BRITON FERRY EAST [RSB]: clo 16 Sep 1935 (services transferred to new Briton Ferry sta. this date)

BRITON FERRY WEST [GW]: clo 8 Jul 1935 (services transferred to new Briton Ferry sta. this date).

BRITON FERRY ROAD: confirmation of wef closure date of Sat 1 Mar 1873 by notice in GWR public tt (RAIL 963/10) and GWR GM circ 353 of 26 Feb 1873 (RAIL 253/228)

BRIXTON ROAD near Plymouth**:** clo 7 July 1930 (GWR General Manager's Report); reop 1941 (see **1898 Jan 17 ****)

BRIZE NORTON & BAMPTON: renaming to this ("has been renamed") was given in *CGM GIC R.1534/548 of 3 Jun 1940.*
BROAD MARSTON: source for 14 Jul 1916 date *(which is presumably last use date)* is *GM's report 12 Jan 1917*
BROADBOTTOM: LMR Opg.Circ. 186 of 11 Feb 1954 actually gives 1 Jan 1954 renaming to BROADBOTTOM FOR MOTTRAM & CHARLESWORTH
BROADSTONE near Poole**:** according to *Southern Times* 7 Dec 1872 the initial name was POOLE JUNCTION. In that the following week's issue of that paper (14 Dec 1872) included an extract of a letter from the Secretary of the LSWR which used the name Poole Junction - prefixed by the word 'new' with a lower case 'n' - strongly suspect that 'new' prefix was **not** an official one but simply used in the press (and *Brad* e.g. 1887) to signify that it wasn't the previous junction for Poole! *The station op contemporaneously with the new line to the new Poole station.* Name changed **from** Broadstone Jn **to** Broadstone (Dorset) from **14 Feb 1931** according to *RCH distance tables advice no.40/5 of 13 Apr 1932.* LMS *PCC* no. 191 dated 7 Mar 1931 said: "The Southern Company announce the following alterations in the names of stations: …. Broadstone Junction to be known as Broadstone (Dorset)".
BROCKMOOR: op 11 May 1925 confirmed by GWR CGM/SoL circ R.1639/F.4155 of 9 May 1925 (RAIL 253/482) *(better provenance).* The cited *Dudley Chronicle* report appeared in the issue of **21** May 1925.
BRODSWORTH COLLIERY: Note that the layout at Castle Hills Jn looks unsuitable for such service in the absence of a key crossover on the main line to bring *returning* trains from Skellow back to Brodsworth – perhaps they did a double reversal to access the branch. See also SKELLOW.
BROMBOROUGH: quadrupling (the driver for the station's remodelling) of the Birkenhead line north of Ledsham Jn was carried out during 1902 (the old layout is still on OS plans revised 1897 - *Chron 101/20 is in error over dating)*: the section between Hooton and Rock Ferry was recorded by LNWR Locomotive Committee minute 19890 (RAIL 410/260) as having been completed on 5 Oct 1902. It is, of course, quite possible that the stations had been relocated during the course of the works and might well have been brought into public use before the extra tracks were brought into use. But at least it can be said that Bebington, Bromborough and Spital were all relocated **by** 5 Oct 1902 (if not from that date). Note that neither Rock Ferry nor Hooton was relocated in consequence of these particular works.
*the orphan * footnote presumably should relate to the reference to Liverpool Mail 30th (May 1846)*
BROMFORD FORGE: no provenance traced for *WMid* date. Reputedly first appeared May 1842 *Brad* (not checked that) but did not appear in *Aris's Birmingham Gazette* until issue of 13 June 1842 (as plain BROMFORD) (not in previous weeks) – which suggets it didn't exist before then. It is included in the 'summer' 1842 *Bradshaw's Companion* as BROMFORD FORGE.
BROMFORD BRIDGE RACECOURSE: Op 9 Mar 1896 confirmed by *South Wales Echo* (an evening paper) same day. The final race meeting was on Monday evening, 21 Jun 1965 (*Birmingham Post,* 21 and 22 Jun 1965). Excursions by train were certainly advertised for the Whit meeting on 7 and 8 June 1965 (*Stapleford & Sandiacre News* 4 Jun 1965) but **it is not clear whether or not there were any for the final meeting**.
BROMHAM & ROWDE: op 11 May 1925 confirmed by GWR CGM/SoL circ R.1349/F.1832 of 19 Feb 1902 (RAIL 253/482) *(better detail of provenance)*
BROMLEY near Dudley**:** op 11 May 1925 confirmed by GWR CGM/SoL circ R.1639/F.4155 of 9 May 1925 (RAIL 253/482) *(better provenance).* The cited *Dudley Chronicle* report appeared in the issue of **21** May 1925.
BROMLEY-BY-BOW [LTS]**:** *BLN 153* (used by John Gough for *Mid.*) shows transfer from BR to LT (London Transport Board - *LPTB did not exist after 1947)* on **26 April 1970** of: BROMLEY-BY-BOW, WEST HAM, PLAISTOW, UPTON PARK, EAST HAM, UPNEY, BECONTREE, DAGENHAM HEATHWAY, DAGENHAM EAST, ELM PARK, HORNCHURCH and UPMINSTER BRIDGE **-** c.f. 1 Jan 1969 which text gives in at least one case – presumably from *London Transport Railways Handbook* (Beecroft et al., 1983). Briak Pask in *Chron. 95/11* confirms that the earlier date (which applied to all) was transfer of legal ownership, whereas the latter date was transfer of staffing and management. All the stations mentioned should be delat with on a consistent

basis using one or the other date (or both!), and the nature of the change from that date(s) spelled out more clearly.
BROMSGROVE: "replaced by new station to south on Tuesday, 12 July 2016 *(Worcestershire County Council website)*": WCC archive no longer includes such an item so better provenance https://slcrail.com/new-station-opens-in-bromsgrove-thanks-to-innovative-industry-funding/ or https://corporate.tfwm.org.uk/news/sajid-javid-mp-officially-opens-bromsgrove-railway-station/ (accessed 3 Dec 2021)
BROMSHALL CROSSING: ultimate source is LMS Operating Dept list of war factory stations (document A86/1 dated 25 Sep 1945 – see APPENDIX 4)
BRONDESBURY: renaming 1 Jan 1873 as BRONDESBURY, EDGWARE ROAD confirmed by *LNW General Manager's Circ. no. 1037* (RAIL 410/1259) *(better provenance)*
BROOK STREET: clo 29 Mar 1915 (GWR Passenger Train Alterations Committee minutes - RAIL 271/4) – see *Chron 82/6). **Not** in 22 Mar 1915 service cuts*
BROOM JUNCTION: a report in *Bromsgrove & Droitwich Messenger* 28 Aug 1880 very strongly suggests that Broom had become a fully accessible station (rather than just an unadvertised interchange facility) some months earlier than the cited date of 1 Nov 1880.
[#10] BROOME: in *Brad.* Mar 1861 "Opens 6th inst." (*better provenance*); given as BROOM in Mar 1861; BROOM & ASTON from Apr 1861 to Nov 1862; BROOM from Dec 1862 to June 1863; BROOME from July 1863 to June 1864; BROOME & ASTON from July 1864 to Mar 1867 (except that northbound was BROOM & ASTON for Mar and Apr 1866 only – *presume typo?*); BROOME from Apr 1867. clo 13 Aug 2020 (flood damage); reop 4 Nov 2020
BROOMHOPE [NB]: the LNER Sectional Appendix for 1947 deals with this as follows, under REEDSMOUTH JUNCTION: "**Platform for Messrs. Vickers Armstrong Ltd**...".As the railway did not call it Broomhope, cross-references under REEDSMOUTH and VICKERS PLATFORM are called for.
BROUGHTON near Peebles: original dead-ended station (*see 25" OS plan 1898)* replaced by through station, adjacent to south, from 30 Jan 1864 (in preparation for extension of line to Peebles).
BROUGHTON & BRETTON: 1861 renaming was shown as 'in future will be known as' in *LNW Circ. no. 371 dated Apr 1861 (better provenance)*
BROUGHTON-IN-FURNESS: Directors' Report to ½-yrly meeting held 29 Feb 1848 (*Kendal Mercury* 4 Mar is fullest version traced) stated Kirkby – Broughton had been inspected on 23 Feb but did not amplify whether or not the line had been op by the date of meeting, while *Cumberland Pacquet* 29 Feb (reporting on Capt Symonds' inspection) averred: "In the course of a few days the line is expected to be publicly opened….". So it cannot have op ***by*** 15 Feb as stated (version eventually decided upon here needs to tally with what is given at **1846 Aug 24**, below). LMS *PCC* no. 41, issued 3 Apr 1928, said "in future this station will be…" so renaming date to read **Apr** 1928 *or perhaps even March, as for Kirkby-in-Furness, see below…?*
Entry should appear after Broughton Gifford (treat hyphens as spaces for alphabetic sorting).
BROWNDOWN: clo 1 May 1930 confirmed by *hbl L76 (better provenance)*
BROXTON: clo 16 Sep 1957 confirmed by LMR W2 WON of 14-20 Sep 1957
BRYMBO [WMCQ]: clo. confirmed as wef Thu 1 Mar 1917 ("after Feb 28th") by GCR's own notice (RAIL931/17)
BRYMBO [GW]: signboards (in 1952 - see http://disused-stations.org.uk/b/brymbo/brymbo_general%201(gwr)6.9.1952(john_mann_collection).jpg) show suffix GENERAL added beneath the original Brymbo sign *(as valid an observation as some of the comments about what tickets say).*
BRYN near Maesteg: clo 11 Sep 1933 (*Port Talbot Guardian* 8 Sep 1933 and LMS *PCC no. 53) (better provenances)*
BRYN near Wigan: renaming 5 May 1975 confirmed by LMR WE2-16 WON of 19-25 Apr 1975
BRYN TEIFY: GWR GM circ. 2519 of 20 Oct 1916 (RAIL 253/482) gave alteration to BRYN TEIFY as 'forthwith' *(better provenance)*
BRYN-Y-GWYNON: "…station is closed." *(CGM GIC R.1534/736 of 24 May 1948 – so possibly that Spring….)*
BRYNAMMAN EAST: op 2 March 1868 confirmed by *Brecon County Times* 7 Mar 1868, p.5

BRYNCELYNOG: Mar 1939 *Co n* is at *RAIL **1014/3*;** op 13 March 1939 confirmed by GWR Chester Division Report 1939 (*Cl pap*).
BRYNGWYN near Llanfyllin: the Cambrian minutes of 2 Sep and 13 Oct 1864 (RAIL 92/1) authorised construction of a "flag station at Bryngwyn" (spelled thus) – whereas the first appearance in *hba* 1866 gave it as Brongwyn. On the other hand, Cambrian minutes authorising extension of platform by 1 chain of 20 Aug 1872 (RAIL 92/22) and 21 Aug 1872 (RAIL 92/9) *(i.e. **after** 1869/70 date)* spelled it Brongwyn. The RCH Distance tables didn't alter the spelling to Bryngwyn until amendment list of 13 Jan 1896 (*sic*!).
BRYNKIR: temporarily clo (because of storm damage to line) 24 Jun 1935 (*Liverpool Echo*, 24 Jun 1935); reop 13 Jul 1935 (LMS *PCC no. 141* of 11 Jul 1935)
BRYNMAWR [LNW]: J R Whittle *(Cl pap)* from "LNW Record" *(but not seen in RAIL 1005/289)* has new sta. op Sep 1867. *Was this merely a new building rather than relocation? But curious that same date also given for BEAUFORT [LNW]*
BRYNMENYN: GWR SoL Circ 629 of Dec 1885 confirmed "is now spelt" BRYNMENYN – despite which old spelling still in use in 1890 (GWR *Co n* in *Western Mail* 18 June 1890 and L&O tt in *Central Glamorgan Gazette* 3 Oct 1890).
BUCHANSTONE: appearance in fare table for Elgin Annual Holiday excursions "by the ordinary trains" (*Elgin & Morayshire Courier* 21 and 28 Jun 1867) looks to be an erroneous carry-over from previous year's advert. (it did not appear on the equivalent Mid-Summer Holiday advert).
BUCKIE [High.]: clo 9 Aug 1915 confirmed by *hbl* (23) of 28 Oct 1915
BUCKLEY (a): cited *Wrexham Advertiser* 20 May 1893 report says (of reop) "at the beginning of next month" which may or may not be **1st.** June 1893.
BUCKLEY (b): in cited *Chester Chronicle* of 29 Mar 1890 (report p.8) Buckley Junction station is **not** among the stations listed as opening (only the new line itself between Buckley Jn and Hawarden bridge is mentioned) and another report (p.5) – while reporting that he line will open on 31st – merely says that "the new [Buckley] station has been erected". Nor is a *Co n* found in that paper. It would be better to rely on that paper's *post hoc* report of 5 April (which also has the advantage of giving the station's name as BUCKLEY JUNCTION).
[#10] BUCKNELL: in *Brad.* Mar 1861 "Opens 6th inst." (*better provenance*) but given as BUCKNALL (*typo?)*; BUCKNELLfrom Apr 1861 *(but appeared as Bucknall in co n in Eddowes's Shrewsbury Journal 16 Apr 1862 – typo?).* clo 13 Aug 2020 (flood damage); reop 4 Nov 2020
[#10] BUILTH ROAD [LNW]: had been referred to as Cwmbach by BoT inspector prior to op.; "HALT added 6 September 1965, HL dropped 6 May 1968 BR 5 May 1969 (S. Berry)": presumably this is intended to mean: Halt suffix added 6 Sep 1965 and removed 5 May 1969; HL suffix removed 6 May 1968 – but it could more clearly be expressed. Clo 27 Aug 2020 (derailment near Llanelli); reop 14 Nov 2020
BULWELL HALL: Shown as BULWELL HALL HALT in LNER tt at, e.g., 1926. Clo **1st** May 1930 according to LNER Press Relations Officer (G Dow) letter 28 Apr 1945 in *Cl pap*
BURGHCLERE: ceremonial op of line on 1 May 1885 included public excursions (of 20 carriages so not just VIPs) calling at stations (GWR notice T.114 at RAIL 937/42). Start of regular service 4 May 1885 confirmed by GWR SoL Circ 597 of March 1885.
BURGHEAD: specific **14 Sep** 1931 clo date confirmed by LMS *PCC* no. 215**.**
BURLISH: op (Mon) 31 Mar 1930 confirmed by *Kington Times* 5 Apr 1930 *(better provenance)*
BURN NAZE:. Clo 1 June 1970 confirmed by *BLN 156* p.76 (report of last train - *better provenance*).
BURN NAZE LEVEL CROSSING: The only place Burn Naze Level Crossing could have been is the site that later became Burn Naze halt/station – pehaps the non-tt became advertised…. The Ammonia Soda Works was adjacent *(**n.b.** not the same location as Fleetwood Salt Works which – although on a branch from Burn Naze - were further towards Wyre Dock).*
BURNHAM: clo 2 Apr 1917 as BURNHAM BEECHES (GWR tt RAIL 936/51 - *despite* being wrongly shown as BURNHAM (BUCKS) in extract of GW circular bound in RAIL 253/537). Reop as BURNHAM BEECHES 3 Mar 1919 confirmed by GM Circ 2653 of 25 Feb 1919 (RAIL 253/482).

BURNHAM-ON-SEA: "initially *Brad* showed it as terminus of separate branch from Highbridge [BE], not as extension of Somerset Central" – presumably consequence of it being worked originally by BE until 1862, and regarded as a branch of the BE line. Addition of "-on-Sea" given (no date) in RCH Distance Tables amendment 919/1 of 31 May 1917 (RAIL 1089/70), i.e. slightly earlier than cited *RCG*. " …. Wikipedia item says was through platform at main S&D station": the physical layout is shown in *Cooke TLD* 28/25 which confirms that rail access to the pier was through the two platform roads (so no need to rely on Wikipedia – and does the fact matter?) - but also no platform is shown **on** the pier. https://en.wikipedia.org/wiki/Burnham-on-Sea_railway_station *(accessed 3 Dec 2021)* does **not** claim *passenger* trains ran on to the pier *so where does this assertion arise from? Sixteen lines of text seems more than excessive to conclude that there is **no** evidence of passenger trains using the pier – especially when https://web.archive.org/web/20071002210155/http://www.sdrt.org/news/news2007/burnham.htm (accessed 3 Dec 2021) from the Somerset & Dorset Railway Trust doesn't seem to support such use.*

BURNHILL: clo 1 May 1939 confirmed by LMS *PCC no. 325* and *hbl L7 (better provenance)*

BURNLEY MANCHESTER ROAD (b): for fuller details of (re-)opening on 13 Oct 1986 see *BLN 550*

BURNLEY CENTRAL: 1944 renaming: *Cl pap* cite GIC.

BURNMOUTH: see 22 June 1842** should read see 22 June **1846**** *(not op with the line).*

BURRATOR: public op confirmed as 18 May 1925 in Passenger Train Service Committee minutes for winter 1925 (RAIL 250/786), where described as BURRATOR PLATFORM. Change from PLATFORM to HALT given in Railway Notices in (e.g.) *Brad* Dec 1928 (having not been in equivalent listing in their Jan 1928 issue). The "/9" of "1928/9" is questionable because on 4 Apr 1928 *W Morn News* carried *Co n* (opening of King Tor Halt) using "Halt" - while the following day's paper carried *Co n* of fares to the "Platform". Both "Platform" and "Halt" were used haphazardly in such adverts (not both in the same advert!) from 1925 right down to 1948 but this can be put down to clerical sloppiness as *hb* 1938 and GWR tt (e.g. summer 1939) used "Halt". [Being unstaffed, it didn't qualify as a Platform by the GWR's definition]. The signboard very distinctly gave it as BURRATOR AND SHEEPSTOR (but with no Halt/Platform suffix) – see https://www.oldplymouth.uk/Railways-Burrator%20and%20Sheepstor%20Halt.htm – but referred to only as Burrator in GWR Plymouth Div Annual reports of 1924 and 1925.

BURTON & HOLME: after closure, station was used one day each year for the Holme children's trip to Morecambe, until 1957 (from 1958 they had to travel to Oxenholme to get the special) *(crchat Groups io message - under heading Daily Challenge no. 71 - of 27 Jun 2020)*

BURTON DASSETT: used, under name RACE PLATFORM, BURTON DASSETT, for military point-to-point races 28 Mar 1906 (*Co n* in *Stratford Herald* 23 Mar 1906, p.4) *(significance of 1 Dec 1909 is therefore unclear).* Also special passenger stop (Sunday school excursion) 13 Jun 1914 (*Stratford-upon-Avon Herald* 19 Jun 1914, p.5). ***Very** questionable whether there was any use between WW1 and WW2 – certainly not in LMS Wtt 1929 nor 1942 – before reop* (unadvertised) for "troops only" 5 Oct 1942 (*LMS train alteration notice in RAIL 957/47*); still in *Wtt* at 1945 (so finishing date required). *(U offers no provenance).*

BUSBY near East Kilbride: clo 25 Jan 2025, reop Sun 18 May 2025 (electrification works - https://www.railengineer.co.uk accessed 18 Oct 2025)

BUSHBURY: op for full use (as opposed to merely interchange) 1 Jul 1856 (*Wolverhampton Chronicle* 18 June). *Brad* "Stations Closed" supports clo 1 May 1912.

BUTTERLEY: clo 18 Jun 1951 given by LMR W1 WON of 16-22 Jun 1951 – which doesn't square with use that summer nor with continuing parcels and excursion use….*Was in 1956 hb as Parcels – until deleted in hbl 5 (Sep 1958) so its subsequent passenger career did not appear there!*

Add: BWLCH SIDING: see under CRAIG-Y-NOS PENWYLLT for Dame Adelina Patti's private halt.

BWLLFA DARE [GW/TV]: see also **1904 June 1** as amended below. Needs a clo date (gone before 1916 by when it had been replaced by Nantmelyn). Use of [GW/TV] misleading: it was 'pure' TV until Grouping and was not a passenger location by that date.

BYFIELD: same commentary as for BLAKESELEY

BYNEA: clo 27 Aug 2020 (derailment near Llanelli); reop 8 Mar 2021

CADBURY ROAD: coy's own tts (from *at least* 1933 to clo.) did **not** carry the Walton in Gordano suffix *(was it just a Brad-ism?)*. This comment simply emphasises the operator's **own name** for sta. – otherwise it might be assumed that it rested simply on two press reports (*Brad*/RCH version may well

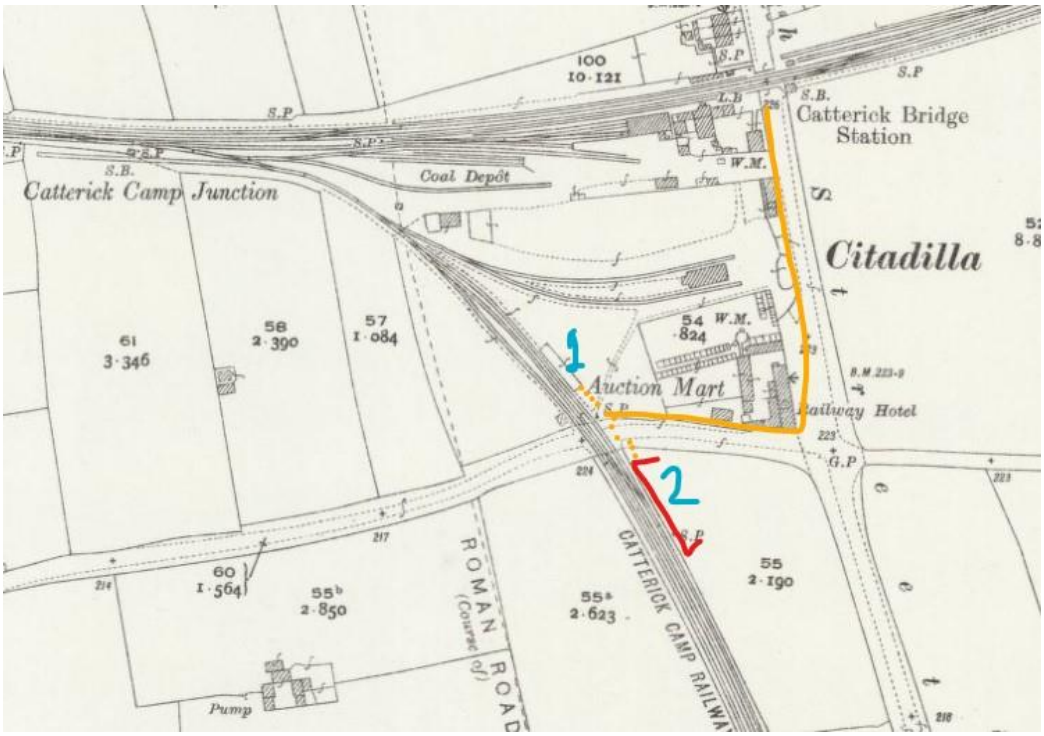
have emanated from the operator itself - we are talking a H F Stephens line, and issue arises elsewhere).
CADELEIGH: GWR GM circ. 2049 of 26 Apr 1906 (RAIL 253/482) gave alteration to CADELEIGH 1 May 1906 *(better provenance)*
CADOXTON {map 87b}: add: "near Barry" (to distinguish from the location near Neath – without having to look at map section)
CADOXTON [TV]: *Barry Dock News*, reporting first TV train to Barry sta., said: "…**Biglis** Station will be done away with…" thus implying that *Brad*'s renaming may not have been in use locally *(Welsh Railway Archive* vol. VI, no. 5, May 2017). There was a proposal (not proceeded with) to rename as EAST BARRY (*WRRC Newsletter no. 180)*
CAERAU: it – or perhaps the pit siding – already in use for unadvertised workers' trains by Mar 1891 (*South Wales Star* 29 Mar 1891). Public op 1 Apr 1901 (*Co n Western Mail* 27 May 1901) (*better provenance than third party source).*
CAERSWS [Van]: pass service withdrawn from 1 Aug 1879 (*Cambrian News* 25 Jul 1879, p.5)
CAIRNBULG: made unstaffed halt 7 Nov 1960 (*GIC R1534/1052 of 17 Oct 1960)*
CAIRNIE JUNCTION: suffix altered from JUNCTION to PLATFORM late 1953 in amendment to *hb.* in BR ER Comm.Circ. 309-12 of Jan 1954. Keith Fenwick advises: "Cairnie could be approached via a gate and way in at the south end of the platform from the east side of the line. The station had its own booking office, although who purchased tickets is unclear. I doubt if any change was actually made in 1965. I have checked various photos and cannot see anything there, except the signalman's car which was parked next to the gate described above. Presumably someone decided to justify their existence by making the change in the timetable." Note that (unlike – say – Liffey Jn, Bala Jn, or Holehouse Jn) *hb.* (e.g. 1904, 1956) **did** acknowledge passenger (but not parcels or miscellaneous) in its "Station Accommodation" columns. The words "advertised as public station 14 June 1965" (and *Clinker's Register* note 2089) may not be wrong – but they are misleading.
CALDER: clo 3 May 1943 confirmed by news item in *Daily Record* 29 Apr 1943 (as for Airdrie) *(better provenance)*
CALDERWOOD GLEN: LMS Sectional Appendix Mar 1937 includes whole East Kilbride – Hunthill Jn section and does mention Calderwood Glen Halt**,** although it is believed regular freight traffic may have ceased as long ago as Nov 1935.
CALDY: op (Sat) 1 May 1909 confirmed by GWR SoL circ. 1849 of Apr 1909 (RAIL 253/482) *(better provenance)*
CALLANDER Ticket platform: the advice that the four specified trains would call here also appeared in "Passenger Train Alterations for August" bound with Cal. public tt at RAIL 922/10.
CALLINGTON: op 2 Mar 1908 - as CALLINGTON ROAD – source was ***Devon & Exeter Daily*** *Gazette* of 2 Mar 1908. Had been known as Kelly Bray only as a goods depot of the 3'6" gauge East Cornwall Mineral Railway – there does not seem to have been any intention of adopting that name for pass station (*West Briton & Cornwall Advertiser* 5 Dec 1907). *hbl* of 28 Oct 1909 confirms: "On and after 1 Oct 1909 Callington Road station will be renamed Callington for Stoke Climsland."
Add: CAMBRIAN COLLIERY: see CLYDACH VALE
CAMBRIAN NAVIGATION COLLIERY: that implies use of the Pwllyrhebog incline plus a couple of double reversals, which is questionable (to put it mildly). To the suggestion that it might simply have been from the top of the incline, that seems equally unlikely as the ride would only have been ca. ¾ mile. If this really was the route, then the location should be [TV]. The TV 14 Jul 1916 *Wtt* carries no mention. *Some primary source provenance is needed…..*
CAMBRIDGE NORTH: "21 May 2017 *(Wikipedia)*;": better provenance https://www.cambridgeindependent.co.uk/news/cambridge-north-railway-station-finally-opens-9051842/ (accessed 3 Dec 2021)
Add: CAMBRIDGE SOUTH: op (Sun) 28 June 2026 (https://news.railbusinessdaily.com/cambridge-south-secures-authorisation-for-station-opening/ - accessed 23 June 2026).
CAMBUSLANG: It is not clear to which OS plan of 1884 the v5.05 entry is purporting to allude in justification for re-location of the passenger station (2" scale is surely not correct and there is no 25" survey of that date on the NLS website). The OS 25" plan surveyed **1858** at https://maps.nls.uk/view/74952523 and all subsequent 25" issues show the station at its present

position, east of the Main Street/Glasgow Road overbridge (grid ref NS63936060). No evidence traced of relocation during the station's first decade. This all strongly suggests it was never relocated. *Rutherglen Reformer*, 6 Aug 1881, p.2, reported that the "operations of building...a new railway station are speedily approaching conclusion" but does **not** suggest any *relocation of site* - merely more grandiose new buildings which doubtless opened in 1881 (no subsequent report traced).
CAMBUSNETHAN: final sentence is in error: colliery subsidence was on 22 **Sep** 1909 (*Motherwell Times*, Fri 24 Sep 1909, p. 4; the service *beyond* Cambusnethan disappeared with the Oct 1909 *Brad.*) so that date must have been operative date of line closure (the article in *True Line* no. 82 is not specific). Or refer to *Chron. 86/23.*
[#10] CAMDEN [LNW]: referred to as "Camden Ticket Platform (Chalk Farm)" – connecting place for North London trains – in LNW *co n* in *Oxford Times* 26 Nov 1864.
CAMERON BRIDGE: add suffix (a)
Add: CAMERON BRIDGE (b): op (on completely different site ca. ¼ mile east) 2 Jun 2024 (https://www.networkrail.co.uk/stories/reopening-the-railway-in-levenmouth/ (accessed 7 Feb 2025))
CAMERTON near Bath: 22 Mar 1915 branch clo also in *GWR War Reports of the General Manager (a printed, bound volume, issued privately by GWR)* 12 Jan 1917 (page 127). Suspect that Bristol notice, cited for Jul 1923 reop, should read **S1153** as with other stations on branch; reop date also confirmed by *Wiltshire Times* 7 Jul 1923. Clo 21 Sep 1925 confirmed by Passenger Train Service Committee minutes for winter 1925 (RAIL 250/786) and GWR Bristol Diary (RAIL 253/545) *(either is better provenance)*
CAMP HILL: 1 Apr 1904 was **not** by *hbl* (they didn't start until 1910) but by RCH Goods Manager's Conference min. 7476 b of 28 Apr 1904 (RAIL 1080/188). Clo 27 Jan 1941 confirmed by *LMS Circular No. NW5.10934.R. (23 Jan 1941).*
CAMPBELTOWN: add provenance for 'by May 1932' clo date: Macmillan, Nigel S.C, *The Campbeltown & Machrihanish Light Railway (*Plateway Press, third ed.- 2000) which implies trains ran for a couple of months in 1932 – indeed ceased by May but probably rather earlier?
CANNOCK (b): *BLN* reference for op should be 608 **and** 609 – but better provenance given under HEDNESFORD (b).
CANONS PARK: in last Met tt 13 Mar 1933 was CANONS PARK, EDGWARE; in first LPTB tt 13 Nov 1933 was CANON'S PARK (no suffix).
CAPEL BANGOR: before op, was to have been called RHIWARTHEN after near-by farm (Davies, *Vale of Rheidol Rly* (1960), p. 58).
CAPEL IFAN COLLIERY: see item from 1880 (in name of Capel Ifan) under Pentremawr Colliery entry below
CARADOG FALLS: op 5 Sep 1932 confirmed by Oswestry DTM Circular NW.111/S.W.42488 of 27 Aug (mistyped Sep) 1932 (RAIL 279/38) *(better provenance)*
CARBIS BAY: *R Cornwall Gaz* 25 May 1877, p.5, reporting branch op previous day (24 May) added "During the afternoon the special train ran at intervals excursion trips between St.Ives and St.Erth (late St.Ives Road), taking … hundreds of persons over the new line." (i.e. not limited to VIPs) [presumably applied also to CARBIS BAY and LELANT]. Same paper 1 Jun carried *Co n* advertising start of regular service that day.
CARDIFF ADAM STREET: closure amended – see CARDIFF PARADE, below
CARDIFF BAY: It seems – from report *in South Wales Daily News* 22 July 1879 – that this location had no raised platforms until 1879. The road alongside is Bute **Street** (as it also was shown in 1877 OS survey).
CARDIFF CENTRAL: *Railway World*, May 1973, p. 181: "Cardiff General Station, known under that name since 1924, is to be renamed Cardiff Central on May 7." *(provenance)*
CARDIFF DOCKS: see CARDIFF BAY (*presumably* not to be confused with the location of same name listed beneath **Temporary Platforms**).
CARDIFF RIVERSIDE: from 1940 became platforms 8 and 9 of Cardiff General, later Central
CARDIFF PARADE: op 1 **July** 1870* *(Co n* also in *Cardiff Times* 25 June 1870*).* An opening that had taken place in April would not have been given in a newspaper in June! The words "replaced by new station near the infirmary", *where they stand in the text*, are misleading: it was Adam Street that was replaced by the new station near the infirmary; Parade *(as it later became)* was the new station

near the infirmary. The explanation of the * note is correct, for Rhy. trains must have run via Taffs Well, TV, Crockherbton Jn, Gaol Lane Jn – and reversed there to/from the new sta for nine months from Jul 1870 to Mar 1871.
Clo Mon 16 Apr 1928 confirmed by *Western Mail* 14 Apr 1928 *(explicit provenance)*
Add: **CARDIFF CANTON SIDING** [GW]: used for embarking troops 27 Jun 1914 (*Western Mail* 8 Jun 1914)
Add: CARDIFF TUDOR ROAD SIDING [GW]: Tudor Road siding – which seems to have been on the up side, west of Cardiff Central and the Taff Viaduct, at Penarth Jcn – was used for troop embarkation on 13 May 1902 (*Western Mail* 12 May 1902)
CARDIFF Temporary Platforms: another – for Royal use only – for opening of Queen Alexandra Dock in July 1907 (*Western Mail* 9 Jul 1907).The Royal platform must have been between Roath Dock South box and Kings Jn box. Despite suggestions to the contrary, the Cardiff Exhibition of 1896, in Cathays Park, did not attract any special stopping place (*S Wales Daily News* 20 March 1896, p.6).
[CARDIFF] DOCKS: *presumably* not to be confused with the station which carried this name from 1845 to 1924 (see CARDIFF BAY). "Queen's Dock" was sometimes used as an abbreviation for Queen Alexandra Dock. No evidence of a workmen's service traced (a tortuous journey from Cardiff General). If ticket was not an anachronism for the earlier CARDIFF DOCKS station (see under CARDIFF BAY), surely more likely for a boat train to one of the dock's transit sheds? What length of journey does the fare on the ticket suggest? *See also reference to 1902 Royal opening under* ***Temporary Platforms.***
CARDIGAN: op Wed 1 Sep 1886 confirmed by GWR SoL Circ 652 of Aug 1886 *(better provenance)*
CARDINGTON: *GIC A1/36 (18 Dec 1961)*, advising clo from1 Jan 1962, added: "Facilities for dealing with RAF special trains will be retained".
CARLINGHOW: Page 1 of the LNWR public timetable dated (Sunday) 15 April 1917 carries this notice: "Until further notice the following stations will be Closed: ---- Birstall. Carlinghow." There seems to have been nothing in the local press that a prior suspension would have warranted. The branch had had no Sunday service, so the closure date should be recorded as w.e.f. Monday **16** April 1917.
CARLISLE heading should be set in **bold** type
CARLTON near Nottingham: renaming 7 May 1973 (dropping 'for …') confirmed by LMR WON WE1 16/17 of 21 Apr 1973 *but note the wording at* APPENDIX 1
CARLUKE & LANARK: in response to question: "Newmains Stirling Road Goods" stems from the fact that Stirling Road Goods depot was under the supervision of the LMS Newmains Station Master (therefore, arguably, there should be a comma or dash between Newmains and Stirling…..).
CARMARTHEN: reop **Mon 12** Aug 1861 confirmed by *The Welshman* 16 Aug 1861. See evidence and discussion in *Chron.107/11*.
CARMARTHEN JUNCTION: clo 20 Sep 1926 confirmed by *The Welshman* 24 Sep 1926, in these terms:
"For the first time the 8.55am train from Paddington to Fishguard ran into Carmarthen town station on Monday instead of to Carmarthen Junction. This service is an improvement as it does away with the running of a branch train to the junction and the inevitable changing."
CARNBROE: a stopping place – plain CARNBROE – appears in ***at least*** the following W&C timetables: 3 June 1844 (*Glasgow Herald*, 27 May 1844) and (*one train only*) 13 Oct 1845 (*Glasgow Citizen*, 11 Oct 1845) – but **not in** 20 Jun 1844 (*Glasgow Citizen*, 22 Jun 1844); 7 Oct 1844 (*Glasgow Citizen*, 5 Oct 1844); 7 Apr 1845 (*Glasgow Herald*, 4 Apr 1845), nor in 8 May 1843 (transcribed in *D&C 6* (1984 edn), p.56). *True Line* no. 83, p. 31, records coy. min. of 22 May 1845 that station be removed to new jn with Glasgow Garnkirk & Coatbridge *(although the Whifflet sta. when that new link was op was on GG&C property… but it might have been a W&C building….).*
Add: CARNBROE TUNNEL: *Pigeon* (*True Line* no. 83, p.32) more than implies there was a station at the north end of the tunnel (as well as at nearby Carnbroe Ironworks) but no timetable seen showing it, unless it was the plain CARNBROE mentioned above…..
[#10] CARNE POINT: delete complete entry as joining or alighting from the train was strictly prohibited in both the series of trains in the late 1970s (*BLN 352, p.147-78/4*) and the short-lived experimental service in 1994 (*BLN 727, p.97-94/2*).

Reasoning for such disqualification from inclusion is given at page 6, above.
CARPENDERS **PARK:** H V Borley gives resiting 17 Nov 1952 in letter *RCHS Journal* May 1961 (Vol. 7 no. 3 p. 590) – but cites no provenance. *Not traced in contemporary press online.*
CARSEBRECK: grid ref of nearest point on the railway: NN868090. Simmons, *The Express train and other railway studies* (1994), p.209 cites an 1853 notice at National Archives of Scotland, piece BR/TT(S)/53/1, p.11 and *True Line* no. 44 winter 1993 carries a full article on this location, emphasising its early rudimentary nature (for calls until about 1905 passengers detrained to the ballast!). The last use was Christmas Eve, 1935.To be precise, use of the platform was for **Royal** Caledonian Curling **Club**'s **Grand Matches** (not "Caledonian Curling Society meetings"). As https://www.scottishcurling.org/curling-history/grand-match/ explains, Carsebreck became unsuitable for the Grand Match after the 1935 event (indeed, there was no further Grand match anywhere until 1959), so there is no reason to think that the platform(s) at Carsebreck were used after 24 Dec 1935 and speculation about 'perhaps later use' can be deleted. The dates of the 25 Grand Matches held at Carsebreck – and, hence, of the use of the alighting/joining facilities there (which were not used for other events) – are given at https://www.scottishcurling.org/curling-history/historic-grand-match-results/ . That the LMS lived in hopes of further use (or perhaps were simply not told that the site was no longer suitable for curling!) is evidenced by the fact that instructions (just in case!) appeared for 1936-7, 1937-8 and 1938-9 seasons (at least) in LMS *PCC* (at NRM York). These commercial instructions – whether for 1935-6 or later – imply that participants would alight/join at Carsebreck rather than at an adjacent station - the wording remained unchanged – but do make clear that use was **solely** for Grand Matches, rather than other fixtures (if any).
CARSHALTON BEECHES: LBSC list of halts (produced by SoL's timetable dept dated 15 Aug 1914, reproduced in *The Brighton Circular* Spring 2012) gives op of BEECHES HALT as 11 June 1906 but this was specifically gainsaid by LBSC June tt alterations (RAIL 951/36) announcing the new service from 11 (instead of 1) June: "The Motors will **not** call at Beeches Halt in either direction." No press references traced. Borley's *L* date of 1 Oct 1906 is supported by LBSC letter of 14 Sep 1906 in MT 6/1554/4 (inspection report dated 1 Nov, but nothing to suggest halt not already open) and alterations in Oct *Wtt* (RAIL 951/36) to the effect that rail motors will call at Beeches Halt. *hbl 55* gave op of replacement station as (Wed) 1 Apr 1925, rather than (Sun) 29 Mar of *sig inst. (one wonders why the discrepancy, esp. as construction and opening of new sta. was not predicated by need to remove its predecessor).*
CARTERS CROSSING: *alleged* to appear in *Brad* Apr 1908
CARWAY COLLIERY: special train to this location on 23 Feb 1886 (auctioneer's advert in *Western Mail*
17 Feb 1886)
CASSINGTON: a correspondent in *RM*, Jan 1961, gives the re-siting to the village side of the Oxford bypass as "in 1947 or 1948". *Cooke TLD* 27/25 says "moved c.1947/48" – and Tony Cooke has confirmed that he has no definitive information as to more precise dating.
Add: CASTELL COCH [TV] (non tt) for Whitchurch Floral & Horticultural Society Exhibition 25 June 1851 (*Cardiff & Merthyr Guardian* 28 June 1851), and similarly for June and September 1852 and June 1853 events. {Pentyrch – Taffs Well (a) (map 90)}
CASTLE BAR PARK: op 1 May 1904 confirmed by GWR poster – **no** mention of "for Greenford" (which was obviously just a press addition). Halt was moved northwards and the new version op 21 Nov 1960 (*Cooke TLD* 26/20). However, its "new" north end was only 3 ch beyond its "old" north end. *More specific than "Brown / Smith".*
CASTLE CAEREINION: clo 9 Feb 1931 confirmed by *GWR SoL GIC A/497 of 6 Feb 1931* and *Co n* in *Montgomeryshire Express* 3 Feb 1931
CASTLE PIT: *non-tt* stopping place had been in use since at least **June 1871** (report of accident involving workers' train therefrom, *Western Mail* 24 June 1871)
CASTLE STUART: "Built" might be putting it a bit strongly – large scale OS plans show no sign of a platform, let alone a building! Shown in LMS Sectional Appendix March 1937 as Castle Stuart Halt and in *hb* 1938. The extract from V S Haram's letter continues "…up to 1938 but has not been used since" – and anyway needs closing quotation marks. Apparently the RCH only caught up with recording it as clo. in early 1945.

CASTLETON [LY]: suffix *(which appeared only in index)* changed from (Lancashire) to (Greater Manchester) from tt 5 May 1975 (and unchanged still at 1979 tt)
CATRINE: clo 3 May 1943 mention in *Daily Record* was news item, **not** *Co n*
CATTERICK BRIDGE BROMPTON ROAD: neither of the W↑D platforms here was "alongside" the NE station: there were two:
(a) original wooden platform north of the Brompton (later Station) Road level crossing, and
(b) later brick-built one south of that level crossing.
An extract from OS 25" 1927 survey https://maps.nls.uk/view/125625685 :



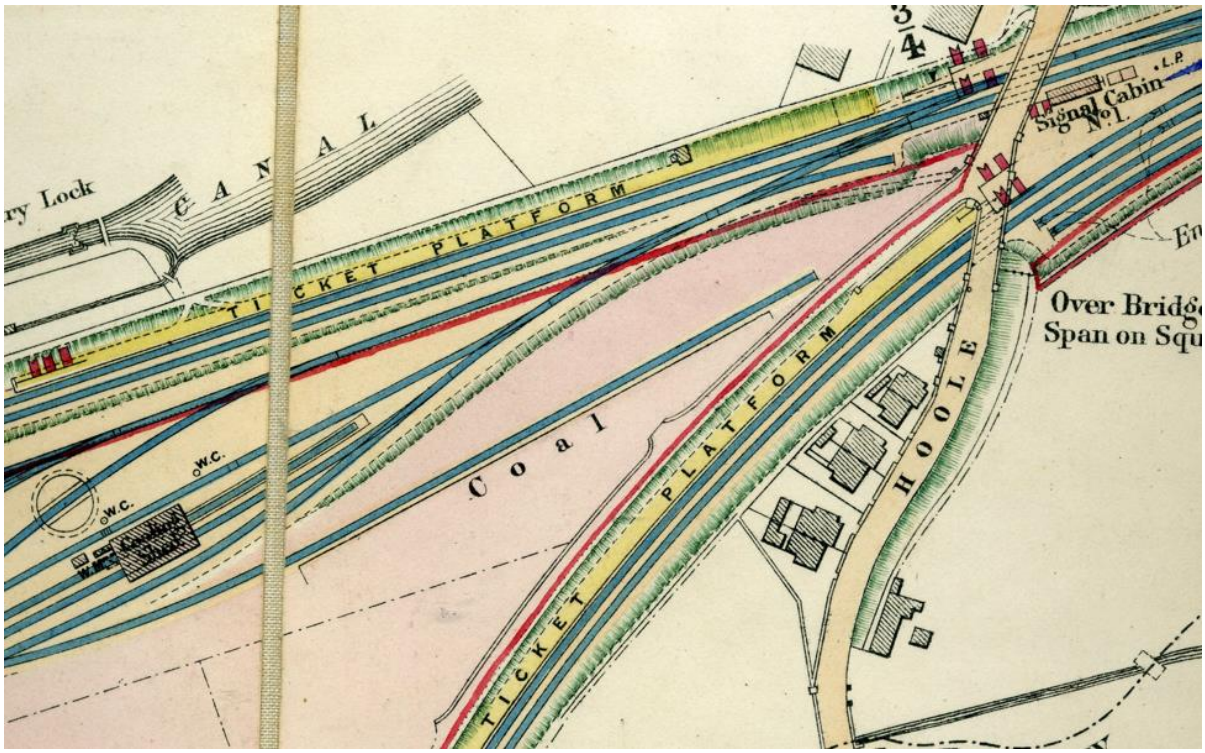
does actually show the location of the original (numbered 1 in blue); the site of the later one is roughly marked in red (numbered 2 in blue) while its position is well attested by photographs with http://disused-stations.org.uk/b/brompton_road_platform/index1.shtml (accessed 4 Dec 2021). Marked in orange is the walking route between the NE and W↑D stations, and the distance measures ~300 yards.
"Alongside" (or "adjacent", used by *U.*) is therefore at best misleading.
[#10] CATTERICK CENTRAL: cessation of through booking of passengers to military line from late April/early May 1920 confirmed by extract from GWR Notice 1341 – see APPENDIX 7.
CATTISTOCK: op 3 Aug 1931 confirmed by GWR Bristol Div Annual Report 1931 - RAIL 253/551 *(better provenance).*
CAUSELAND: see 2 Dec 2025**
CEFN near Wrexham: Cefn was some ½ mile south of the later Rhos-y-Medre (no *RAC* source found which shows an earlier station); it was simply the 1848 station renamed. The comparison between the June and July 1849 *Brad* entries shows that merely the name was changed – distances and fares were unaltered, and running times of trains that were not otherwise altered throughout remained exactly the same. The S&C Engineer, Robertson, gave in his report of 30 March 1848 (RAIL 616/1) the name Cefn, which was more specifically shown as Cefn Buchan/Bychan (as against Cefn Mawr), when the Board (on 23 Nov 1848) endorsed Robertson's judgement that its location should not be changed in response to a local petition (RAIL 616/2): "Petition from Inhabitants of Cefn Mawr and Cefn Buchan: Mr Robertson reported that the position of the station at Cefn Buchan had been chosen on account of safety and that it was not advisable to change it. Ordered that the same be continued." (Bychan = Small, as opposed to Mawr = Large; Bychan was surely the location shown on the OS 1872/3 survey). The Board never revisited that decision (certainly threw no money at a new station!!) so we must conclude there was **no** change in location in mid 1849. What is not clear is why the name Rhosymedre came to be used for the first 8 or so months of the station's life. It is *suggested* that was simply because the end of the pre-existing line had been dubbed Rhos-y-

Medre - where the colliery connection went off, part way between the (much) later Rhosymedre Halt and Cefn. The name Cefn certainly predated *Brad*'s change, being in use on **28 June** 1849 (see report of Licensed Victuallers' Association excursion that day in *Liverpool Mercury* 29 Jun 1849). *See also RHRG 195/1* or https://branchline.uk/rail_chronology/CEFN.pdf (accessed 6 Feb 2025)
CEFN COED [BM/LNW]: op 1 Aug 1867 (as CEFN) specifically confirmed by *Merthyr Express* 3 Aug 1867 (*better provenance and no need for ** note)*; BM directors' min of 26 July 1867 (RAIL 65/2, folio 123) said "forthwith" and a BM record of 1870 (RAIL 1057/96) gave 1 Aug 1867. Op specially 18 Jul 1867 for Merthyr Flower Show (*Cardiff Times* 27 Jul 1867, p.5 (but beware that report is one week late, as the Show was on **18** Jul (*Merthyr Express* 20 Jul 1867)). Parenthetic note "(originally in *hb* as CEFN COED CYMMER)" to read: "(although advertised as CEFN, was shown in *Hb* as CEFN COED CYMMER until corrected to CEFN by *Hba* 1893)".
CEFN CRIB: first appearance in a press tt is that in *Hereford Times*, 7 Jan 1860, p.13, where distance given as 1 mi east of Crumlin, 4 mi west of "Pontypool" (later Clarence St).
CEFN-ONN: in explanation of * note, the TNA file reference should read MT6/**2397/2**, not as shown.
*Should this entry not appear **before** CEFN MAWR?*
CELYNEN SOUTH: addition of SOUTH suffix**:** overtaken by SoL GIC A/763 dated 3 Apr 1936 said, of Celynen Halt: "…the name **has been** changed to Celynen South" *(note tense)*
CEMETERY: a piece in *Cardiff Times* 10 Dec 1870 previewing the new line includes Cemetery while the BoT inspection for the new line included: "…. the Cemetery station, which is only intended to be used for funerals" – both thus strongly suggesting it op with the line on 1 Apr 1871 rather than at some later date. References in Cardiff papers at end of Sep 1877 indicate it was still open then, but a piece in *South Wales Daily News* of 23 Jan 1894 (p.6, towards foot of piece headed Penylan Park) makes clear that it had been (?long) closed by Dec 1893.
CEMETERY ROAD: "A new workmen's train was introduced by the Rhymney Iron Co. on Monday last, from Rhymney Bridge, calling near Carno bridge for Twyn Carno workmen, to **Pontlottyn** Colliery" (*Monmouthshsire Guardian* 6 Apr 1917) [Carno bridge = Cemetery]. Last sentence of report in *Merthyr Express* 7 Apr 1917 also denotes start of colliers' services from this location.
CENTRAL CROYDON: Treby *The Central Croydon* branch in *Railway World* Mar 1974 illustrates the 1 Sep 1890 clo notice, crediting Museum of British Transport. Cite *L.* (Borley) for 1 Dec 1871 clo – or better yet: Jackson *London's Local Railways* (Capital Transport, 2nd edn, 1999)
CERIST: pass service withdrawn from 1 Aug 1879 (*Cambrian News* 25 Jul 1879, p.5)
CHAFFORD HUNDRED: sometimes suffixed (as at 2022 and Dec 2024 C2C timetable index): "**for** Lakeside" or "(Lakeside)" (in parentheses) (Dec 2024 C2C timetable pages) or "Lakeside" without parentheses (National Rail website https://www.nationalrail.co.uk/stations/chafford-hundred-lakeside (accessed 18 Jan 2025)). However, neither suffix appears in C2C's online journey planner at Jan 2025 nor in *AZ (6th edn). Who knows what its official name is…What is/was GE News? Public op date 30 May 1995 confirmed by BLN 762, item 12, and AZ (6th edn). Wikipedia is hardly a reliable provenance but Table 1 of GB Rail Timetable went from Chafford Hundred to Chafford Hundred Lakeside after Dec 2012 edition.*
CHALCOMBE ROAD HALT: op 17 Apr 1911 and "Halt" status confirmed by GC handbill (RAIL 931/13)
CHALLOW: altough GWR's *Co n* in [*London Evening] Standard* 4 Jul 1840 for op on 20 Jul spells it FARRINGDON *(sic* – with double R) ROAD, a 'repeat' advert in the same paper of 20 Jul has amended the spelling to FARINGDON (with single R).This should be taken as superseding the earlier spelling which had also appeared in other, more local, papers – including *Bristol Mercury* 25 Jul 1840. The station was more colloquially referred to in early press reports as "the Stanford [-on-the-Vale] station" and the "Leather[n] Bottle" station (after a nearby public house on the Faringdon Road which crossed the railway here).
CHAPELTON: It's not correct to say "CHAPELTON on reop 1875" because cited source for new sta from 1 Mar 1875 *(Co n North Devon Journal* 4 Mar 1875*)* **still** spells it CHAPPLETOWN (and such usage continues in same paper's and *Trewman*'s railway timetables, not converting to Chapelton

until 1888!). Earliest LSWR *Co n* traced with 'Chapelton'spelling is *Exeter & Plymouth Gazette* 20 Dec 1876.
CHARD CENTRAL: GWR GM circ. 3063 of Feb 1928 (RAIL 253/482) confirmed name change from CHARD JOINT STATION (*sic*) to CHARD (*sic*) 1 Mar 1928 *(better provenance)*
CHARLTON near Oxford: clo 1 Nov 1926 (LMS *Co n* ***Buckingham*** *Advertiser* **23** Oct 1926). Waste of space to speculate about *Cl.*'s wrong date.
CHARLTON MACKRELL: op (Sat) 1 Jul 1905 confirmed by GWR SoL/CGM circ. F.588/R.1270 of Jun 1905 (RAIL 253/482) *(fuller provenance).*
CHARLTON MARSHALL: "used after closure by pupils of Clayesmore Preparatory School at start and end of term *(School's website)*; last use 17 December 1963 *(BR Plymouth Division records)*;": no such information is to be found on the school's website https://www.clayesmore.com/ (perhaps compiler was thinking of https://en.wikipedia.org/wiki/Charlton_Marshall_Halt_railway_station - which has been corrected) so suggest letting it rest on my earlier submission which read: the last use of the halt by school children at the beginnings and ends of terms was on 17 Dec 1963 (BR Plymouth Division records)
CHARTLEY: although the suffix '& STOWE' seems not to have appeared in *Brad*, or company tts (e.g. GNR Oct 1921, LNER Sep 1936), *hb* for 1904 and 1938 (at least) award it suffix "& Stowe" *(and the LMR weekly notice advising clo of the goods depot in 1951 referred to location as Chartley & Stowe – so presume suffix* ***was*** *part of the offical name). Confirmed that while calls are shown in LNER 25 Sep 1939 tt, they were omitted from LNER 2 Oct 1939 emergency tt (unlike the other stas. on branch).*
CHATHAM [SE]: For example, SER June 1897 public t.t. had "NEW CHATHAM (Central) STATION" in the page heading, but plain "Chatham [SER]" in the station bank…. take your pick! Branch had no Sunday service so clo w.e.f. date should read (Mon) **2** Oct 1911
CHATHILL: rendered as CHAT HILL (two words, no hyphen) in Y&NB account book of daily takings (RAIL 772/131) of 1849.
CHAUL END: BoT inspector's report of 20 Jan 1916 (MT6/29/78 folio 10) approved it so unlikely to have been in use as early as 1914.
CHEADLE not clear by *what* criteria "order altered" – seems not to be op date, nor coy., nor alpha.
CHEADLE HULME: 1 Mar 1866 renaming confirmed by *LNW Circ. no. 586 (better provenance)*
CHEADLE HEATH: clo 2 Jan 1967 confirmed by BR leaflet EA/49
CHEDDAR: at the outset, the goods shed was temporarily used until the station proper was completed (*Western Daily Press* 4 Aug 1869)
CHEDWORTH: *Cheltm Chron* 11 Aug 1906 † makes clear that a platform (not siding - the *Wilts & Glos* 17 Sep 1892 letter confirms it was a *staffed station* as at 10 Sep) had been provided for 11 Aug 1892 flower show, and that the month's trial for trains (it doesn't say "all") segued into the 'permanent' opening (from 1 Oct 1892 - *Wilts and Glos* of 22 Oct is next available issue showing tt with Chedworth calls). Station resited 110 yards north with doubling of line from 8 June 1902.
† - that 1906 report (not written by railway historians for railway historians!) does contain minor errors – none of which disqualifies the above conclusions: 'about 18 years ago' is slightly adrift and 'platforms' should read 'platform' (it was single line at 1892).
It's curious that the 1892 platform was erected half a mile south of the Vicarage (site of the flower show) – presumably to avoid it being on the gradient leading to the tunnel.
CHELFORD: temp clo (for resignalling) was from **Sat 10 Dec 2005;** reop Mon 26 Jun 2006 *(Northern Rail leaflet).* Another period of temp clo was from 2 Feb 2004; reop 22 May 2004
CHELTENHAM: addition of "SPA" to St. James, Malvern Road ***and*** Landsown (i.e. *all* the stas. the GWR used including Lansdown, which their ex-M&SWJ trains used) 1 Feb 1925 advised by GWR GM circ. 2945 of 30 Jan 1925 (RAIL 253/482, p.327) and reported in *GWR Magazine,* March 1925, p.99.
CHELTENHAM SPA MALVERN ROAD: *GWR Circular 2672* is GWR GM Circ. 2672 of 20 Jun 1919.
CHELTENHAM SPA ST. JAMES: 9 Sep 1894 relocation: confirmed by *Worcester Journal* 15 Sep 1894.

CHELTENHAM RACECOURSE: although last race specials were 21 Mar 1968, a Stephenson Locomotive Society railtour called on 23 March 1968 (c.f. Bolton Gt. Moor St. entry…..).
Baker *An Illustrated History of the Stratford on Avon to Cheltenham Railway* (1994), p.114, and GWSR website http://www.gwsr.com/about-us/history/on-this-day/12th-march-1912.aspx (no longer available) gave op as (Tue) 12 Mar 1912 but *The Times* supports the late John Tolson with (Wed) **13** Mar as first day of 1912 Cheltenham meeting. However, Baker does give following dates for wartime clo: WW1: last meeting 15 Apr 1915, resumed 8 May 1919; WW2: last meeting Mar 1942, resumed Mar 1945. Use on **16 to 18** Mar 1971 confirmed by *BLN* 174.
Formal clo date in 1968 was same as for Stratford-upon-Avon – Gloucester service, viz. 25 Mar 1968
CHELTENHAM LECKHAMPTON *(not clear why this is not under the 'Cheltenham' heading)*: GWR GM circ. 2049 of 26 Apr 1906 (RAIL 253/482) gave alteration to CHELTENHAM SOUTH & LECKHAMPTON 1 May 1906 *(better provenance)*
CHEPSTOW: delete whole sentence starting "For race meetings…." and see instead additional entry.
Add: CHEPSTOW RACECOURSE: Racecourse platform reported as op 28 Jul 1926 in Bristol Div Annual Report *(Cl pap)* but it was **not** an 'extension to up platform' being separated from that by goods shed and sidings (*Cooke TLD* 36/9) hence 'separate entrance'. Source *race* (presumably means *Race*) is wrong if it said the racecourse pfm was still in use in 1941: last traced pre-war meeting (extensive press references) was Mon 7 Aug 1939, nothing in 1940, and from May 1941 the racecourse became RAF Chepstow (see https://www.abct.org.uk/airfields/airfield-finder/chepstow-ii/ and https://www.bbc.co.uk/history/ww2peopleswar/stories/85/a4167885.shtml (both accessed 29 Dec 2025)). *War-time use of pfm by military is moot (a satellite RAF station would be unlikely to produce trainloads of personnel).* Racecourse derequisitioned Oct 1946 (*Western Mail* 31 Oct 1946), racing resumed 28 June 1947 (*Western Mail* 30 June 1947). No press references to post-War rail excursions traced (but that proves nothing) although such use of the pfm must have ceased ***by*** 13 Dec 1953 when the lead at the Down end was removed, converting it into a dead-ended siding (*Cooke TLD* 36/9).
CHEPSTOW EAST: Tutshill was a little to the **east** (not west) of Chepstow East.
CHERITON: clo 16 June 1947; *Co n* in *Dover Express* 13 Jun 1947 contained no suggestion that pass clo (Cheriton Jn – Lyminge + Cheriton Halt) was temporary so x-ref to **1947 June 16** is not helpful
CHERTSEY: entry should start on a new line (separate from the CHERRY TREE entry)
CHESTER: race traffic: another example: "new goods yard, St. Ann Street" in 1875
CHESTER Ticket Platforms: the rambling text needs to identify clearly the following identified platforms:
1. Holyhead (plus Shrewsbury) line;
2. Birkenhead line;
3. Warrington/Manchester line;
4. Crewe line.

Of these, all but no. 3 were mentioned in joint officers' minute of 23 Jan 1872 as being proposed for extension (duly approved by joint committee 2 Feb 1872) – so they all existed by that date.
Nos 3 and 4: officers recommended that the "new ticket platforms in course of erection" [minute is not clear what these replaced – whether new sites or extensions of existing platforms] be each extended to 60 feet so as to form a means of access to Hoole Lane to be used to relieve the working during the races and other busy seasons (approved by Joint Committee 6 Feb 1874). Plan identifies the locations of these two platforms but beware that its orientation is inverted – north is at foot:



No. 1: joint officers' meeting 23 Nov 1897 decided to remove this platform - because all tickets for Chester were now collected at last prior stopping station – *thus setting the date by which all the four platforms had been closed.*

CHESTER GOLF CLUB: As location is some way from Chester (and not even in Cheshire!), it would be helpful for those not familiar with the layout to show general location, in the same way as for SEALAND/SEALAND RIFLE RANGE

CHETNOLE: op 11 Sep 1933 confirmed by GWR Bristol Div Annual Report *(more specific provenance)*

CHEVINGTON: appears - as CHIVINGTON *(sic)* - in Y&NB account book of daily takings (RAIL 772/131) of 1849 *but was **not** listed with those three Newcastle – Morpeth intermediates which **did** op with line, so must have op some date **between** 1847 and 1849.*

CHEW MOOR: is clearly shown on OS 6" Lancashire sheet XCIV https://maps.nls.uk/view/102344048 , surveyed 1845-6 and published 1849 – so it clearly pre-dates *Brad*'s first appearance…. (but certainly not amongst those op with the line on 20 Nov 1848 nor in line's tts in *Liverpool Mail* of 9 Dec 1848 and variously to last such tt published 11 Aug 1849).

CHIPPING SODBURY: op (Wed) 1 Jul 1903 confirmed by GWR SoL Circ. 1447 of 24 Jun 1903 (RAIL 253/482) *(better provenance).*

CHIRK [Glyn] **and other GVT stations:** see observations at **1933 Apr 7**, below

CHISELDON

DRAYCOTT MILITARY CAMP should read DRAYCOT (*single T)* MILITARY PLATFORM

CHORLEYWOOD: *In that it was LT's station, surely **their** dates of change would be regarded as the "official" version, so:* Met Rly public tt (no. 18) 13 Mar 1933 still "& Chenies"; first LPTB tt 13 Nov 1933 had no suffix; LT *Wtt* no. 206 12 Oct 1964 still two words; next LT *Wtt* no. 213 11 Oct 1965 went to one word.

The dates that BR used are presumably immaterial but, for the record, were: first appearance in BR [LMR] public tt 2 Nov 1959 was CHORLEY WOOD & CHENIES; dropped "& Chenies" with 7 May 1973 tt (date confirmed by LMR WON WE1 16/17 of 21 Apr 1973 *but note the wording at* APPENDIX 1); went to one word in table with 11 May 1987 tt (although index had already gone to one word).

Add: CHRISTCHURCH 'military platform': just west of passenger platforms (*Christchurch Times* 9 Jan 1904). *Barrack Road is the present A35.*

CHRISTIAN MALFORD: halt op 18 Oct 1926 according to GWR Bristol Div. Annual Report 1926 at RAIL 253/546 (*better provenance*)

CHRISTOW: op (Wed) 1 Jul 1903 confirmed by GWR SoL circ. of Jun 1909 (RAIL 253/482) *(better provenance)*
CHURCH MANOR WAY: clo 1 Jan 1920 (as CHURCH MANOR WAY **HALT**) specifically confirmed by *Wtt* of that date (RAIL 975/21).
CHURCH VILLAGE: op 1 Oct 1887 confirmed by *Co n* in *S Wales Daily News* 29 Sep 1887 *(better provenance)*
CHURCHDOWN (b)**:** a GWR *Co n* in *Cheltenham Chronicle* 27 Jan 1874 gave opening as 1 Feb 1874 – but as there was no Sunday service, Mon 2 Feb is correct date.
CHURN: there was no platform for the 1888 meeting – passengers were de-/en-trained at Churn level crossing (*Reading Mercury* 30 Jun 1888 p. 4). Construction of platform for persons attending Rifle competitions authorised by GWR Board min of 22 May 1889. Special openings were not just for rifle competitions or attending camp (advert *Newbury Weekly News* 13 Sep 1894). Station clo 9 Oct 1905 "until next camp is held at Churn" (*GWR Magazine* Nov 1905); Jan 1906 supp to *WTT* (at RAIL 937/86) said: "Station will be closed until further notice" but no effective date given). "All passenger trains will call. Commencing 13 Jul 1907" (August 1907 supp to *WTT* RAIL 937/92). "The temporary station at Churn is now closed. The usual arrangements to be made for trains to call at Churn after this date for the purpose of setting down or picking up passengers. Commencing 17Aug 1907" (Sept 1907 supp to *WTT* RAIL 937/92). *The effect of these two items seems simply to be that trains normally only called on request – but that from 13 Jul to 16 Aug 1907 all trains called definitely.* Cited SoL/CGM circ. of 21 May 1915 (RAIL 253/482, p.275) – which advised (*belatedly*) "reop 8 May 1915" – can equally be read as advising *re-staffing* of sta (*presumably for the summer*). Churn station closed. (GIC 22 Nov 1948) – *but was back in Brad by Oct 1949 so must have reop – when?* Described as **Halt** in *hb* 1938 and 1956 editions.
In view of compiler's insistence elsewhere that space is at a premium, and that items must be condensed, it's surprising to find room for the material about Pvt Fidler...
CHWILOG: temporarily clo (because of storm damage to line) 24 Jun 1935 (*Liverpool Echo*, 24 Jun 1935); reop 13 Jul 1935 (LMS *PCC no. 141* of 11 Jul 1935)
CILFYNYDD: "Since being closed the running of passenger trains from Cilfynydd has only occurred on special occasions such as the British Legion annual outing or a local church trip. The station is now being demolished." (*Pontypridd Observer* 13 Jan 1940).
Add: CILGERRAN: see KILGERRAN
CILIAU-AERON: 'Aeron' added by GWR *Wtt* supp dated Nov 1911 (RAIL 937/106)
CILMERI: 31 Aug 1936 date of conversion to halt confirmed by LMS *PCC no. 195 (better provenance)*. clo 27 Aug 2020 (derailment near Llanelli); reop 14 Nov 2020
CIRENCESTER TOWN: note use of goods siding by excursion trains and of horse box siding by regular train on 25 July 1895 (*Western Daily Press* 26 Jul 1895).
CLACHNAHARRY: shown specifically in "Stations Closed" in subsequent *Brad* as (Wed) 30 Apr 1913 rather than (Tue) 1 Apr 1913 *so one must question whether it was down to "inertia" – if the latter, wouldn't Brad be more likely have picked the first of the next month? So it perhaps puts 1 Apr date as the one to be questioned…. Keith Fenwick put clo as approved by HR board min. of 25 Feb 1913 so there was plenty of time for HR to advise Brad – or to have postponed the clo. One wonders what local press said… (At this time, first of month – regardless of day of week – would have been quite normal). Keith Fenwick added: "I have not seen the local papers for this closure. … We do have copies of a three Weekly Circulars for May 1913, the earliest of which is the week starting Sunday 11th May. This mentions that also that until further notice, a morning up and evening down train would call at Clachnaharry for workmen involved in the widening."* So, regardless of whether clo was 1 Apr, 30 Apr or 1 May, there was continuing "non-tt" use, at least during May 1913, *for which that provenance can be given.*
CLACTON-ON-SEA: deletion of suffix ***by*** **May 1960** *(hb l L.10 of May 1960 – this was **not** an abberation as the instruction was also carried in GIC A2/2 of 10 Apr 1961) – but not carried into public t.t. until 1969 where Cl. picked it up. Note, of course, that the "and…" suffix was not shown in the station bank – only as a footnote (and in index).*

CLANDON: addition of "for Newlands Corner" suffix: *Cl pap* give 25 Mar 1928 citing unspecified railway circ/notice; change is shown in Railway Notices in (e.g.) *Brad* Dec 1928 (having not been in equivalent listing in their Jan 1928 issue)
CLAPHAM NORTH YORKS: suffix *(which appeared only in index)* changed from (Yorkshire) to (North Yorkshire) from tt 5 May 1975 (and unchanged still at 1979 tt)
CLARBESTON ROAD: resited sta op Mon **13** Jul 1914 (report in *Haverfordwest & Milford Haven Telegraph* 15 Jul 1914)
CLARKSTON on East Kilbride Line: "& Stamperland" still appeared in tt 7 May 1973, suffix deleted with tt 6 May 1974 *(despite what BLN 241/243 said)*. **However,** announced as to be renamed (dropping suffix) from 5 May 1973 tt by LMR WON WE1 16/17 of 21 Apr 1973 – see APPENDIX 1 – *so the renaming may have pre-dated the alteration to the public tt* . clo 25 Jan 2025, reop Sun 18 May 2025 (electrification works - https://www.railengineer.co.uk accessed 18 Oct 2025)
CLECKHEATON [LY]: 12 Jun 1961 renaming confirmed by GIC A2/5 of 29 May 1961 *(better provenance)*
CLELAND (a): 15 May 1867 op date does not appear in *G&S* (but *Cal.* confirms it as date of passenger op for Holytown – Newarthill – Cleland – Newmains – Morningside line). 1 Dec 1930 clo date source: list produced by LMS Northern Div (undated) in *Cl pap* and confirmed by *SoL GIC A/488 of 28 Nov 1930* (*better provenance)*
CLEOBURY MORTIMER [GW]**:** ceremonial op Fri 5 Aug 1864 but regular services did not start until date shown (*Tenbury,* pp.30-32)
CLIFF COMMON [DV]: a formal Agreement between DVLR and NER dated 28 Jul 1913 spelled it **Cliffe** Common
CLIFFE PARK: 28 Sep 1936 date of conversion to halt confirmed by CLC FC Circ. no. 465 of 26 Sep 1936 *(better provenance)*
CLIFTON near Manchester: clo 2 May 2015 (Farnworth tunnel work); reop 14 Dec 2015
CLIFTON near Penrith
CLIFTON MOOR: op (Mon) **3** Aug 1863 (*Newcastle Journal*, 1 Aug 1863, p.2) *1 Aug date had been conflated with that of NER taking over S&DR.*
CLOCK FACE: clo 18 Jun 1951 confirmed *Co n* in cited *Runcorn Weekly News* p.5, and also by LMR W1 WON of 16-22 Jun 1951
CLOWNE: addition of the final "E" was confirmed for Mid. pass. sta. and both Mid. and GC goods depots from 18 Jun 1951 in LMR Opg.Circ. 55 dated 31 May 1951 (the GC pass. sta. was not open at that stage but the final "E" **was** used when the sta. reop. in summers 1961 and 1962). The intention in use of word "confirmed" is simply to support the "settlement" from 18 Jun 1951 of the work's text (the Opg.Circ is a more worthy source than *Brad*). The Opg.Circ would surely be taken to mean that previously there had been no "E" and that any prior such use had, indeed, been either unofficial or incorrect.
CLOWNE & BARLBOROUGH: unprovenanced note in *Cl pap* shows *unadvertised* continuance of single SSuX round trip Chesterfield – Elmton & Creswell until Fri 23 Jul 1954 incl. (The sentence, under CLOWNE SOUTH, starting "Note *Cl pap, no source…"* should be attached to this entry instead).
CLOWNE SOUTH: "Clowne – Proposed Renaming of Station: Commencing with the May *[1938]* issue of the L&NECo's Public Time Table, Clowne *(sic)* station will be renamed 'Clown *(sic)* & Barlborough' ". *(CLC CF Circ. No. 543, 11 Feb 1938 and confirmed by GWR SoL GIC A/874 of 13 May 1938*) – hence spelling used in cited *hba* May 1945. Therefore, need to make clearer that (a) that prior to May 1938 station was simply CLOWNE, (b) 1938 to 1951 was CLOWN & BARLBOROUGH, (c) from 18 Jun 1951 was CLOWNE SOUTH.
The unadvertised summer Saturday calls (as CLOWN**E** SOUTH) were shown in *Wtts* ***only*** for 1961and 1962 (first call 17 Jun 1961, ***last call*** 8 Sep 1962) (*similar trains shown running through but* ***not calling*** *in summers 1960, 1963 and 1964 Wtts*) (RAIL 909/various).
Final sentence in work (about Chesterfield – Elmton & Creswell train) applied to **Mid**. station and line, not the LD&EC, so transfer it to CLOWNE & BARLBOROUGH entry.
CLUBMOOR: op 1st Apr 1927 given by CLC Sec & Mgr letter 18 Apr 1945 *in Cl pap* but *hbl* 63 of Apr 1927 gave **14** Apr 1927 (no Halt suffix mentioned there). *1st was a Friday, 14th was Maundy*

Thursday – neither seems self-evidently correct although first of month still prevalent then. Reader's letter in *Liverpool Echo* of 6 Apr 1927 referred to new station as still under construction (i.e. not yet open) which **points to 1st Apr having been a typo.** Deletion of previous Halt suffix given in Railway Notices in (e.g.) *Brad* Dec 1928 (having not been in equivalent listing in their Jan 1928 issue).
CLUNDERWEN: GWR notice dated 10 Nov 1875 "on and from **this date** NARBERTH ROAD renamed CLYNDERWEN" (RAIL 253/228)
CLYDACH near Abergavenny**:** converted to halt 1 Nov 1932 (*Merthyr Express* 22 Oct 1932)
CLYDACH COURT: Clydach Court Platform shown with passenger service in TV wtt of 14 July **1916** *(is the Brad date a typo?).* Clo 28 July 1952 (*Pontypridd Observer* 2 Aug 1952) *(better provenance)*
CLYDACH VALE: *Cardiff Times* 2 Jun 1900 reported that workmen's train had been running between Penygraig and "Cambrian Colliery, Clydach Vale" "for some months". *WRRC Newsletter* no. 180 *(which may be quoting* The Ely Valley Railway *(Oakwood Press))* says trains ran from 5 May 1899 until mid 1926 (strike), and agreement terminated 19 May 1931. *It would be helpful to have a cross-ref entry for CAMBRIAN COLLIERY.*
CLYDEBANK [NB]: 14 Jun 1965 renaming: *Cl pap* cite GIC
CLYNE: for what its worth, as a source, *GW H* agrees 1 June 1905 op date (same as for MELYNCOURT)
Add: CLYNIN: does the unauthorised stopping of trains at Clynin (and elsewhere) qualify for inclusion? (*see* C C Green *The Coast Lines of the Cambrian Railways Vol. 2,* Wild Swan, 1996, p.63 – this is **not** the volume already cited in Combined List of Sources)
CLYST ST MARY & DIGBY: clo 27 Sep 1948 confirmed by BR correspondence at AN13/2314 *(better provenance).*
COALBROOKDALE (a): amendment to RCH distance tables for GWR show distance point here moved 19ch west from 1 Aug 1884 – *by no means certain it actually represented any change to physical location of passenger sta. from that date – c.f. Much Wenlock!*
COALPIT HEATH: op (Wed) 1 Jul 1903 confirmed by GWR SoL Circ. 1447 of 24 Jun 1903 (RAIL 253/482) *(better provenance).*
COCKFIELD FELL: op (Mon) **3** Aug 1863 (*Newcastle Journal*, 1 Aug 1863, p.2). *1 Aug date had been conflated with that of NER taking over S&DR.*
COCKFIELD SUFFOLK: suffix Suffolk should properly be in parentheses (see, for example, Nov 1927 alterations in RAIL 943/13)
COCKING: had no Sun service - *would normally use the Mon w.e.f. date.* Although clo date specifically given as Sun 7 Jul 1935 in LMS *PCC no. 135*, note that *West Sussex Gazette* **25 Jun** 1935 (clearly based on SR press notice) gave closure "as from Jul 8" (i.e. Monday)
COEDPENMAEN: unstaffed (coverted to HALT) 26 Nov 1906 (TV Traffic Committee min 1215, 4 Dec 1906 (RAIL 684/17)). *Brad* – in its Stations Closed column (Sep 1915 issue consulted) – gives clo. (Mon) **31 May** 1915. *However, it is possible they simply give the last day of the month in which the sta. was open…..*
Location to read {Cilfynydd – Berw Road}
COFTON FARM and **COFTON**: see paper by Ray Shill in *RHRG 34.*
COLCHESTER TOWN: op as ST. BOTOLPH**'S STREET** according to *Co n* in *Essex Standard* 2 Mar 1866 (and repeated in later issues). Reports in *Suffolk Chronicle* and *Ipswich Journal* of 3 Mar 1866 mirror that usage**.**
COLD MEECE: Beware that LMS Operating Dept list of war factory stations (document A86/1 dated 25 Sep 1945 – see APPENDIX 4) wrongly gives op 3 Aug 1941 but that was only commissioning of Swynnerton Junction, **not** start of services. M(ike) **Christensen**'s surname has been mis-spelled *(he should not be confused with the writer with a slightly different surname)*. He also confirms date of last train Fri 27 Jun 1958, so w.e.f**. 30 Jun** 1958.
COLD NORTON: clo 11 Sep 1939 confirmed by *hbl L15 (better provenance) – start of WW2 emergency service*
COLEFORD [SW Jt]: see **1933 ****
COLEFORD JUNCTION (c): for specimen of the advert for "picnic carriages" see *Bristol Mercury* 16 Sep 1889, p.5, and *Bristol Times* 29 Sep 1894, p.8.

COLESHILL (b): 1 Apr 1904 was **not** by *hbl* (they didn't start until 1910) but by RCH Goods Manager's Conference min. 7476 b of 28 Apr 1904 (RAIL 1080/188).
COLINDALE: clo 7 Jun 2024 (rebuilding); reop 20 Dec 2024 (https://tfl.gov.uk/info-for/media/press-releases/2024/december/colindale-tube-station-scheduled-to-re-open-following-first-phase-of-major-upgrade (accessed 7 Feb 2025)
COLINTON: see commentary under BALERNO
COLLINGTON: clo (as COLLINGTON WOOD HALT) Sep 1906 and reop (as WEST BEXHILL HALT) **1** Jun 1911 confirmed by LBSC list of halts (produced by SoL's timetable dept dated 15 Aug 1914, reproduced in *The Brighton Circular* Spring 2012)
COLNBROOK: op 9 Aug 1884 confirmed by GWR SoL Circ 529 of 8 Aug 1884 (RAIL 253/228)
COLWALL: op Fri 13 Sep 1861 (*Co n Hereford Times* 14 Sep 1861 was correct so do not be confused by the adjacent second advert! All is explained by *Bell's Weekly Messenger* 14 Sep: limited service 13 & 14, increased service from 16th as shown in *Co n Worcester Journal* 14 Sep)
COMBE HAY: clo 22 Mar 1915 *GM's report 12 Jan 1917.* Clo 21 Sep 1925 confirmed by Passenger Train Service Committee minutes for winter 1925 (RAIL 250/786) and GWR Bristol Diary (RAIL 253/545) *(either is better provenance)*
COMMERCIAL DOCKS: *Co n* in *South London Local Journal* 22 Apr 1856 renders it as … **DOCK** (singular) - as does *Brad* for e.g. July 1857 (so *Cl* seems to be wrong; **no** *Co n* (advert) traced in cited issue of *Times* – nor in any other issue of that paper in April 1856). The assertion that Southwark Park was on the site of Commercial Docks station appeared in *RM* Nov 1902, p.478 although plan at *D&C 3* (1969 edn), p.29, implies that was not so; Alan A Jackson, *London's Termini* (1969), uses exactly the same plan at p. 154
COMMERCIAL STREET: see also **1904 June 1** (as amended, below). The late Colin Chapman (an assiduous TV researcher) recorded that Mill Street and Commercial Street closed 'on 1 Jun 1912' – that being a Saturday, presume it to have been the last day – hence clo. w.e.f. **3** Jun 1912.
As an aside, final sentence seems to go against all strictures about saving space.
COMMINS COCH: local request for a halt here rejected by the Cambrian in August 1915 (RAIL 92/13, Min. 12763)
COMPTON near Wolverhampton**:** op 11 May 1925 confirmed by GWR CGM/SoL circ R.1639/F.4155 of 9 May 1925 (RAIL 253/482) *(better provenance).* The cited *Dudley Chronicle* report appeared in the issue of **21** May 1925
CONWIL: reop **Mon 12** Aug 1861 confirmed by *Welshman* 16 Aug 1861. See evidence and discussion at *Chron.107/11*
CONWY
CONWAY MORFA: evidence of actual use – see *Montgomeryshire Express* 24 July 1906 and *Radnor Express* 26 July 1906 (reference to Morfa Siding)
COODEN BEACH: converted to station from Sun 7 Jul 1935 in LMS *PCC no. 139* also extract of SR circular in *Cl pap.* **Beware:** *RCH distance tables advice no 57/9 of 14 Apr 1936 somewhat misleadingly listed 7 July 1935 as a new opening.*
COOMBE LANE: most calls withdrawn when railmotor-worked local trains ceased 15 Mar 1915 *(hence clo of Bingham Road and Spencer Road halts)*. The once a week calls at Coombe Lane continued after Feb 1916 (merely moved to a column note in a different page of *Brad),* right through to Dec 1916 issue – ceased with withdrawal of vestigial train service 1 Jan 1917
COOMBE JUNCTION HALT: suffix HALT restored 18 May 2008 (communication from First Great Western). *Not clear why HALT is given in name for this entry but not for other halts.* See 2 Dec 2025**
COOMBES HOLLOWAY: op 1 Jul 1905 confirmed by GWR notice reproduced in Hale & Williams *By Rail to Halesowen* (authors, 1974) p. 28 *(better provenance).*
COPPER PIT: op 1 Dec 1914 (described as HALT*) (GWR Wtt supp. Jan 1915 - RAIL 937/116)*
COPPULL: comparison of OS plans suggests pass station was – in 1895 – moved *sideways* (rather than longitudinally – why else would Clinker say 'west' on a north-south line?) – possibly with quadrupling? – so does it really count as a new station? The goods depot, on the other hand, **was** moved from one side of the line to the other. *LNW Dates* (RAIL 1005/260) merely says "New station opened" – and 'new' station could just be a new *building* rather than relocation…..

CORBY (a)**:** Mar 1957 renaming (but not specific date) confirmed *post hoc* by LMR Opg.Circ.339 dated 11Apr 1957

CORFE MULLEN: "East End" suffix ***not*** in *Wtt* 14 Sep 1931 (OPC reprint). Location shown thus: **Corfe Mullen** *(East End)* **Halt** in S&DJ timetable wall poster for 25 Sep 1939 emergency service (reprint of poster available at Shillingstone station, North Dorset Railway Trust, 2011) *which could leave one wondering whether East End was intended to be "descriptive" rather than part of the title…*

CORKERHILL: op Mon 16 Apr 1923 ((Glasgow) *Daily Record & Mail* 13 Apr 1923, p.2) to serve suburb of Mosspark. Described in report as Halt, with service only to/from Glasgow, "no passengers being carried between Corkerhill and stations west thereof." *Does the 1926 hbl date represent elevation to 'station' status? (it was described as a 'station' in Daily Record & Mail 29 July 1929).*

CORNWOOD: op date as late as 1 Sep 1852 is strongly questioned. *Royal Cornwall Gaz* 4 June 1852 carries an advert (dated 28 May 1852) for a farm which refers to *"the recently opened Passenger Station at Cornwood Road"* – so it must have been opened *by the end of May* (if not earlier); this lends some credence that it really was so named at op. The *Western Courier* 14 July 1852 report of the South Devon company's EGM of previous day – while slightly enigmatic – when taken with an advert in the same issue which refers specifically to Cornwood Station (as opposed the goods siding which it also mentions), must surely be read as indicating that the station was indeed open (whereas Exminster clearly was not yet "made" by that date). Brunel's report in *Western Courier* 25 Aug 1852, p.5, that Cornwood had been **built** in half-year to 28 July 1852 does not say whether or not the station had been staffed and opened – but if Cornwood had been built, why not open it....

CORRIS: op Wed 4 Jul 1883 confirmed by *Y Genedl Gymreig* 11 July 1883, p.7 *(better provenance)* [same applies to initial intermediate stopping places]

CORRWG MERTHYR NAVIGATION COLLIERY: see Simmonds *A History of the Port Talbot Rly & Docks Co and the South Wales Mineral Rly Co* (Vol. 2, p. 365): Corrwg Merthyr Navigation Colliery on Whitworth branch op 1 Aug 1920. But such service **not** in last PTR *Wtt* dated 19 July 1920 (RAIL 981/408**) nor** in GWR *Wtt*s July 1922 (after they had absorbed the PTR) to Oct 1923; restored *(or started?)* by *Wtt* supplement 17 March 1924 (RAIL 937/137) but soon disappeared again – not in July 1924 *Wtt* (RAIL 937/138) nor subsequent; colliery abandoned early 1925. This was **not** the same as WHITWORTH COLLIERY.

CORSTORPHINE: op: reference to *Edinburgh Evening News* should include *Co n* (as the SAUGHTON entry already does).

CORWEN [GWR]: *Welsh Railway Archive* Vol.V no.5, Nov 2012, refers to pre-opening special passenger trains: on 14 Jan 1865 (a single carriage for the Ll&C chairman's guests) and "in April" for "invited guests". The report of opening of Ll&C line to Corwen on 8 May 1865 in *Wrexham Weekly Advertiser* 20 May 1865 is not entirely clear that trains did run to the Corwen & Bala's station, while the cited *WRA* article, p.124, explicitly says (without provenance) that they "terminated at temporary station near the junction with the DR&CR." and later adds: "The permanent station in Corwen was ready in October [1865]". However, as Baughan (*D&C 11*, p. 138*)* says, in inspecting and approving the Ll&C, Capt Rich had also inspected and approved the 68ch of the C&B, including Corwen station (MT6/251/1 report of 29 Apr 1865 pp. 5 and 6), so the Ll&C did, indeed, start using the permanent Corwen station from 8 May 1865.

CORWEN temp from Denbigh [DR&C]: *Wrexham Weekly Advertiser* 26 Aug 1865 reported that the junction between the DR&C and C&B had "been formed" on Thu 24 Aug 1865 – thus implying that DR&C trains henceforth used the C&B station and closed their own temporary station (indeed, why would they not do so immediately?). This change was not recorded by the *Carnarvon & Denbigh Herald* but was affirmed by report in the Wrexham paper a week later of a movement which took place on 31 Aug ("this town" being Corwen, and the "Great Western Station" being the C&B station). This all has to be set against the statement in the DR&C's report to the Half-yearly shareholders' meeting of 14 Apr 1866 (RAIL 1110/97) (which ought to be more cogent than the sources cited in text) that the opening date was 1 Sep 1865. *One hesitates to adjudicate….but add the further complication that Capt Tyler did not inspect the new section (which actually belonged to the C&B company) until some date between 4 and 11 Oct 1865 (see MT6/35/18) – and yet passed no comment on the fact that trains were (allegedly) already running over it….*

The cited DR&C "Alterations for September"advert in *Carnarvon & Denbigh Herald* (2 Sep 1865, p.1) says nothing whatever about a change of station being effected so no inference about closure date of the temporary station can be drawn. Doubtless the through carriage workings mentioned between the DR&C and Ruabon started from 1 Sep, but use of the C&B station by DR&C trains could indeed have started earlier than 1 Sept.

CORYTON [Cardiff]: Renamed from CORYTON HALT to CORYTON HALT (GLAM) *(sic*) "forthwith", according to GWR GM circular 3011 of 17 Sep 1926. Comparison between the OS 25" sheets revised 1915 and revised 1940/1 shows that the halt was **not** moved in 1931 – it was always on the east (**not** south – the line is running due east-west there) side of the road overbridge. Although, on the 1940 plan, the halt's *name* was shown west of the bridge, the *platform* itself is clearly shown east of that bridge – just as in 1915. *When the line beyond was closed in 1931, only the platform on the south **side of the line** was retained - perhaps this gave rise to the misconception?* Was "Halt (Glam.)" until tt supp 2 Oct 1966, became "Halt" *(no county)* tt 6 Mar 1967, dropped suffix completely tt 5 May 1969.

COSFORD:op date *to the public* confirmed as (Monday) 31 **Jan** 1938 by GWR Chester Division Report 1938 (*Cl pap*) *(Clinker has made a transcription error with his 31 **Mar** date – a Thursday).* Date of the *Western Daily Press* item was 29 **January** 1938, p. 6 – it also included Malswick's opening date of 1 Feb 1938 – and reports Cosford opening "on Monday next" (i.e. 31 Jan); see also *Chron 91/16.*

COTTINGLEY: ORR approval for closure given Feb 2023 (see ORR website https://www.orr.gov.uk/rail-guidance-compliance/network-access/station-depot/closures) – to take effect as soon as new station WHITE ROSE opens but project in limbo (at Decemeber 2025).

COUNTER DRAIN: first appeared in **GNR** tt **Aug** 1866 *(so op with line).* Bourne - Spalding line clo on account of floods 9 Oct 1880 (*Lincolnshire Free Press* 12 Oct 1880), reop 2 Feb 1881 (*Boston Independent* 12 Feb 1881 - not as shown in Greville & Spence). [same applies to TWENTY and NORTH DROVE]

COVENTRY ARENA: op better provenance https://www.coventrytelegraph.net/news/coventry-news/video-first-trains-pull-coventry-10750990 (accessed 2 Dec 2021) or *BLN* 1249 item 130 (illustrated!); see 18 Jan 2021**

COWBRIDGE: clo 1 Dec 1875, reop 13 Dec 1875 (but a special ran on 7 Dec 1875) (TV directors' min. 14 Oct 1875: "Notice shall be issued through the secretary of the Cowbridge Rly. Co. for closing the line for repairs from and after the 30th November next."; *Western Mail* 2 Dec 1875: "Business on the Cowbridge Rly. ceased on 1st of the present month in order to allow the line being put in thorough repair. …. On the occasion of the Fat Stock Show at Cowbridge on Tuesday next *[i.e. 7 Dec]* a special passenger train will run."; TV director's min. 23 Dec 1875: "Secretary stated that passenger traffic had been resumed on the Cowbridge Rly on Monday 13th December." [same applies to LLANHARRY and YSTRADOWEN**]**

COWLEY near Uxbridge**:** op 1 Oct 1904 confirmed by GWR SoL circ 1529 of 23 Sep 1904 (RAIL 253/482) *(better provenance).*

COX GREEN: "reduced in status to unstaffed Halt on and from 2nd October [1961]" *(GIC- issue number not retained)*

COXBENCH: there had been a Sunday service in 1925 - was that still booked in 1930? However, LMS *PCCirc* no. 150 (and fortnightly M1 notice) specifically said "on and from Sunday June 1st" for service withdrawal (so presumably it did not run on 1 Jun and that date must be w.e.f. date).

CRAGG MILL: appears as such in Y&NB account book of daily takings (RAIL 772/131) of 1849 *but was **not** listed with those three Newcastle – Morpeth intermediates which **did** op with line, so must have op. between 1847 and 1849 – not as speculated in text.*

CRAIG-Y-NOS PENWYLLT: Temporary platform constructed at **Bwlch Siding** for the diva (*whose forename was Adelina, **not** Adeline)* for her arrival 4 June 1880 (*Carmarthen Journal* 11 Jun 1880) – presumably the first such use, otherwise it wouldn't have been news-worthy. She had purchased Craig-y-Nos Castle in 1878. Although choice of Bwlch seems perverse, road access from Penwyllt station to the castle wasn't exactly direct! If she arrived (?from London) via Brecon the road down from Bwlch summit to the castle would not be so strange. N&B directors' mins (RAIL 505/6) rather suggest that (a) nothing permanent transpired at Bwlch, and (b) private waiting room at

Penwyllt was not implemented until 1892/3. *Arguably part of this should be a separate entry as Bwlch siding was some 2½ miles north of Penwyllt.*
CRAIGEND: see commentary under new entry LENNOX CASTLE HALT
CRAIGENDORAN: the separate pier platform (bay pfm) last had regular service on Sunday 10 Sep 1972 *(Wtt)*. The abbreviation *Wtt* at end of text should be in parentheses (otherwise it may be assumed that platforms last used in *Wtt dated* 10 Sep 1972)
CRAIGLEITH HOSPITAL: need to add "[Cal]: near Crew Jn, Edinburgh" and to give a proper citation for the internet item, viz.
https://www.crassoc.org.uk/forum/viewtopic.php?f=6&t=955&p=6101 (accessed 19 Jan 2025).
CRAIGNACAILLEICH: the 10 Sep 1951 *Wtt* (for example) spells this location as CRAIGNACAILLE**A**CH, with calls as follow: 0605 Oban – Glasgow to pick up school children for Callander (no return); 1205 SO Oban to pick up railway employees; 1710 SO Glasgow to set down (RAIL917/24)
CRANLEIGH: addition of 'for Ewhurst' given (without date) in *RCH distance tables advice no 66/12 of 26 July 1938.*
CRAY: *adveet* in text should read *advert*
CREECH ST. MICHAEL: op 13 Aug 1928 and status as halt confirmed by GWR opening poster (preserved at Bishops Lydeard, West Somerset Rly)
CRESSINGTON: **no** mention traced in *D&C10* (neither the 1978 nor the 1986 editions) of this station being in "non-tt" use prior to 1 Mar 1873 public opening and the only press reference found in *BNA* is a non-railway advert in *(Liverpool) Daily Post* 9 May 1873 which describes it as the "New Cressington station
CRESWELL DERBYS: (re-)op 25 May 1998 confirmed by BR re-op leaflet, but **without** county suffix.
CREWE
[LMS] "**non-tt station** on branch from here": it was not so much a 'branch' as located within a clutch of sidings on the south (Down) side of the Chester line (on the north side of Wistaston Road), just short of Steelworks signal box. Unadvertised passenger services commenced with the closure of various ex-NSR installations at Stoke and the transfer of their workforces to Crewe: the formal closure date for the Stoke loco works was 31 December 1926 but the process extended until July 1927 [*The North Staffordshire Railway*, Manifold, 1952 p.163], so an opening date of January 1927 seems entirely likely (although no primary source found). The single platform (it only had a face to No. 1 Through Siding – the track closest to the Chester line) was in the sidings area of the carriage works (closed 1938) but served for workers in the main loco works located opposite it, on the other side of the Chester line. The platform has also been referred to - at various times and in various railway publications - as Wistaston Road (platform), Crewe EMC (Electrification Maintenance & Construction) Depot, (Electric) Maintenance Depot, and Crewe DED (believed to be District Electrification or Electric Depot). The platform also hosted various "open days" – such as 19 Apr 1970, 24 Apr 1972, 2 June 1984, 4 July 1987 – for which public services were provided; 'Crewe Rail Depot' *(very ambiguous!*), 'Electric Traction Depot', and 'Crewe Wistaston Road' were variously used in advert and ticket for the 1970 open day, but 'Crewe Electric Maintenance Depot, Wistaston Road' for the 1972 open day leaflet.
CRIANLARICH [NB]: deletion of "UPPER" 1 Nov 1965: *Cl pap* citing Gerald Aston
CRIBBWR FAWR COLLIERY PLATFORM: why the PLATFORM suffix given here but not elsewhere? What is given here makes faces at what is given under PORT TALBOT OLD DOCK so the entries (and that for NEWLANDS – part of same workers' service) need co-ordinating. Detailed commentary given under PORT TALBOT OLD DOCK. *The (incorrect) start date of 10 May 1918 appears to stem from a mis-reading of PTR Engineer's report of that date at RAIL 1057/1528 which said the trains had already been brought into use.* The PTR working timetable dated July 1920 (RAIL 981/408) shows calling points as: PORT TALBOT DOCKS; NEWLANDS HALT; and CRIBBWR FAWR COLLIERY AND HALT (trains were timed to continue to/from Waterhall Jn – but that was only to run round).
GWR *Wtt* dated 10 Jul 1922 (first GWR to include Pt Talbot Rly - RAIL 937/132) shows no such service *so when had it ceased (or why was it omitted)?* Resumption (if any) has not been traced in

period up to 1925 nor after 1930 – *the period 1925 to 1930 still needs investiagtion – so did it ever resume?*

CRICCIETH: See **17 Oct 2020****

Add: CRICKET GROUND: see WARWICK ROAD [MSJA], below

CROESOR JUNCTION: TANLAN name (**no** hyphen on printed WHR conductor's waybill) was used only during period from *at least* Aug 1923 until stopping place became advertised as Croesor Jn. in 1927

CROGEN HALL [GW] (non-tt): The only known primary source in respect of this site is a GWR Chester Division 1923 plan (RAIL 253/156, page 453) where it is given as "SHOOTING PLATFORM", 66 feet long, at 22m 34ch (so yes, it is same site).

CROMER [MGN]: Beach suffix dropped "forthwith" according to ER Circ. 41 dated 30 Oct 1969 *so date should be prefixed "by"as it would already be in effect by the time the notice had appeared*

CROMFORD [Mid]: clo 25 Aug 2018 (remodelling of Derby station); reop 8 Oct 2018

CROSS GATES near Leeds: Dawson *Yorkshire's First Main Line* (RCHS, 2020, p.69) records this "order by the board to be discontinued from 8 Nov 1834" – so needs a reop date (Dawson offers only "by 1837"). *Leeds Mercury* 27 Sep 1834 renders Cross Gates as two words - contrary to statement that it was one word before 1877.

CROSS KEYS (b): although two words in NR's public timetables up to and including Dec 2021 issue and in *Wtt* (section PB08) still at May 2022, it was only **one word** (as at Aug 2022) in the following:

(i) NR's Sectional Appendix Table A line GW770;

(ii) all online journey planners;

(iii) the station's nameboards (see https://commons.wikimedia.org/wiki/File:Cardiff_Central_train_at_platform_2,_Crosskeys_station_(geograph_6325634).jpg);

(iv) http://www.railwaycodes.org.uk/stations/stationc.shtm.;

(v) *South Wales Argus* 2 June 2008 report of opening;

(vi) Network Rail's public timetable 128 (which was at last altered to the single-word version **from 9 Jan 2022**).

However, TfW's timetable leaflet for the Ebbw Vale line dated 12 Dec 2021and 15 May 2022 remain ambivalent, showing one word on the route plan on the cover, but two words in the tables.

The locality seems to go under the name Crosskeys (one word) so that seems to be definitive.

Proper citation for press reference to opening date in 2008 should read:
https://www.southwalesargus.co.uk/news/2311567.next-station-iscrosskeys/ (accessed 3 Dec 2021)

CROSSFIELD: so at what period does *@JF* think the workers' service ran? and what evidence is there for it? If later than 1874, did it also involve use of Eskett sta.?

CROSSGATES FIFE: suffix Fife should properly be in parentheses

CROSTON ROYAL ORDNANCE DEPOT: according to LMS Operating Dept list of war factory stations (see APPENDIX 4) op "from [Mon] 27 Jan 1941 to [Mon] **11 Aug** 1941" *(presume both are wef dates).*

Add: CROW MILLS VIADUCT: in 1840 and again in 1852 the viaduct (between Wigston and Countesthorpe, Midland Railway) was broken by flood damage and passengers walked from one side to the other – refer to John Gough's *Mid.* and notice in Dec 1852 *Brad*

CROW PARK: see BLN 1459.2622 which questions whether this was actually COAL PARK HALT. *Although no Coal Park Lane is shown on 25" OS for 1908, Coal Park Terrace (off Swanwick Lane) does appear in advert in Hampshire Independent 25 May 1918. However:* from L&SW *Wtt*s from 1 Oct 1914 to 4 Oct 1920: the only relevant item is that some 62ch east of Bursledon was Bursledon Siding - shown only in the down (eastward) table, serving the brickworks. Needless to say it was served only by down goods trains - and there was no mention or hint of any unadvertised passenger halt between Bursledon and Swanwick. Therefore, one can but regard Crow (or Coal) Park Halt as "not proven". As an aside: there was extensive *Wtt* coverage of the undervertised workers' services at Holton Heath from summer 1916 (so L&SW would not be bashful about another unadvertised workers' service....).

CROWCOMBE: deletion of HEATHFIELD 1 Dec 1889 confirmed by GWR GM Circ 1322 (RAIL 253/229)
CROWTHORNE: 1928 amendment from W C FOR C included suffix CROWTHORNE **FOR WELLINGTON COLLEGE** in Railway Notices in (e.g.) *Brad* Dec 1928. Wording "C for Wellington College according to notices in *Brad*" should make clearer that it still refers to name change in 1928. Site had been used 2 June 1856 for **temporary station** for laying foundation stone of college (advert *Morning Post* 27 May 1856).
CROUCH HILL: clo 26 Sep 2016 (electrification work), reop 27 Feb 2017; clo 19 Nov 2017 (electrification); reop 15 Jan 2018.
CROXALL: the second "renamed O" should read: "renamed CROXALL; the ultimate source (as given in *Mid.* itself) for that 1 Dec 1856 date is that this was the first appearance as such in *Brad.*
CROXLEY [Met/LNE]: Croxley Green in LT Met line tt 27 Sep 1948, Croxley in LT Met line tt 23 May 1949
CRUMLIN
CRUMLIN LOW LEVEL [GW]**:** new station (not clear whether that was merely new *building* rather than new *location*) op **Thu 8** Oct 1857 (*Star of Gwent* 17 Oct 1857). 1881 renaming was from CRUMLIN (MON.) and date confirmed by GWR Circ. no. 637 of 25 Aug 1881 *as cited for Pontypool Crane St renaming (better provenance than from a third party)*
CRUMLIN HIGH LEVEL [GW]**:** the cited press ref to new sta 8 Oct 1857 referred to the *Western Valley station* (i.e. Crumlin Low Level) ***not*** the NA&H. The temporary CRUMLIN pass sta (1855-7) was on east side of valley, final station was on west side – the latter more likely having op 25 May 1857 (with the extension over the viaduct and to Tredegar Jn). 1881 renaming was from CRUMLIN (MON.) and date confirmed by GWR Circ. no. 637 of 25 Aug 1881 *as cited for Pontypool Crane St renaming (better provenance than from a third party)*
Add: CRUMLIN BURROWS [GWR Vale of Neath] (non-tt): a facility was provided for several trains on Wed 31 July 1867 for the Glamorganshire Review (*Swansea & Glamorgan Herald* 31 Jul 1867 p.2) - refers to a "siding" but in that special trains in both directions were to be dealt with in quick succession, disembarking and later embarking troops for inspection and with kit, "platforms" seem more likely. *Cardiff Times* 27 July carried the general orders. The location was about 1 mile west of Briton Ferry Road station (where the public for the event were dealt with). *Not to be confused with the next entry of same name (which is to be deleted).*
CRUMLIN BURROWS [RSB]: delete entry. This is a mistaken duplication of Baldwin's Halt (q.v.). If any x-ref is to be given to this name, then the spelling should be **Crymlyn** Burrows (as used in some of the relevant minutes). The reference to Crumlin Burrows colliery is misleading as that was at the far side of the Burrows (which stretched for a couple of miles).
Add: CRYMLYN BURROWS: see BALDWIN'S HALT; name is partially Welsh spelling of CRUMLIN BURROWS (to go the whole hog it should be Crymlyn tyllau)
CUDWORTH: delete [HB] section *(which seems to have got itself bound up into [Mid.] entry)* - there was **no** H&B ***station*** at Cudworth – they had a *platform* dedicated to their use but manned and worked by the Mid. as **part of that sta.** *The Hull & Barnsley Railway Vol 2* (Hinchcliffe (ed.) *et al.*, Turntable, 1980), pp. 33/34 says: "At Cudworth there was a single platform, connected to the Midland Railway station by an iron girder *[foot]* bridge. ... The two stations *[the remainder of the text and other evidence make clear that "station" is the wrong word here]* at Cudworth were worked by Midland Railway staff, the Hull & Barnsley paying a share of the working expenses proportional to their use. This was agreed on 24 January 1885, and the terms are printed in Schedule D, attached to the Act of July 1885. By this the Midland Railway was empowered to construct a temporary passenger station and connection with its main line. This was to be 'maintained by the H&B as part of its system or by the Midland Railway on its account.' The Hull & Barnsley was to advance the estimated cost of £20,000." The *platform* originally used – and subject of a clear photo (e.g. *Railway World* Jun 1960 p. 188 and May 1975 p. 204) of the single H&B *platform* separated from the Mid. island platform by H&B run round loop plus another two tracks – was in passenger use for H&B trains only from 1885 to 1900. The Mid. weekly notice (bolstered by the signalling plan from North box of 1900) shows that from 22 Apr 1900 the original platform used by the H&B was downgraded to siding status and H&B passenger trains moved to the back of the island platform alongside the Up

Slow (later redesignated Up Fast). The 1904 *hb* for Cudworth shows (extracted passenger element only):

P	)	(	Mid.	Masboro' and Normanton
	) (Station, Mid)	(		
P	)	(	H&B	Over Mid. from Cudworth, Pass. Jn

RCH Junction Diagram no. 109 of 1911.
See also *Chron. 80/11*
CULKERTON: op 2 Dec 1889 confirmed by GWR SoL circ. 762 (RAIL 253/229)
CUMMERSDALE: clo 18 Jun 1951 confirmed by LMR W1 WON of 16-22 Jun 1951 *(better provenance)*
CURRIE: see commentary under BALERNO
CUSTOM HOUSE [Dock]: clo 3 Feb 2017 (Crossrail/Elz works): reop 8 Jan 2018
CUTTY SARK: clo 31 May 2025 (https://tfl.gov.uk/info-for/media/press-releases/2025/may/reminder---temporary-closure-of-cutty-sark-station-for-escalator-replacement-starts-next-week accessed 24 June 2025); reop 23 Mar 2026 (https://tfl.gov.uk/info-for/media/press-releases/2026/march/improved-cutty-sark-station-reopening-on-monday-23-march accessed 18 Mar2026)
CWM: still referred to as CWMMERTHYCH in *Monmouthshire Beacon* 19 Jan 1861 - but that seems to be inertia on their part because other papers seem to have switched to CWM about Dec 1854.
CWM BARGOED: since *at least* July 1923 (but post Jan 1919) was rendered as one word in *Wtt*s, but still two words in public tts
CWM BRIDGE: needs a clo date (gone before 1916)
CWMAMAN add heading
CWMAMAN COLLIERY and **CWMAMAN CROSSING**: see commentary under **1906 Jan 1**, below (which also deals with unadvertised services and closures temporary and permanent).
CWMAVON (GLAM)
CWMAVON YARD: Corrwg Merthyr (q.v.) workmen's train shown "commenced 17 March 1924" in *Wtt* supp RAIL937/137 – but called at CWMAVON HALT
CWMAVON MON: downgraded to halt (i.e. unstaffed but still served by railmotors) from 19 Apr 1915 [GWR SoL circ. F.3350B (19 Apr 1915), which has this "closed u.f.n.", did not make that distinction clear (nor that clo. referred to *parcels* traffic) but a public handbill at RAIL253/535 does (and explains service restricted to rail motors from that date)]. Restored to sta. status on 3 Mar 1919 (GWR Passenger Train Alterations Committee minutes (RAIL 271/4))
CWMBACH (b): clo 14 Apr 2023 (electrification work); reop 29 Jun 2023 *(BLN)*
Add: CWMBARGOED: see CWM BARGOED
CWMBRAN (a): last shown with 'Works' suffix in tts in local Welsh press (*Monmouthshire Merlin* 29 Apr 1853) and suffix-less thereafter (although a Hereford paper was rather slower in dropping it…).
CWMFFRWDOER: add HALT - joint co. handbill (in GW style but labelled for both, dated Apr 1941) at RAIL 1014/33
CWMTWRCH WELL HALT: op 16 Dec 1935 confirmed by LMS *PCC no.161* (despite being given as 14th by *hbl L100). Adjourned (sic)* ceremonial opening on Sat 14 Dec 1935 was recorded in *Western Mail* of 6 and 16 Dec 1935.
CYFARTHFA: shown in GWR *Wtt* Sept 1886 Section 5 as "CYFARTHFA (Furnace Tops)". Branch was from Cyfarthfa Crossing Jcn. and was originally Crawshay's Gethin Railway.
CYFRONYDD: clo 9 Feb 1931 confirmed by *GWR SoL GIC A/497 of 6 Feb 1931* and *Co n* in *Montgomeryshire Express* 3 Feb 1931
CYMMER AFAN [RSB]: original temporary CYMMER sta. replaced by permanent sta of same name **26 Nov 1886** (R&SB Engineer Cttee Min 29 Nov – RAIL 581/21 - followed by *Co n South Wales Daily News* 30 Nov 1886). That, in turn, was replaced by another from **6 Apr 1888** (R&SB Engineer Cttee Min 9 Apr (RAIL 581/21) and report of co. meeting in *South Wales Daily News* 20 Aug 1888). Renamed from plain Cymmer to CYMMER AFAN "forthwith", according to GWR GM circ 3011 of 17 Sep 1926 (the GM seems to have overlooked the "Cwm Cymmer" renaming – if it had taken place).

CYMMER CORRWG: location was shown as CYMMER JUNCTION in PTR *Wtt* Jul 1920 but plain CYMMER in *Brad* for e.g. Nov 1920. Service suspended 3 May 1921 (coal strike) (*Co n* at RAIL 1057/1545); resumed ***by*** Jul 1922 *Wtt*. Renamed from plain Cymmer to CYMMER CORRWG "forthwith", according to GWR GM circ 3011 of 17 Sep 1926. Clo 22 Sep 1930 confirmed by *Wtt*s (RAIL 937/154, /155) *(better provenance).* After 1930, continued with unadvertised workers' services until some date before Jun 1956 - *Michael Hale said last miners' train shown in Wtt 13 Jun - 18 Sep 1955* c.f. Nantewlaeth entry

CYMMER GENERAL [GW]**:** renamed from plain Cymmer to CYMMER GENERAL "forthwith", according to GWR GM circ 3011 of 17 Sep 1926 (the GM seems to have overlooked the "for Glyncorrwg" suffix) – to be same dating as Cymmer Afan renaming. There should be a semi-colon before the word 'amalgamated'.

CYNFAL: "the 'halt' [i.e. the low platform] was provided by Haydn Jones for the convenience of the Roberts family at the farm"; "a small slab platform . . . installed after the Roberts' family of Cynfal persuaded Haydn Jones to provide it for them" (*Boyd* pp. 102/103) - but nothing to say there wasn't a request stop before the platform existed. First appeared in *hbl* L29, Sep 1946 (but that tells us not when it entered traffic) - entry should have comma between '29' and 'Sep'.

CYNGHORDY: saw **no service** during Sugar Loaf tunnel closures between the following inclusive dates: 17 Nov 1949 to 8 Jan 1950; 11 to 27 Jun 1993; clo 27 Aug 2020 (derailment near Llanelli); reop 8 Mar 2021

CYNONVILLE: "The staff at Cynonville Halt was withdrawn on November 14th 1932, and this place should now be treated as an unstaffed Halt." *(CGM GIC 370 of 119 Dec 1932 (RAIL 279/38); also SoL GIC A/590)*

DAGGONS ROAD: the renaming from Alderholt is reputed, locally, to have been because of passengers' (esp. military) repeated confusion with Aldershot.

DAISY BANK & BRADLEY: The spelling "Daisy" had previously been used in OW&W's press adverts in *Wolverhampton Chronicle* (e.g. at time of opening in 1854, in 1859), although timetables seem to have been more consistently "Daisey". Reop 3 Feb 1919 (simply as DAISY BANK) confirmed by GWR GM circ 2651 of 27 Jan 1919 (RAIL 253/482); addition of '& BRADLEY' confirmed 'forthwith' by GWR GM circ. 2662 of 7 Apr 1919 (RAIL 253/482). However, in confirming 3 Feb 1919 reop, GWR Passenger Train Alterations Committee minutes (RAIL 271/4) gave name **with** suffix – hence probably effective date of renaming

DALEGARTH (a)**:** First site (at Dalegarth cottages): op 11 Jul 1920 [*Brad* Jul 1920; in amplification of this: at Whit 1920 terminus was Beckfoot (*Model Engineer*, 8 Jul 1920), extended "recently" (*Whitehaven News* 22 Jul 1920), "summer time-table" (*Model Engineer*, 5 Aug 1920) *[note that Furness Rly and R&ER summer services both started 11 Jul 1920]. Peter van Zeller of R&ER confirmed that the 1922 date in Raven 2000 edition (ch. 6, p.62) was an oversight from A Journey through Historic Postcards* (1991) - *by then known to be wrong*]; replaced by new sta with extension (some 200 yards) >

Add: DALEGARTH (b) [current site/sta**.]:** op 12 Aug 1926 *(Whitehaven News* 19 Aug 1926)

DALHOUSIE: *NB list* gives clo 31 Jul 1908 - presumed last day – otherwise day without trains before Newtongrange op.

DALMENY (b): Renaming to DALMENY: *Dundee Evening Telegraph* 22 May 1890 was already referring to 'Dalmeny station' and RCH Distances Book amendment (per J R Whittle *(Cl pap)*) reported "new" station as "Dalmeny for South Queensferry" from **2** Jun 1890 *(presumably renaming date – particularly note inclusion of suffix at this date). Scotsman* 22 May 1890 had already mentioned 'Dalmeny station'. *Unable to trace stated Dunfermline press ref. online.*

DALMUIR [NB]: announced as to be renamed (dropping 'Park') from 5 May 1973 tt by LMR WON WE1 16/17 of 21 Apr 1973 – see APPENDIX 1 but change not effected until 6 May 1974 tt. **No such change** was shown in tt supp of 1 Jan 1974 *(despite what BLN 241 said…). Alas, D Lindsay's cited compilations are suspect and lack provenance.*

DALSTON near Carlisle [MC]: suffix *(which appeared only in index)* changed from (Cumb. *(sic)*) to (Cumbria) from tt 5 May 1975 (and unchanged still at 1979 tt)

DANZEY: op (Wed) 1 Jul 1908 (as DANZEY FOR TANWORTH) confirmed by SoL/CGM Circ F1793 of Jun 1908 (RAIL 253/482) *(better provenance).*

Add: DARE VALLEY JUNCTION [TV]: see comments under **1904 June 1** below. Shown with calls in 1916 *Wtt* – this *may* be same as TOWN CROSSING (q.v.)
DARESBURY: 5 Apr 1861 renaming was shown as 'in future will be known as' in *LNW Circ. no. 371 dated Apr 1861 (citation requires an opening parenthesis)*.
DARLASTON (a): All contemporary co. press adverts seen (e.g. *Birmingham Journal* of 17 Jun 1837) render it as JAMES' BRIDGE (no letter after the apostrophe – indeed, the cited Liverpool paper (page 1) has been mistranscribed, for it does **not** have a second S, after the apostrophe). Station mentioned in *Wolverhampton Chronicle and Staffordshire Advertiser* - 30 Nov 1842 (so it was still open then). *Seems there is space for much info about election arrangements….. c.f. pressure on space elsewhere. Birmingham Daily Gazette* 1 Oct 1863 contained LNWR advert "Alterations for October 1863" including: "The name of Darlaston Green *(i.e. **not** plain Darlaston)* Station, on the Grand Junction, will be called 'James *(no apostrophe)* Bridge' " - *JS has presumed renaming co-terminous with station op on Wednesbury branch on 14 Sep.* but renaming was shown as "1 Oct 1863" in *LNW Circ. no 474 (and Cl. **did** adopt that in his Register)* **DARLASTON** (b): used 6 July 1888 for charter train (Bob Yate, *The South Staffordshire Railway vol. 1*, Oakwood Press, 2010, p.41).
DARLASTON (c): op (Thu) 19 March 2026 (https://www.railnews.co.uk/news/2026/03/19-two-black-country-stations-open.html accessed 19 Mar 2026); on the opposite (west) side of Kendricks Road from its predecessor (a).
DARLINGTON
DARLINGTON [NE]: suffix "Bank Top" not officially withdrawn until **late 1970** ("forthwith" according to BR circular dated 2 Nov 1970) – even though no longer appearing in timetable. Failing to recognise and record actual and official leads to confusion for future researchers who may stumble upon the 'official' without realising that it was different from 'actual'; the historian's job is to seek to eliminate such confusion.
NORTH ROAD: prefix "Darlington" not officially withdrawn until late 1970 ("forthwith" according to BR circular dated 2 Nov 1970) – even though no longer appearing in timetable.
DARRAN & DERI: op Fochriw to Bargoed Jn (part BM, part Rhy) (thus enabling op of this sta.) 1 Sep 1868 (BM directors' min 96 of 28 Aug 1868 (RAIL 65/2 folio 276) and report to shareholders Sep 1868 *(better provenance)).*
Merthyr Express 24 Feb 1866, p.4, reported special trains for opening of new Cwmysgyddgwyn school "near Darren station" on 16 Feb 1866, from Bargoed and from Pant.
DARRAS HALL: clo "on and from 16 June [1929]" confirmed by LMS *PCC* no. 103 – but that was a Sunday, hence 17 Jun 1929 w.e.f. date
DAVIE'S DYKE: named after a 'Davie', not a 'Davies'.
DAWLISH: op 30 May 1846 confirmed by co. handbill (RAIL 1014/16/10) *(better provenance).* Clo 3 Feb 2014 (sea wall collapse); reop 4 Apr 2014 [same applies to all intermediate stations Exeter St Davids – Newton Abbot]
DAWLISH WARREN: source *Ex & NA* should read *Ex to NA*; at page 147 it shows stops agreed in Sept 1861. GWR circ F1733 of Jun 1907, p. 2 (RAIL 253/482) gives (presumably recent) alteration from WARREN HALT to THE WARREN *(no other suffix). Cl pap* give renaming from THE WARREN PLATFORM *(it was this name in Apr 1910 Brad, for example)* to DAWLISH WARREN PLATFORM as 1 Oct 1911, citing an unspecified RCH document, but renaming from THE WARREN PLATFORM to D W *(no 'Platform' suffix)* advised as "have been altered" in *GCR Special traffic arrangements and engineering works* notice N&ED No. 111 for w/e 16 Nov 1912. Reop 5 May 1919 confirmed by GWR Passenger Train Alterations Committee minutes (RAIL 271/4) and GWR GM Circ. 2663 of 24 Apr 1919 *(at GWTrust archive) (better provenance).* Clo 3 Feb 2014 (sea wall collapse); reop 4 Apr 2014
DEAN LANE: 7 May 1973 renaming confirmed by LMR WON **WE1 16/17 of 21 Apr 1973** *but note the wording at* APPENDIX 1
DEBDEN: reop 3 Feb 1919 given in *hbl* dated 10 Jul 1919 *(better provenance).* 25 Sep 1949 renaming confirmed by *GIC R.1534/768 of 5 Sep 1949*
DEIGHTON (b): clo 30 Aug 2025 for 18+ months (https://www.networkrailmediacentre.co.uk/news/deighton-station-to-close-until-2027-for-major-rebuild accessed 24 June 2025)
DEMONS BRIDGE: Location was specifically to serve ROF **Aycliffe** – needs a cross-ref. Wording "absent from working BR NER wtt by October 1945 *(WW II)*" should read: "absent from LNER w*tt* by 1 October 1945" to match Simpasture ROF entry.

DENBIGH: was the original 1858 station not dead-ended? and was it not relocated on the through line to Ruthin – *either* in anticipation in 1860 *or* with extension op in 1862? Use of goods yard for return excursion evidenced by *co n* in *Flintshire Observer* 18 Aug 1882 *(does that warrant a separate non-tt entry?)*

DENBY [Mid.]: there had been a Sunday service in 1925 - was that still booked in 1930? However, LMS *PCCirc* no. 150 (and fortnightly M1 notice) specifically said "on and from Sunday June 1st" for service withdrawal (so presumably it did not run on 1 Jun and that date must be w.e.f. date); excursions continued until *at least* 13 Sep 1952 *(RM,* Jan 1953, p. 63)

DENHAM: deletion of 'for Harefield' suffix given in Railway Notices in (e.g.) *Brad* Dec 1928 (having not been in equivalent listing in their Jan 1928 issue)

DENHAM GOLF CLUB: op 22 Jul 1912 confirmed by GWR *Wtt* supp for Aug (RAIL 937/108) *(better provenance)*. Clo 16 Mar 2015 (platform repairs); reop 27 Jun 2015.

DENT: 1975 reopening was only for three weekends (six days) of which first was indeed 3/4 May (*Yorkshire Dales National Park Dales Rail '75* public pamphlet)

DENTON near Manchester [LNW]: 1992 change: cite *BLN* 682.62 (16 May 1992); the statement that it was to "avoid costs of closure procedure" is questionable because BR went through just such procedure for Denton Jn – Ashton Moss Jn at the very same time – and could just as easily have included this route at no extra 'cost' – so we just don't know why they didn't; station continued to be served by unadvertised staff trains until *they* were withdrawn 12 March 1996 leaving the one public train a week – of which the variations over the years are as follows:

• Reduced from SSuX to one weekly public train after operation on Fri 8 May 1992:

northbound on Fridays from Fri 15 May 1992
northbound on Saturdays from Sat 24 May 2003
southbound on Fridays from Fri 28 May 2004; suspended from 9 July 2004 during engineering work at Stockport, resumed 10 September 2004
northbound on Saturdays from Sat 24 Sep 2005;
southbound on Fridays from Fri 25 May 2007;
northbound on Saturdays from Sat 7 July 2007;
northbound on Fridays from 19 December 2008; suspended from 18 March 2011, resumed 21 April 2011, and subject to cancellation in consequence of Stalybridge layout remodelling work summer/autumn 2012.

• Increased to one each way per week:

on Saturdays from Sat 26 May 2018; suspended from 25 August 2018 on account of staff dispute, resumed Sat 16 February 2019; suspended from 21 March 2020 on account of covid; northbound (only) resumed Sat 19 September 2020, suspended from 23 Jan 2021 on account of covid; one each way resumed from Sat 22 May 2021

*Cite **Passenger Train Services over Unusual Line (PSUL)** – accessible via https://www.branchline.uk/PSULintro.php – for that information*

DERBY FRIAR GATE: suffix rendered as FRIARGATE (one word) in public tts and 1960 Sectional Appendix (even though street is two words, and station was rendered as two words in *hb*)

DERBY RACECOURSE SIDING: location to read {Breadsall – Friargate}

DEVONPORT [GW]: the **intention** to delete the suffix from 7 Sep 1964 (*GIC A1/166 of Sep 1964 and A2/86 of 7 Sep 1964 both carried this change)* was **not** implemented in that tt; the suffix still appeared in tt dated 14 June 1965, and in supplement thereto dated Jan 1966. *Still need to establish when it did actually disappear*.

DEVONPORT [LSW] boat trains: for avoidance of doubt, this should be under sub-heading **STONEHOUSE POOL OCEAN QUAY**. Report of opening of sta and first liner call on Sat 9 Apr 1904 given in *Lloyd's List* 11 Apr 1904. NEW QUAY was shown as NEW QUAYS (plural) on OS plans for area nearing end of branch (both before and after pass sta added there) and in *1910 hba*; that same *hba* prefixes Stonehouse Pool with "Plymouth". New Quays is the general locality name, Ocean Quay refers to the facility for liner passengers – 1907 OS 1:2500 plan shows names DEVONPORT NEW QUAYS and STONEHOUSE POOL OCEAN QUAY STATION at same place. The branch was less than a mile long so hardly scope for intermediate stations for transhipment of liner passengers!

DEWSBURY CENTRAL: original sta replaced **15 March** 1880 (*Co n Dewsbury Chronicle* 13 Mar 1880 - and *Co n* at RAIL 935/1). It's **not** the case that station was ever actually dubbed

DEWSBURY MARKET PLACE as asserted by *report in Dewsbury Reporter* 6 Mar 1880) because GNR tts 1880 and 1884 (both RAIL 935/1) carry **no** suffix. The section Dewsbury – Batley Carr did, indeed, open earlier than the section Batley Carr – Batley; this is attested by the notes at the foot of GNR 1880 opening poster (RAIL 935/1) which list cancelled trains between Ossett, Dewsbury **and Batley Carr** being replaced by new trains using the whole line to Batley.
DICCONSON LANE & ASPULL: Halt status – or not: CLC CF Circ. no. 446 of 24 Apr 1936 stated this station *(which had dealt with parcels so must have been staffed previously and hence not a halt)* would be worked as unstaffed halt from 4 May 1936 but LMS *PCC no. 180* stated that the arrangements (originally to have started 4 May – *PCC no. 179*, in similar terms to the CLC circular) were postponed to start **1 June** 1936 instead. So *then* it became a halt.
DINAS near Caernarfon
DINAS CAERNARVON [LNW]: CAERNARVON was within parentheses.
DINAS JUNCTION [WH]: JUNCTION suffix added 1922 - but not always used thereafter.
DINAS MAWDDWY: *Cl pap* give addition of MAWDDWY suffix as first in *Brad* Dec 1868 (per *JS*).
DINAS RHONDDA: Taff Vale Directors' minute book (RAIL 684/13) carries the following for a meeting held on 19 December 1916: "A letter dated 9th inst. from the Railway Executive Committee with reference to the suggested curtailment of train services, closing of branch lines etc. was submitted, having been referred to the Board by the Traffic Committee. Detailed information as to the course to be adopted, including the closing of Trehafod, Dinas and Ynishir Stations, and a revised trains service as from January 1st, 1917, were considered and necessary authority given." The revised train services are reported in local press (e.g. *Western Mail* of 26 Dec and *Aberdare Leader* of 30 Dec). Unfortunately, neither paper mentions closure of the three stations mentioned (although the *Western Mail* 's report does note: "These are but a few of the alterations given...". Text's date of 1 Apr 1917 appears to derive from *Cl.*; no reference to such traced in online newspaper archives. However, Trehafod and Ynishir were shown with service in Jul 1917 *Brad* but in the case of Dinas, there was **no** service in e.g. July 1917 *Brad* so presumably this one was implemented. Addition of RHONDDA suffix 1 Nov 1927 confirmed by GWR GM circ. 3049 of 31 Oct 1927 (RAIL 253/482). 1980 tt (when suffix was deleted from body) showed Dinas (Mid Glam) in index
DINGLE PARK ROAD: LOR station was simply DINGLE in *Brad* in e.g. 1953
DITTON: renaming 7 May 1973 confirmed by LMR WON WE1 16/17 of 21 Apr 1973 *but note the wording at* APPENDIX 1
DITTON PRIORS: last train Sat 24 Sep 1938 (source: *Rly Obs*, quoted in *Tenbury*, p.116) - no Sunday service (not surprisingly) - detail is for info. [same applies to other CMDP intermediate stations]
DODDINGTON & HARBY: the grounds for believing this sta. op a fortnight or so later than the rest of the LD&ECR line is *Derbyshire Times* 19 Dec 1896 p. 5, which makes clear that non-listed stations (Doddington & H. was not listed) were still under construction
DOLARDDYN CROSSING: The note (about calls on Mondays and for picnics) also appeared in last Cambrian *Wtt*, dated 3 Oct 1921 (*and presumably all in between!*). 9 Feb 1931 clo date confirmed by *GWR SoL GIC A/497 of 6 Feb 1931* and *Co n* in *Montgomeryshire Express* 3 Feb 1931. Location spelling should read {Castle C**aer**einion - ….}.
[#10] DOLAU: there is no entry in Section 5 for 1 Dec 1865**; first appears *Brad.* Dec 1865 "opening this month"; no press report of op traced; clo 13 Aug 2020 (flood damage); reop 4 Nov 2020
DOLDOWLOD: reduced to status of unstaffed halt 1 Jan 1962 *(GIC A1/34 4 Dec1961)*
DOLGARROG: There has been a whole raft of closures, both of Dolgarrog alone and additionally because of closure of the Blaenau Ffestiniog line, over recent years, of durations long enough to warrant inclusion – *needs time to dig them all out…..*
DOLGELLAU [GW]: shown with others "have been altered" (from DOLGELLYto DOLGELLEY) by GWR GM circ 1718 of 24 Jun 1896 (RAIL 253/229) *(correction, with better provenance – but anyway* source "*RCH dist ref 30 January 1897"* is not explained in Combined list of sources – presumably refers to an amendment to GWR's 1893 volume of Distance Tables (RAIL 1089/32)). Provenance required for 1960 renaming date.

Ticket platform [GW]: *U* entry refers specifically to GW (*hence east of station*). Shown in RAC's *Track Layout Diagrams of the GWR and BR(WR) Section 62* p.26 as in use 16 Sep 1904, extant but perhaps out of use 1923. The "Also in use" date given by *U* is Nov **1915** (not 1905). See below for Cam. ticket platform.

DOLGELLY [Cam]:

Add: Ticket platform [Cam]: *Cam Coast* (vol. 2) p. 264 refers to 9 May 1894 GM's report *[probably in RAIL 92/63]* that "it would also be necessary to dismantle the existing short ticket platform and replace it with 'a larger one…'." *This would have been west of station.* Not shown in RAC's *Track Layout Diagrams of the GWR and BR(WR) Section 62* p.26

DOLGOCH: "1st August [1867]" (*Boyd* p. 120) - evidenced by company's timetable of that date (*Boyd* p.178)

DOLGOCH QUARRY SIDING [Cam]: this is clearly **not the same** Dolgoch as the Talyllyn one – so should be a separate 'free-standing' entry – op (non-tt) 28 Jan 1918, clo when? It was owned by the Porthywaen Lime Co. Ltd. and came under Llynclys. *This was the opposite end of the transit mentioned at Park Hall (see below for provenance for start date). The notice for w/e 2 Mar 1918 did not say it was first time the train had appeared, just that it was runnning that week.* {Llynclys Jn – Porthywaen}

DOLPHINTON [NB]**:** 1 Apr 1933 clo. date **for Dolphinton branch** confirmed by *LNER Press Relations Officer (G Dow) letter 19 Apr 1945 in Cl pap. Was it date of **last trains**? should w.e.f. date read **3** Apr 1933?*

DOLSERAU: 8 Feb 1935 op. date confirmed by Chester Div notice no. 65 as DOLSERAU HALT FOR TORRENT WALK *(thus pre-dating and amending hb. 1938 form)*, while GWR public tt (e.g. Jul 1939) had Dolserau Halt † in station bank, with note † reading: For Torrent Walk, and Dolserau for Torrent Walk in index..

DOLWEN: converted to halt status 3 Sep 1956 (*Cl. pap*)

DOLWYDDELAN: the railway's spelling - even before opening (see *North Wales Express* 4 July 1879, p.3) - was DOLWYDDELEN, at the instigation of Lady Willoughby (a daughter of 2nd Baron Gwydyr) (LNW Officers' Meeting min. **19359** *(not as shown)* of 18 Feb 1879 (RAIL 410/594)).*The contemporary press - both English language and Welsh language - could not agree on how to spell the village and station name so are not a reliable source* .

DOLYGAER: Oswestry DTM circular no. SW.50056 of 15 Mar 1932 (RAIL 279/38) advises unstaffed *(i.e.converted to halt)* from 21 March 1932.

DONCASTER [GN]: temporary and permanent op. was discussed in Philip L Scowcroft, *Early Days at Doncaster Railway Station* in *RCHS Jour* 144, p.5

Ticket platforms: a former GNR record of alterations to signalling diagrams at TNA RAIL 236/984 carries a sketch for Frenchgate box showing a ticket platform between the Up Slow and Up Main lines at the north end of Doncaster. The sketch is dated 22 Feb 1924 so presumably the platform existed then (*but that's not proof it was still in use, of course)*

[#10] Racing esp. St Leger: LNWR advert in *Birmingham Mail* 9 Sep 1876 refers to return excursion on St Leger Day 13 Sep 1876 from Doncaster New Goods Shed Siding.

DONNINGTON: suffix WOOD added from 1 Jan 1871 according to *LNW Circ. no. 908.* Alas, the circulars don't seem to have caught the reversion, but *hba* 871 recorded it as DONNINGTON WOOD *(obviously caught it between the two officers' minutes!).* Despite what *BNA* shows, at 1964 it was definitely *Birmingham Post* ('Daily' had disappeared from its title in 1918).

DOVER – given below alphabetically, not order in text

DOVER ADMIRALTY PIER: although passenger transhipp facilities were *on* the Admiralty Pier, from the era of SE&CR joint management down to the op. of Marine sta., the facilities were referred to by the railways, the RCH and *Brad* as DOVER PIER. A reply in *R&TM* Oct 1918, p.227 stated that, prior to the joint committee, the LCDR and SER each had their own platform on the pier – the SER being nearer the landward end of the pier, but that the LCDR trains could reach their platform "without passing over the SER platform line". Regarding WW1 "closure": see *Chron. 92/10*. Pier and sta were in use for military personnel traffic (and some refugees) throughout WW1 so the change was to "non-tt" status rather than clo. In that the facilities were directly replaced by the new Marine

station – on essentially the same site, not even relocated, should be subsumed within the DOVER WESTERN DOCKS entry.
DOVER HARBOUR [LCD]: There are two classified adverts. by the LCD on page 3 of *The Times* of 1 Nov 1861 announcing the opening of Dover Harbour station "on and after 1st November". **If** plan 133 is correct in showing Harbour 1 (i.e. the temporary sta.) as *beyond* permanent sta. site [1866 OS plan hardly supports this...], then text should surely state that it was a relocation.
DOVER PRIORY [LCD]**:** The cited LCD advert is at foot of page 4 of *The Times* for 22 Jul 1861 but may not be thrown up by the search facility of the online version. The following day's *Times* contains a brief news item (page 10) to the effect that "Yesterday the Dover extension of [LCD] was opened from Canterbury to Dover…. The Dover station will eventually be connected with the harbour…"
DOVER TOWN [SER]: the platforms on the 'through' lines (i.e. to jn with LCDR towards Priory) must surely have come into operation as soon as the trains between the Dover & Deal Joint line extended back to Town (SER) station – the earliest found for that, from local press (pending any consultation of public and working tts), is *East Kent Times & Mail* 26 Jan 1882 (but the start may have been earlier and it is possible – but surely highly unlikely – that trains backed in and out of main pfms) – while the first running through to/from Shorncliffe (so even less likely to be backing in and out at Town) is same paper 27 Sep 1883. WW1 conversion to an ambulance station: curiously nothing about it in the *Dover Express*!
DOVER WESTERN DOCKS: public passenger services withdrawn from 25 Sep 1994 although trains shown in Table 212 continued to run as "unadvertised" until Sat 19 Nov 1994, thereafter reclassified as empty stock. (*Wtt* and SR public notices). See comments under DOVER (ADMIRALTY) PIER (above) regarding period prior to WW1, and *Chron. 92/10* regarding WW1 "closure". *Presumably there should be a WW2 temporary closure.*
Renaming to WESTERN DOCKS was from tt dated **14 May** 1979.
[#10] DOVER FERRY BERTH: Delete entry because this was not a railway station nor a place for joining or alighting from a railway train – only for passengers embarking or disembarking the ferry vessel on foot. Passengers could not join (nor alight from) the through wgons-lits because the internal BR *Regulations Governing the Operation of the Dover-Dunkerque train ferry service and affecting staff of the Continental Marine, Operating, Motive Power, Carriage and Wagon, Civil Engineers, Mechanical and Electrical Engineers Departments* (BR 16305), Section 19, for the Paris service, stated that passport examination for passengers in sleeping cars took place only at Victoria prior to departure and upon arrival in Paris, while from the Continent it took place in the train between Paris and Criel and upon arrival at Victoria.
There is no platform "north of D MARINE" shown in plan 86A of the "atlas cited above" (*Atlas of the Southern Railway*) nor is there any such platform shown on the BR SR South Eastern Division Area No. 3 engineer's plan dated Nov 1976 (private collection). Although the *Night Ferry* was *ceremonially* inaugurated 12 Oct 1936, it did not commence for the public until evening departure from London on 14 Oct (*News Chronicle* 13 Oct). The day time equivalent did not carry through wagons-lits. Timings for the outbound *Night Ferry* at Dover Ferry Berth referred to boarding the *vessel*, via the pedestrian link from Dover Marine, as foot passengers only – for example, schedule for 1936 at https://sremg.org.uk/misc/nferry.shtml (accessed 18 Aug 2026). Post-war resumption was 14 Dec 1947 (*Scotsman* 18 Dec). The last departures of the *Night Ferry* from London, Paris and Bruxelles were on 31 Oct 1980 so the last use of the train ferry berth for occupied wagons-lits (in both directions) was the morning of 1 Nov 1980 (*RM* Jan 1981). The new berths (1953, not 1952) were **not** for train ferries, but were car ferry berths in the Eastern Docks (*The Sphere* 28 June 1952, 23 May and 11 July 1953) and the 1936 train ferry berth remained in use until last used, for freight, on 16 May 1988 (*Dover Express* 20 May). The 1937-9 tours to the WW1 battlefields were only for pedestrians who joined the train ferry in the same fashion as any other pedestrian passenger embarking on the vessel; the tours were by road motor on the French/Belgian side so the tourists did not join rail vehicles at the Ferry Berth.
DOVERCOURT: with BAY suffix in tt 1 May 1972; announced as to be renamed (dropping BAY) from 5 May 1973 tt by LMR WON WE1 16/17 of 21 Apr 1973 – see APPENDIX 1; without suffix in

tt 7 May 1973 (note that no change was shown in tt supp of 1 Jan 1973 which would discount *Cl.*'s date for renaming).
DOVEY JUNCTION: threatened Jan 1902 clo of station (not just of booking office): see Cambrian Rlys Traffic & Works Committee Minutes **8983** ***(not as given in v5.05)*** and 9013 (at least) – *RAIL 92/12* [these minutes do not seem to have been rescinded!].
DOWLAIS CENTRAL: J F Ling (Branch Line Society founder) gave temp clo 25 Sep 1939 (although that does not square with statement that it was already shown Suspended in Sep 1939 *Brad)* and gives reop date of 5 Feb 1940. *Clinker's papers* agree with 25 Sep 1939/5 Feb 1940 *(although GWR withdrew some services - ?including this one - before their Emergency tt of 25 Sep 1939 appeared). May have been retained for unadvertised miners' services – needs Wtt check…..* For the avoidance of doubt: 2 May 1960 was the date from which the workmen's trains ceased to be advertised, but they continued to run unadvertised for one week so 9 May 1960 was the date from which they actually ceased to run (i.e. the closure date).
[DOWLAIS] JUNCTION: even after passenger service on the Iron Company's line ceased in early 1854, this location *appears* to have continued with calls on the TV main line: it did not disappear until end of July 1854 (calls still shown in *Monmouthshire Merlin* 28 Jul but not 11 Aug onwards – even though other papers continued to show it thereafter). *Dowlais Junction is not, of course, in Dowlais but in the environs of Merthyr Tydfil.*
[**DOWLAIS] IRONWORKS** (Dowlais Iron Company's line): a much fuller report of the opening ceremonies on 21 Aug 1851 appeared in *Cardiff & M G* of 23 Aug 1851. There was no suggestion the station was to be called other than plain DOWLAIS - nor (alas) any mention of what *regular public* services (on that day or subsequently) were to be run. *The Welshman* 29 Aug 1851stated the branch was *rented* by the TV but TV General Superintendent's letter to BoT of 9 Jan 1854 (RAIL 684/50) makes clear that the Iron Co. had taken over of operation of line from March/April 1853. Of the local papers, *Silurian* was in step with *Brad.* in showing service on the branch until 20 May 1854 and then dropping it from 27 May 1854. The later appearance of branch service in *some* papers (but not others), through to mid 1855, seems to be unwarranted.
DOWLAIS TOP [BM]: no *press* confirmation traced for op (cited *Cardiff Times* 27 Jul 1867 does not help and *Merthyr Express* 3 Aug 1867 reporting op to Cefn certainly does not mention this), but BM were advertising excursions from this station in *Co n* dated 5 Aug 1867 in *Brecon County Times* of 10 Aug 1867 which would support op date of 1 Aug 1867 with line to CEFN. This same opening date as for Cefn is *strongly hinted at* by BM directors' minutes (RAIL 65/2) and half-yearly report for ½yr. ended 30 June 1867 (RAIL 1110/31).
DOWLOW: it should be made clearer that the *Derby DailyTelegraph* was the issue of 7 **Nov** (not Dec) 1929
DRAYCOTT CAMP: delete entry and see instead replacement entry in text under **CHISELDON** DRAYCOTT (*misspelled – should read DRAYCOT*) MILITARY CAMP. If present entry is retained, it should be relocated alphabetically to reflect correct spelling as DRAYCOT (with one T).
DRAYTON near Norwich: *Cl.*'s 1 Feb 1883 renaming date *may* be because that's when it appeared in *Brad.*
DRIGHLINGTON: Clo 1 Jan 1962 *(GIC A1/39 of 15 Jan 1962) (better provenance)*
DROITWICH SPA: "new station 'close by' op 3 June 1899 *(Morning Post 5th)***"** makes it sound like more of a 'relocation' than it really was - it was an **enlarged, new building** on essentially the same site (*[London Evening] Standard* 5 June 1899), as a comparison of 'before' and 'after' OS plans will show; the centre line moved slightly towards Worcester. Addition of suffix from 1 Oct 1923 confirmed by GWR GM circ 2872 of 7 Sep 1923 (RAIL 253/229) *(better provenance)*.
DRUM: op 2 Jan 1854 (c.f. Dec 1853 tt *Aberdeen Herald* 17 Dec 1853 and 2 Jan 1854 tt *ibid.* 31 Dec 1853)
DRUMCLOG: 1 Jan 1917 clo. confirmed by *Railway News*, 13 Jan 1917. Text's note about this location being worked as a halt at certain hours applied at quite a number of other places – these have been *ignored* while working through circulars (e.g. LMS *PCC*s) - only cases reported have been those where a location becomes a 'full-time' halt (or, occasionally, up grades to staffed station). In **Drumclog**'s case, it was converted to unstaffed halt 'on and from' 1 Jul 1937 (LMS *PCC no. 237).* Clo 11 Sep 1939 in *hbl L10 (only **Co n**Motherwell Times of 8 Sep 1939 needed)*

DRUMDOW: not with any unadvertised workers' service in *Wtt* 1 Oct 1922 *(although empty colliers' trains booked to run round there after setting down at Trabboch – so "at least 1922…" looks very questionable – and is the whole thing just a mis-reading of empty stock workings?).* A goods train was booked to call at Drumdow in Oct 1914 *Wtt* for telegraph linesman.
DRYBROOK [GW]: see **1933 ****
DRYBROOK ROAD [SWJt]: see **1933 ****
DUDDESTON: station moved during its Vauxhall & Duddeston days from being flank platforms north of Duddeston Mill Road bridge to being (current day) island platforms south of that bridge, between 1886 OS and 1902 OS, so doubtless Feb 1891 when line was quarupled. *Current* location is just under ¼ mile **north** (or north-east – but certainly **not** west) of the BIRMINGHAM VAUXHALL temporary terminal site which had been at the Erskine Street bridge (it was the pre-1891 sta which was 21ch north so the post1891 one must be a few chains less).
DUDDING HILL: clo 2 Jul 1888 – *Mid.* cites handbill with Mid. public tts at TNA.
DUDLEY: both stations were apparently effectively managed as one by GWR/BR WR from the early 1930s (*Dudley Chronicle* 1 March 1934) (c.f. Evesham was from 31 Oct 1932)
DUDLEY [LNW]: the 1st temporary single platform South Staffordshire Rly passenger sta. (1849) was on the north-west side of the line, north of Tipton Road bridge (site later absorbed by LNW goods depot), accessed only by use of a headshunt beyond the bridge. Replaced early 1854 (see Capt Yolland's report of 15 Nov 1854 (RAIL 1053/52)) by 2nd tongue or island (two platforms) sta. south of the road bridge. During 1859 extended southwards to become permanent island platform, alongside OWW sta. (*Wolverhampton Chronicle* 12 Jan 1859).
DUDLEY HILL: 1 Oct 1875 *Cl.* resiting date almost certainly derives from J R Whittle *(Cl pap)* "from official sources"
DUFFIELD: Clo 25 Aug 2018 (remodelling of Derby station); reop 8 Oct 2018
DUFFRYN CROSSING: Not clear why entry has a DUFFRYN CROSSING super-heading.
DUFFRYN MILLS: The instructions for the operations at this platform were still contained in the Appendix dated Feb. **1939** and state "… is used for funeral parties conveyed on **Down trains only**." *(so what is provenance of 1936 date?and why the semi-colon following it?)*
DUIRINISH: . Wording "however never generally used" presumably refers to use of **suffix** rather than use of halt itself….
DUMPTON PARK: Borley was at some pains to emphasise to Clinker (letter 1945 in *Cl pap*) that public op. **was** Mon 19 Jul 1926 – not some other date that had been "frequently incorrectly quoted." (this is provided as support evidence for correct date in face of "competing evidence" (such as *hbl 60* which has it wrong)); 19 Jul is also affirmed by supplement bound with British Library's copy of *Brad* issue no. 1116.
DUNFERMLINE TOWN: the station prior to June 1890 had had no advertised service northwards but had been constructed on a goods line (op by Oct 1866) between Charlestown and Townhill Junction; despite best efforts of the North British Railway Study Group it has not been possible *(yet…)* to establish whether or not the station's layout prior to 1889 rebuilding had physically precluded the running of through trains, but the initial service over new Forth Bridge from 5 Mar 1890 continued the practice of its predecessor service from North Queensferry in terminating at Lower (*Co n The Scotsman* 4 Mar 1890); start of passenger service between Lower and Townhill Jn was not until **2 June** 1890 (a Kirkcaldy – Thornton – Dunfermline Lower – Kirkcaldy circular service: *Fife Free Press* 24 May 1890) so that date would mark station becoming 'through'. On granting of city status in 2022, station suffix amended from TOWN to CITY on 3 Oct 2022 – cite Scotrail press release https://www.scotrail.co.uk/about-scotrail/news/historic-city-status-dunfermline-sees-station-name-change (accessed 7 Oct 2022). Note that the Town suffix may still appear subsequent to that date while the necessary changes to IT and signage take place, indeed the change to the Sectional Appendix was not effected until 4 Mar 2023 (*Chron. 110/9*).
DUNFORD BRIDGE: The notice (at http://*Wtt*reprints.uk/Freebies/T1_46300_P.pdf) for the new Woodhead tunnel opening ceremony on Thu 3 June 1954 makes clear that, on that day, platforms on both the old and new tunnel alignments were in use for VIP and for public trains; it seems, therefore, that two stations existed side by side here for a period before the new one finally replaced the old.

However, ***regular*** passenger working switched from old to new tunnel and stations from 14 June 1954.

DUNHAM near Altrincham

DUNHAM MASSEY: 1861 renaming was shown as 'in future will be known as' in *LNW Circ. no. 371 dated Apr 1861 (better provenance).*

DUNHAM HILL: 1861 renaming was shown as 'in future will be known as' in *LNW Circ. no. 371 dated Apr 1861 (better provenance).* In summer 1962 *Wtt* 0538 SO/0548 SX Chester – Liverpool booked to call (for no very obvious reason – signalbox already open - no return working found)

DUNKELD & BIRNHAM: 1991 renaming better vouchsafed by contemporaneous source: *BLN 662.* **DUNKERTON:** Delete > symbol *(this did **not** become D Colliery Halt).*

DUNKERTON COLLIERY HALT: Delete > symbol. Op 9 Oct 1911 confirmed by GWR Bristol Div. Annual Report 1911 - RAIL 253/531 *(better provenance). Why is HALT given as part of location's name – but not for other locations?*

For **both** Dunkerton locations:

Clo 22 Mar 1915 confirmed by *GM's report 12 Jan 1917* .Clo 21 Sep 1925 confirmed by Passenger Train Service Committee minutes for winter 1925 (RAIL 250/786) and GWR Bristol Diary (RAIL 253/545) *(better provenances).*

Add: DUNRAVEN CROSSING [TV]: a stopping place *allegedly* existed here in 1905 (see APPENDIX 2) but APPENDIX 3 tells a different story and the lack of tt evidence makes it difficult to know whether any service was ever provided, and whether there was a stopping place here rather than only at BLAENCWM/BLAENRHONDD [TV]. *It was on the TV Blaenrhondda Branch, between Treherbert and Blaenrhondda Colliery – not to be confused with the R&SB sta. of similar name.*

DUNROBIN CASTLE: GWR circular F1759 of Dec 1907, p.4 (RAIL 253/482) of alterations to "Station Handbook" showed: "Dunrobin Private Station is closed for traffic". 1984 renaming: wording should say "(not present **in May 1984 leaflet**)"

DUNSFORD: before opening, this was to have been FARRANT'S CORNER HALT (RAIL 253/643). 16 Jan 1928 op**.** date confirmed by *GWR Div Supt letter 28 Mar 1945 in Cl pap (not clear what present source means)*

DUNSTABLE NORTH: 1866 relocation was to put it on the alignment of the GNR's new connecting line

DUNSTALL PARK: op 1 Dec 1896 confirmed by GWR SoL Circ 1059 (RAIL 253/229) and reop 3 Feb 1919 confirmed by GWR GM circ 2651 of 27 Jan 1919 (RAIL 253/482)(*better provenance*). Op 8 and 9 Jan 1919 for race meeting (letter 12 Dec 1918 from Dist Supt., Birmingham to Stores, Swindon (in private collection)).

DUNURE: 1 Dec 1930 clo date confirmed by *SoL GIC A/488 of 28 Nov 1930* (*better provenance)*

DUNVANT: first in *The Welshman* railway timetables issue of 12 Jun 1868 with request stop ThO *(was Brad premature?)*; by Nov 1868 it's SO and likewise until *ibid.* 6 Dec 1872. Next appearance is with 'full'service in *The Cambrian* 2 May 1873.

DURHAM ELVET: 24 Jul 1893 op date confirmed by NER circular F.80a

DURLEY: *Hampshire Telegraph* of 16 Dec 1932 says last train would be on Sat 31 Dec 1932. If there was normally no Sunday service, normal convention would give (Mon) 2 Jan 1933 as wef date (except that was probably a *dies non* as Bank Holiday!) – c.f. treatment of Kemp Town

DURRINGTON ON SEA: CLC CF Circ. no. 507 of 25 Jun 1937 gave op. date as (*Sun*) 4 Jul 1937 *(whereas start of summer timetable was Mon 5th).*

DUXFORD: entry to read: **DUXFORD CIBA-GEIGY PRIVATE SIDING**; date of 1983 Ciba-Geigy staff outing was **21 May** 1983 – see advert in BLN 463, p.83. Passengers embarked in firm's private siding.

DYFFRYN ARDUDWY: renaming 1 Jun 1948 confirmed by *CGM GIC R.1534/736 of 24 May 1948 (better provenance)* Clo 4 Jan 2014 (storm damage); reop 1 May 2014. See **17 Oct 2020****

DYKE JUNCTION: see commentary under ALDRINGTON

DYMCHURCH: ticket – bearing (MARSHLANDS) suffix is illustrated in Paul Ross, *A Romney Album*, RH&DR Association, n.d. (*post 1981*). Why "(ng)" after name here?

DYNEA: op date should be followed by **

EAGLESCLIFFE: nomenclature: *Brad* shows:
S&D: Jun 1852 (*first appearance*) – Dec 1853: Eaglescliffe Junction
LN: Jun 1852 (*first appearance*) - Jan 1853: Eaglescliffe,Redcar,Darlington *(sic)*; Feb to Dec 1853: Eaglescliffe Junction
From Jan 1854 onwards *(to at least Jan 1855 - not checked thereafter)* both used Preston Jn.
n.b. only spelling Eaglescliffe seen (not Egglescliffe as OS had it)
EARLSFIELD: renaming from E **&** SUMMERSTOWN *(n.b. one word)* to E (**for** S) *(including the parentheses)* advised as "have been altered" in *GCR Special traffic arrangements and engineering works* notice N&ED No. 111 for w/e 16 Nov 1912 – *so only about 10 years behind the times….*
EARLSWOOD WEST MIDLANDS: op (Wed) 1 Jul 1908 confirmed by SoL/CGM Circ F1793 of Jun 1908 (RAIL 253/482) *(better provenance);*.added (Warwickshire) *in index only* with tt 6 May 1974 (when it lost "Lakes" from index and table), changed to (West Midlands) *in index only* with tt 5 May 1975 but later added to table *by* 1992
EARSHAM: 1919 reop given in *hbl* dated 10 Jul 1919 *(better provenance than RCG)*
EARSWICK: opening (as HUNTINGTON) is **not** included in the table of stations for opening of Market Weighton branch in cited *Co n* in *York Herald* of 2 Oct 1847 – so it must have op later..
EASSIE: to read "clo **1 Aug** 1847 (see 1837 B** as revised below)"
EAST CROYDON: Treby *The Central Croydon* branch in *Railway World* Mar 1974 states that work to combine New- and East- as one station was completed in 1898 (even though nomenclature not altered until 1909)
EAST FORTUNE: see 22 June 1842** should read see 22 June **1846**** *(not op with the line).*
EAST HAM [also PLAISTOW and UPTON PARK**]:** should the exchanges in *Chron. 58/26, 59/28, 60/20, 62/11* about cessation of use by BR trains be reflected?
EAST KILBRIDE: clo 25 Jan 2025, reop Sun 18 May 2025 (electrification works - https://www.railengineer.co.uk accessed 18 Oct 2025)
EAST LINTON: reop 13 Dec 2023 (https://www.networkrailmediacentre.co.uk/news/new-east-linton-station-opens-for-passengers (accessed 7 Feb 2025))
EASTCOTE: halt suffix in Met tt 31 Mar 1913, suffix dropped from Met tt 13 Jul 1914
EASTERHOUSE: suffix deleted (no date) by *GIC R.1534/760 of 16 May 1949*
EASTLEIGH: the cited advert – for a property sale – in *Salisbury & Winchester Journal* (source *Salisbury*) 9 Mar 1840, p. 4, includes: "…..only two miles from the Railway Stations at Twyford and Bishopstoke." which surely indicates that Bishopstoke station must have op (or been intended to be op) **well in advance** of opening the Gosport line at the end of 1841
EASTON: clo wef Wed 27 Nov 1907 (*Southern Times & Dorset County Herald*, 30 Nov) (landslip on line); reop for pass 23 Dec 1907 (RAIL 253/528).
EASTON COURT: addition of "for L H" confirmed as "has been altered" *(note tense)* by GWR GM Circ 1321 of 29 Oct 1889 (RAIL 253/229)
EASTRIGGS: 1 May 1923 renaming from DORNOCK confirmed by co's own Northern Division Circular No.62 dated 27 Apr 1923 (cited at https://www.gbticket.co.uk/site/index.php?i=pastcorner.php accessed 26 Nov 2021)
EASTRY SOUTH: Add (referring to op.): See *Chron. 75/29* and add location: {Eastry – Knowlton}
EBBSFLEET INTERNATIONAL: unadvertised test services with volunteer passengers from/to London St.Pancras International ran 30, 31 October, 1, 7, 8 November 2007, prior to station being op to public **19** November 2007 for international services only [https://branchline.uk/rail_chronology/Eurostar.html (accessed 20 Jan 2025)] *(Chron. 108 – which was simply 'lifted' from BLN - is wrongly cited because it does **not** refer to use of sta itself but to start of domestic trains using the connecting link from Springhead Jn which did op 21 Nov 2007)*; domestic services services called from 29 June 2009 [*ibid.*]. The wording "temporarily closed….open." to read: "International calls suspended – initially because of covid - from 19 Mar 2020 [*ibid.*] until further notice, but sta. remains open for domestic traffic." The use of the station by internal services is unaffected so the station has **not** closed – merely lost some of its services - c.f. Ashford International – with effect from 19 March 2020. There is no forecast for resumption of interntional calls as at Feb 2025.

EBBW VALE [GW]: New sta op 1 Nov 1859 – *Co n Monmouthshire Merlin* 29 Oct 1859 – at Pont-y-Gof. This replaced the "present ricketty station near the Rising Sun" (*Star of Gwent* 20 Aug 1859); the report puts the previous terminus for Ebbw Vale about a mile south of the 1859 station and makes clear Victoria was **not** the original terminus - a site *near* the later Tyllwyn Halt seems likely, the "Rising Sun" PH apparently being a reference to the "Morning Star" PH shown on OS plans at grid ref SO177090.
EBBW VALE TOWN: new site op (Sun) 17 May 2015 (between EV Parkway and former EV LL) *(South Wales Argus,* 17 May 2015)
ECCLESFIELD EAST and **WEST**: 25 Sep 1950 renamings confirmed by ScR comm. circ. FK22/29 of 1 Sep 1950 *(better provenance)*
ECKINGTON near Worcester: the usage "Eckington West" (to distinguish from its Derbyshire namesake) appears in Mid. Rly. minutes and notices until about 1905 *(better provenance than Cl.)* . But I've seen no *public* utterances.
EDENHAM: see comments below under **1857 Dec 8**
EDGE LANE: clo. confirmed by *RM* Jul 1948 *(as were the other stations thence to Spellow)*
EDGEBOLD: *Co n* copied in *RM* May 1903 doesn't actually mention any intermediate stations; it appeared in *Shrewsbury Chronicle* Friday 10 August 1866, page 1 (which would be better provenance – but only for line's opening). Might be better to say "op 13 August 1866** which see for other relevant information." as for other stations.
EDGWARE [GN]**:** LNE emergency service started 11 Sep 1939 – *hbl L15 (better provenance). Doesn't inclusion of dates of bus replacement service open up a whole need for 'consistency' elsewhere?*
EDGWARE ROAD [Bak]: clo 25 May 2013 (lift works); reop 21 Dec 2013.
EDINBURGH
North British
If the entry for today's **EDINBURGH** – formerly suffixed WAVERLEY – station starts after the two lines devoted to ST LEONARDS, then the word EDINBURGH should be in bold face; otherwise, it is unclear where it starts, although it *appears* to finish with words "still open" just before reference to HAYMARKET.
Use of "Waverley" suffix in NBR public timetables was haphazard: for example, years 1865 - 1870: no suffix in station banks but suffixed "(Waverley Station)" in *some* table headings (more appeared as years went by), while table of cab fares heading refers to "the Waverley Bridge Station" (and continued to so do for many years).
Entry for **HAYMARKET** would be easier to navigate if that word were at the very *beginning* of the line (in accordance with standard practice).
Entry for **SCOTLAND STREET** would be easier to navigate if that word were at the very *beginning* of the line (in accordance with standard practice). Although (as stated) Scotland Street tunnel clo. 22 May 1868, the eponymous sta. itself (and the line to Trinity Jn.) did not clo. on that date - reduced service continued – see *Scotsman* 21 May 1868 p. 2
EDINBURGH PRINCES STREET: despite what the *Edinburgh Advertiser* may have reported, the co's own advertisement for the new service in *Edinburgh Evening Post & Scottish Record* 15 May 1847, p.1, called the new station "the NORTH BRIDGE STATION of this Railway" *(an advert. alongside advised that the opening of the Edinburgh & Glasgow's extension to "THE STATION at the NORTH BRIDGE" would also take place on Monday 17 May 1847*). *The Scotsman* 22 May 1847, p.2: reported an accident the previous day with a runaway train in Scotland Street tunnel from the "North Bridge", and *Brad* for July 1847, p.2, for the EL&G shows "**From North Bridge,** to Trinity, Granton, and Leith…". Despite this, Dow's *The first Railway across the Border* (LNER, 1946) illustrates the layout of "Canal Street" station and asserts it was renamed Prince's Street in 1862.
Also special stations …….: (is there some reason why none of the individual entries names is in **bold** face?)
EDINBURGH MEADOWBANK (non-tt)**:** MEADOWBANK STADIUM was its full name, according to the platform's nameboards (there had been some earlier confusion about whether "Stadium" featured in its name). It was constructed for the 1986 Commonwealth Games and op "experimentally" on 21 June 1986 (BLN 540/76) . This tallies with work to make the Abbeyhill loop

useable for passenger trains and is more plausible than the *RM* date of 14 June 1986. The Scottish National Athletics Championships – to select Scotland's Commonwealth Games competitors – were held on Fri 13 and Sat 14 June at the stadium: it seems unlikely that the station would be open for one day but not the other day – and there is no traced press reference to any train service in connection. Shuttle services for the games themselves operated between 24 July *(which perhaps more properly should be the opening date for traffic?)* and 2 August 1986 (BLN 541/72). It did have but a single platform, on the Down (i.e. towards Waverley) Abbeyhill line only (BLN 557/63) - movements between Waverley and the platform required the use of the facing crossover between the Abbeyhill lines at Lochend Jn. A train on 18 October 1986 from the north reached the station via the Suburban line, instead of via Waverley; this was the last train using the station *to get a mention in BLN* (BLN 555/62) (not necessarily the very last, of course!). Despite *The Times* of 31 October 1986 reporting that the Football Trust had given ScotRail £5000 so that the station could be used as a permanent football platform for Hibernian supporters, *The Scotsman* of 28 April 1987 reported that ScotRail was expected shortly to propose the closure of the station to Lothian Regional Council.The Scottish Region Weekly Operating Notice reported that on 15 November 1987, the facing crossover between the Abbeyhill lines at Lochend Jn was disconnected in preparation for removal - thus effectively denying the use of Meadowbank Stadium station to trains *from* Waverley. There does not seem, therefore, to be a record of the last usage (nor of formal closure date) for the station - but those dates cannot have been later than 15 November 1987. The station was rendered unusable when the Abbeyhill loop was severed at both ends for realignment for electrification. The cessation of passenger use of the Abbeyhill lines came from Sunday 20 March 1988 (BLN 584, page 113) when the direct line came back into use after being clo. for a while and the loop went out of use again, rendering the station inaccessible from either direction. *The question in BLN 601 item 60 (1) about its clo. date was never properly answered, BLN 608/34 gave some of the story.* Or cite *Chron.81/26* or *BLN 1221.1754* (the chronological questions raised therein were never answered).
QUEEN'S STATION….: (access off Meadowbank Terrace) shown with prefix THE on Edinburgh town plan surveyed by OS in 1852 at http://maps.nls.uk/view/74415472 and (more clearly labelled) in that revised in 1877 at http://maps.nls.uk/view/74415670 but has gone by the next resurvey of 1894 at http://maps.nls.uk/view/74415761 More often than not the press references were to St.Margaret's station – but occasionally The Royal Station was the term used. Scottish visits using the East Coast route and involving Edinburgh – and therefore potential candidates for this Station – were each year from 1849 to 1861 (year of Albert's death); thereafter it seems to have fallen from favour. There is no suggestion of a special station in the 1849 reports - the first traced reference (the text of which reinforces the view that it represents the first use of the station) is in *The Times* 31 Aug 1850 page 5, reporting the Royal train's arrival on Thursday 29 Aug 1850. In *Neele* (chapters XVI - XVIII, dealing with annual or (from 1863) bi-annual Royal train journeys to and from Scotland) the following *specific* references to St.Margaret's station or The Queen's Station appear: 29 Aug 1859, 22 Oct (he had the wrong date – it was 15th) 1859, 17 Sep 1860. Thereafter, Edinburgh (and Holyrood) do not feature, apart from Waverley route journeys in 1872 and 1881 which brought the Royal train to St.Margaret's on 14 Aug 1872 and 24 Aug 1881. The latter (his page 499) is the last use he records: not necessarily the last ever use of the station but quite likely to be so, for the next Edinburgh visit that he records was 18 and 20 Aug 1886 (his page 507) when Waverley station was used. That would tie in with its disappearance from the OS mapping by the 1894 resurvey. [*Chron. 80/25*]. Further reference to use of this "temporary station" in *Reading Mercury* 23 Aug 1851 Contrary to *U*'s assertion (which is properly discounted) this station would not have been used by railway staff – any facility for staff would more likely have been in the shed area, the other side of London Road (although there is nothing suggesting a platform on OS plans).
EDLINGTON *(and all the other Dearne Valley Rly intermediate stations and halts)*: *Dearne Valley Rly* (C T Goode, 1986) reproduces DM Sheffield's letter 22 Aug 1951announcing the closure but *Yorkshire Post & Leeds Mercury* of 10 Sep 1951 reports the running of the last train (*better provenance).*
Add: EDMISTON DRIVE PLATFORM: see IBROX FOOTBALL GROUND
EDWALTON: 21 Jul 1941 clo. date confirmed by General Circ. GC_244-18/2/49 and by *Rly Gaz* 4 Mar 1949. From *RM* (Jan & Feb 1947: Notes & News): "Readers who make a close study of

timetables will have noted that Edwalton Station…which had been closed to passengers since July 28, 1941, was apparently reop on October 7 *[1946]*. The station was not, in fact, reop, and the train service was shown in error." .

EFAIL FACH: Corrwg Merthyr (q.v.) workmen's train shown "commenced 17 March 1924" in *Wtt* supp RAIL937/137 called at EFAIL FACH HALT .

EFAIL ISAF: still shown with "& VARDRE" in 30 Sep 1935 GWR public tt but renaming to delete that suffix advised *post hoc* by LMS *PCC no. 154 of 17 Oct 1935* ; explained in *GWR Magazine*, Nov 1935 (no date specified) and deleted in first public supp (RAIL 937/165) of 6 Jan 1936. Operative date to read '1935' (or 'Sep/Oct 1935') rather than '1935/6'. *[The Wtt was already plain Efail Isaf]*

EGGINTON JUNCTION [GN/NS]: Clinker *(Cl pap)* states originally two separate stations (so should presumably be two separate entries) which became single joint sta. from 1 Jan 1881

EGLOSKERRY: Although Clinker's *Cornwall* gave 1 Nov 1892 as its opening date, this station is usually credited with opening on Sat 1 Oct 1892. However, the following press items raise doubts: "... the opening ... will take place in a few days ... " - *Western Morning News* Thu 29 Sep 1892 (presumably written on the Wednesday); "We understand that Egloskerry station ... will be opened for traffic today (Saturday)." - *Cornish & Devon Post &East Cornwall Times* Sat 1 Oct 1892; "On Monday next the London & South Western Railway Company will open a station named Egloskerry for passenger and goods traffic... " - *Western Times* Sat 1 Oct 1892; "On Monday next the new station named Egloskerry will be opened for goods and passenger traffic." - *Devon & Exeter Daily Gazette* Sat 1 Oct 1892. No *post hoc* report traced, but the last two - which look suspiciously as though derived from an L&SWR press release - carry more weight as definite statements than the *Cornish & Devon Post* 's piece. Thus the date should indeed read **Monday 3** October 1892.

Add: EITHINOG: RAIL 92/25 carried this item dated 11 Oct 1920 in the Sec. & G.M.'s report to Cambrian Traffic & Works Comm.: "Mr. R. C. Anwyl's application to stop trains at Eithnog *[there has been confusion over the spelling, over the years – the OS is not consistent but Eithinog is now the correct spelling for the house in question (and for the lane passing it)]* near Llanfair. A few months after the opening of the W. & L. Light Rly it was agreed to stop trains for Mr. Anwyl. He is now proposing to sell the house and asks if the privilege can be transferred to any purchasers. The W. & L. have no objection. Seek confirmation." Just where this stopping place was is not clear, as the river intervenes – but the house sported a Boat House according to OS….. {Llanfair Caereinion – Heniarth}

ELBURTON CROSS: closed 7 July 1930 (GWR General Manager's Report); reop 1941 (see **1898 Jan 17** **)

ELEPHANT & CASTLE [Nor]: see 15 Jan 2022**

ELFORD: 1 Apr 1904 was **not** by *hbl* (they didn't start until 1910) but by RCH Goods Manager's Conference min. 7476 b of 28 Apr 1904 (RAIL 1080/188).

ELHAM: although *hbl L20 (better provenance than Cl.)* gives clo 1 Dec 1940, there was no Sunday service so should be wef (Mon) **2** Dec 1940

ELING JUNCTION: "Eling Wharf Tramway see article by Mick House in Cornwall Railway Society's website,": proper citation http://www.cornwallrailwaysociety.org.uk/totton-the-eling-branch.html (accessed 2 Dec 2021). For a fuller exposition of first Eling Junction stations see *Chron111-02* which concludes: "the 1851 station was located at No. 2 Gates and was replaced in 1859 by the present [Totton] station, adjacent to the former No. 1 Gates." [No.1 Gates was at the east end of present Totton station, while no. 2 Gates was the present-day crossing of Junction Road].

ELLESMERE: Prior to start of public services, on 20 April 1863 a special, to Whitchurch and back, was run for the Ellesmere Volunteer Rifle Corps, reported in *Shrewsbury Chronicle* of 24 Apr 1863.

ELLIOT COLLIERY: **this should be split into two separate elements – BM and Rhy.**

• **BM:** agreement exists of 18 Mar 1896 with Powell Duffryn Steam Coal Co. Ltd. as to running workmen's trains between Machen and Elliot Pit, Brithdir, [subsequently extended to New Tredegar Colliery], and construction of platforms near Elliot Pit and near Coed-y-Moeth Pit. This would seem to imply that 'Elliot Pit' was constructed under this agreement. The platform for 'near Coed-y-Moeth' would relate to Cwmsyfiog Colliery Halt. *Existing text from* 'in 2 December 1926 *Wtt* supp' *on does indeed refer to installations on BM line*.

• **Rhy.:** there is no way trains from Rhymney **Bridge** could access any of the BM halts so existing text 'Agreement dated 4 November 1899 …. few details of site or route are known' can only refer to traffic on the Rhy line – and there is no trace of any stopping place alongside Elliot Colliery (although nest of sidings below Brithdir station was – apparently – known as Elliot Pit). One could only surmise that any colliers' trains working from Rhymney Bridge would have used Brithdir station. There also exists an agreement of 17 Feb 1905 between Rhy. and Powell Duffryn Steam Coal Co. Ltd., as to workmen's trains between Rhymney Bridge and New Tredegar, Elliot, Brithdir & Bargoed Pits.

ELMORE: 1 May 1930 clo date confirmed by *hbl L76 (better provenance)*
ELMTON & CRESWELL: John Gough in *Mid.* states: "The weekly notices record that on 1 March 1886 CRESWELL (with a single "s") was altered to ELMTON & CRESWELL (also one "s")." – but that the Mid. public t.t. did not catch up until May 1887 edition. He also shows that there was confusion, in Mid. documentation, about the station's name during 1886 and 1887, so that there are no absolutely definitive official dates when (a) "Elmton &" was added (although Mar *or* Apr 1886 seems most likely), and (b) Cresswell was reduced to a single S (although May 1887 seems most likely).
ELSTREE & BOREHAMWOOD: 1 Apr 1904 was **not** by *hbl* (they didn't start until 1910) but by RCH Goods Manager's Conference min. 7476 b of 28 Apr 1904 (RAIL 1080/188). 6 May 1974 renaming confirmed by LMR WON.
EMBANKMENT [Bak]: clo 8 Jan 2014 (escalator works); reop 3 Nov 2014.
EMBANKMENT [Nor]: clo 8 Jan 2014 (escalator works); reop 3 Nov 2014.
ENDON: For 1963, special trains were advertised from the Potteries to various seaside resorts on the weekends of 2/3 Aug (33 trains) and 10 Aug (7 trains) - including some serving Endon, Ford Green and Milton. However, return trains were mentioned only in general terms in BR's handbill for both Saturdays 10 and 17 Aug but there must surely have been return trains to these three stations, which would arguably put **17** Aug 1963 as their last use by such trains. (*Stoke District handbill N11/X, February 1963 refers*). In addition, during the period 4 to 18 Aug 1963, there were special day excursions for the "stay at home holidaymaker". Of the closed stations, trains were only advertised from Milton, and running up to 15 Aug 1963. *(Stoke District handbill N47, May 1963 refers).* Divisional Manager Stoke letter ref PO of 3 Jan 1968: "Stoke Wakes Holiday trains operated from Ford Green in 1963 and Leek in 1964. No trains since these dates." Weekend (as opposed to "stay at home" mid-week) trains from Leek in 1963 all ran via Stoke (rather than North Rode) and most (if not all) did serve both Endon and Milton en route. E K Stretch (letter to Clinker 27 Aug 1964 in *Cl pap*) confirmed that in 1964 only Endon and Milton (but not Ford Green) were so used. This would have been the last such use (but final 1964 dates not known).
ENERGLYN & CHURCHILL PARK: op (Sun) 8 Dec 2013 *(NR W&W WON 37). W&W* stands for Western & Wales (not Way & Works) and it was number 37 (after the week of that number), not 307. Add: {Llanbradach and Aber}
ERROL: "Reopened as a Museum …….*(Wikipedia item on station).*": https://en.wikipedia.org/wiki/Errol_railway_station does not say that although https://britishlistedbuildings.co.uk/200344191-railway-station-and-signal-box-errol-errol#.YaoAx7DP3cs and http://portal.historicenvironment.scot/designation/LB11600 do mention it (all accessed 3 Dec 2021) - better provenance – but it wasn't for use **as a station** but as a museum**.** *Is it the intention to mention other former railway station buildings that are converted to other uses….?*.
ESTON [NE]: first entry - on main line: "resited about 150 yards east c 1866 *(Wikipedia)*;": https://en.wikipedia.org/wiki/South_Bank_railway_station_(England) makes no such claim – but http://www.disused-stations.org.uk/e/eston_first/index.shtml and http://www.disused-stations.org.uk/e/eston_second/index.shtml **do** mention the 'c.1866' relocation from west of the junction at Eston Jn to the east of it [https://maps.nls.uk/view/102344164 (the 1853 survey) shows station west of jn, but the next OS plans available online are not until 1890s by which date the station is South Bank (2nd) at Station Street]
ESTON [NE]: second entry - on branch line: clo. 11 March 1929 (LNER NE Area Circular P.M.10/1929) (*better provenance)*
ETRURIA: Clinker's card record shows *partially* unstaffed from 3 May 1971 *(ignore the garbled note 3962 in Cl. which conflates Windermere with Etruria!)*
ETTINGTON: same commentary as for BLAKESELEY
ETWALL: LNE emergency service started 11 Sep 1939 – service retained a single Stafford – Derby round trip until withdrawn and sta. clo**. 4 Dec** 1939 **[**Higginson *The Friargate line* (1989) (*Chron.* (first series) *3/17*); relevant working timetables incl. LNE Emergency tt 2.10.39 (*RAIL* 943/33) and info from late G J Aston]
EVANTON: 1 Jun 1937 renaming: date confirmed by LMS *PCC no. 229*

EVESHAM [Mid]: . Temporary (1864) and permanent (1865) stations were **not** on same site (presume temp sta was south of permanent one) as the temp building was not moved away (to Monsal Dale) until 1866.

EVESHAM ROAD CROSSING: source for 14 Jul 1916 date *(which is presumably last use date)* is *GM's report 12 Jan 1917*

EXETER CENTRAL: 1933 renaming date was **16** Jul as confirmed by LMS *PCC no. 42* and *CGM GIC R.1534/384 of 3 Jul 1933. As an aside, 16 Jul was also t.t. change date.*

EXETER ST. THOMAS: clo 2 Apr 1917 as EXETER (ST. THOMAS) – extract of GW circular bound in 'Bristol Diary' at *RAIL 253/537 page 71.* Clo 3 Feb 2014 (sea wall collapse); reop 4 Apr 2014

EXHIBITION: also add FOLKESTONE

EXHIBITION CENTRE: renamed from FINNIESTON 12 May 1986 *(despite being shown under old title in BR tt of that date)* [advice from Roy Hamilton (of ScR train planning office)]. Change (but not specific date) confirmed by ScR WON 21-27 June 1986 – thus confirming it did apply *before* Sep tt change.

EXMOUTH: lest there be any doubt that 1 May 1861 was full service ***as well as*** directors' ceremonial train, cite *Western Morning News* 2 May 1861. .

EYEMOUTH: clo 5 Feb 1962 confirmed by GIC. Note that, at that era, it was simply *Birmingham Post* (the word *Daily* did not feature in its title after 1918).

FAIRBOURNE: See **<u>17 Oct 2020**</u>

FAIRFIELD near Buxton**:** 11 Sep 1939 clo. date confirmed by LMS Div Supt *of Ops, Crewe letter 29 May 1945 in Cl pap (better provenance).* **Beware,** however, LMS *PCC no. 340* of 31 Aug 1939 had advised that clo would be from 25 Sep 1939 *(although it is believed that it was overtaken by the drastic cut-back of services and cheap fare facilities from **11** Sep 1939 (subsequently relaxed somewhat) which makes the 11 Sep clo date remain credible).*

FAIRFIELD Manchester: suffix (Lancashire) added *in index only* with 5 Jun 1950 tt, dropped "for Droylesden" with 6 May 1974 tt, changed suffix to (Greater Manchester) with 5 May 1975 tt

FAIRLIE: suffix "High" last in 5 May 1975 tt, deleted with tt 3 May 1976 *(despite what BLN 241/243 said)*

However, announced as to be renamed (dropping 'High') from 5 May 1973 tt by LMR WON WE1 16/17 of 21 Apr 1973 – see APPENDIX 1. *The renaming may have pre-dated the alteration to the public tt .*

FAIRLIE PIER: service, in connection with Caledonian Steam Packet sailings, was to have become seasonal after sailing/train on **Thu 30 Sep** 1971 (*Aberdeen Press & Journal* 13 Aug 1971) but decision not to reopen in 1972 was taken in about Jan 1972; hence **w.e.f.** date (**not** last train as text claims) was **(Fri) 1 Oct** 1971.

FALCONWOOD: op date specifically given as 1 Jan 1936 in *RCH distance tables advice no 57/9 of 14 Apr 1936*

FALLODON: was built for **Sir George** Grey, Bart., MP (a grandson of the first Earl Grey), who inherited Fallodon in 1845 (spelling in Tyneside press then was Falloden, Fallodon in London papers; a farm auction advert in *Newcastle Journal* 27 April 1850 used Falloden; earliest online OS (1861) has Fallodon for hall and station). "see 24 March 1847**" should read "see <u>1847</u> Newcastle & Berwick**", of which **29** *(not 24)* March 1847 is the relevant sub-paragraph (even though line through Fallodon not op until 1 July 1847, of course). It might be more comprehensible to readers simply to say, here: "first mention of station at Fallodon (as "Fallowden") appeared in *Newcastle Guardian*19 Jun 1847, although omitted from same paper's 3 July 1847 report of line opening". Appears – as FALLODEN - in Y&NB account book of daily takings (RAIL 772/131) of 1849 *but was **not** listed with those three Newcastle – Morpeth intermediates which **did** op with line, so must have op. between line's opening and 1849.*

<u>http://disused-stations.org.uk/f/fallodon/index.shtml</u> states that the commitment to stop trains on request of the occupant on Fallodon Hall was rescinded in exchange for life all-line LNER first class pass, approved by LNER Traffic Committee minute of 15 Feb 1934 . But the web article also asserts that station "closed completely" "on 30 May 1934" (a Wednesday), without provenance and without explaining what the date represents or why delay in implementation –while adding that the last calls may even have been in 1935….

FALLS OF CRUACHAN (a): the 10 Sep 1951 *Wtt* (for example) has calls as follow: 0800 Glasgow – Oban calls alternate Sats to pick up wives of employees, returning by 1645 from Oban *(RAIL917/24)*
FALMOUTH DOCKS: the addition of DOCKS was from 16 May **1988** in BR Cornwall local tt (*BLN* 590 of 21 Jul 1988, page 217/88, item 75)
FALMOUTH TOWN: the renaming from THE DELL was from 16 May **1988** in BR Cornwall local tt (*BLN* 590 of 21 Jul 1988, page 217/88, item 75)
[#10] FALMOUTH Ticket Platform:shown in GWR and Cornwall working tt of Nov 1876 *(not known if this was first appearance but it well predates text's current entry)*
FARINGDON near Oxford: is ca. six miles nearer Swindon than Oxford…..*Why not say 'branch near Swindon'?*
FARLEY: op. date 27 Oct 1934 confirmed by GWR Chester Division **Annual** Report **1934 (*Cl pap)*** *[beware that a report in The Times appears to be based on an error].*
FARLINGTON: the statement that it had been used for workmen 1922 to 1927 does not square with report in *The Daily Chronicle* (London) 21 Apr 1928 p.5, that it "has been out of use since the war". A longer piece in *West Sussex Gazette* 26 Apr 1928, p.10, stated intention to reop 17 June 1928; op confirmed *post hoc* by *Hampshire Telegraph* 2 June, p.6. *Note that racecourse moved to Paulsgrove (q.v.) between the wars; both sites known as Portsmouth Park.*
FARNWORTH near Bolton: clo 2 May 2015 (Farnworth tunnel work); reop 14 Dec 2015
FARNWORTH & BOLD: 1890 renaming was shown as 'in future *(read as 'forthwith')* will be known as' in *LNW Circ. no. 2269 of 2 Jan 1890 – which makes faces at hbl date.* 18 Jun 1951 clo given by ***Co n*** in cited *Runcorn Weekly News* p.5 , and also by LMR W1 WON of 16-22 Jun 1951
FARRINGDON it would make more sense to show 'London' alongside this heading rather than in the [Met] entry.
FARRINGDON [Met.]: Widened Lines platforms: temp.clo. for electrification 14 May 1979 (BLN 372 and 373) ; reop 11 Jul 1983 (BLN 470, p.168 (the re-closure there mentioned was only very temporary!))
FARRINGDON [Elz]: ***also other Elz stations:*** a rathe better citation than "BBC News" should surely be provided, such as a reference to the specific webpage. Trial operations involving people invited on trains and stations to test real-time service scenarios had operated 13 Feb 2022 to 13 Mar 2022 - *does this qualify for non-tt inclusion?*
FAULDHOUSE: suffix "North" last in 5 May 1975 tt, deleted with tt 3 May 1976 *(despite BLN 241/243)* **However,** announced as to be renamed (dropping 'Road') from 5 May 1973 tt by LMR WON WE1 16/17 of 21 Apr 1973 – see APPENDIX 1. *The renaming may have pre-dated the alteration to the public tt .*
FAWLEY near Hereford: this station got relocated ca.1896: GWR Traffic Committee of 1 Jul 1896 authorised £3659 for erection of new station on site adjacent to existing (and provision of additional siding accommodation). (RAIL 250/338)
FELIN FACH: cited press report for op (and others *of which there were many – looks like a GWR press release*) did **not** give the county suffix for Ystrad *so was it ever really part of the station's name?* GWR GM Circ. 2314 of 19 Dec 1912 *(at GWTrust archive)* gave renaming from YSTRAD ***(no county suffix)*** to FELIN FACH as 1 Jan 1913 *(better provenance)*
FELIXSTOWE: station foreshortened by some 6 chains from Wednesday 17 December 1980 (*BLN* 411, p. 33). The current dead-ended single track platform is the outer end of what was the main platform, retaining the canopy, the stop block having been moved from 84m 36ch to its present position of 84m 30ch. The main station building was sold to the Co-op and sympathetically incorporated in a shopping development, being reop as such in 1985. Immediately beyond the present stop block, the line was severed by road access to the development's parking area.
FELSTED: "for LITTLE DUNMOW" added by *RCH distance tables advice no. 4/1 of 23 Feb **1925***
FENNANT ROAD: op 5 June 1905 (*Y Genedl Gymreig*, 6 June 1905 (p.7))
Add: FENNS MOSS HALT: op during WW1 - from GWR GM's report to Traffic Committee dated 7 Oct 1926 (at RAIL 250/453) proposing to remove "Fenns Moss Halt" which had been erected during war but not used since 1917. *It had been sited at 5m 35 ch (between Fenns Bank and Bettisfield) near the peat moss siding / adjacent to the Bettisfield Trust Factory.*

FENNY COMPTON [SMJ]: suffix WEST applied only for goods in 1956 *hb* – presumably added *after* passenger closure (c.f. OLD TOWN at Stratford) – likewise EAST for GW station, whose passenger activity attracted no suffix in *hb* Also same commentary as for BLAKESELEY
FENNY STRATFORD: same commentary as for ASPLEY GUISE
FERNDALE: information about passenger operation prior to 1876 public services, from Colin Chapman's papers:
"Immediately after the explosion at Ferndale [on 8 Nov 1867], there being no passenger service on the line up the valley, the Taff Vale Co. had put on carriages to carry people up and down." (*The Railway News* 29 Feb1868).
From reports by TV Engineer: In connection with making the Rhondda Fach Branch a passenger railway, he stated: "I have to inform you that passengers are daily conveyed up and down and as far as I know satisfactorily." (report dated 30 Jan 1868). "Some years back it was arranged with D. Davis & Sons to run two trains each way on the Rhondda Fach Branch for the benefit of the proprietors and workmen at Ferndale. The firm paying £200 per annum for this service and no charges made to persons using the trains." (report dated 25 Oct 1870). Stated that on the unadvertised service on the Rhondda Fach Branch the total number of passengers conveyed free of charge last week amounted to 2,043. (report dated 9 Jul 1874). From TV Directors' minutes: Arranged with D. Davis & Sons for passenger service to Ferndale to cease on 13 Mar 1875 and line closed for passenger in connection with the doubling of the line. (meeting of 18 Mar 1875)
FERNHILL (b): clo 14 Apr 2023 (electrification work); reop 29 Jun 2023 *(BLN)*
FERNHILL COLLIERY: service shown replicates the 1872 service shown under BLAENRHONDDA COLLIERY so delete existing text – see instead BLAENRHONDDA COLLIERY [TV].
FERNHILL HEATH: 1 Jul 1883 renaming confirmed by GWR GM Circ 818 of 25 Jun 1883
FERNIEGAIR: 1 Jan 1917 clo. confirmed by *Railway News*, 13 Jan 1917 *(bit more contemporary than Cal. 1921 tt)*
FERRYPORT-ON-CRAIG: FERRY-PORT-ON-CRAIG is the form used in *Co n* in *Dundee, Perth & Cupar Advertiser* 16 May 1848 (and under the cross-referenced TAYPORT entry). It was rendered as FERRY-PORT-ON-CRG. and FERRY-PORT-CRG. in *Brad (*e.g. Mar 1850) – presumably intended to be the same.
FERSIT: clo date 31 Dec 1934 confirmed by
FETTERESO: location to read {Carmont – Stonehaven}
FFAIRFACH:clo 27 Aug 2020 (derailment near Llanelli); reop 8 Mar 2021
FFOCHRIEW PITS: was spelled FFOCHRHIEW – but see instead FOCHRIW COLLIERY
FILTON [GW]: last calls Sat 31 May 1997 confirmed by *BLN* 805.538 *(new tt – excluding calls - started Sun 1 Jun)*
FILTON ABBEY WOOD: is located south of FILTON [GW]
FINCHLEY ROAD [Met]: "SOUTH HAMPSTEAD" suffix – if it was ever officially bestowed – had been deleted *by* Met tt 18 Nov 1912
FINDHORN: Highland Railway Society's *Highland Railway Station Locations & Dates* (1995) gives total clo 1 Feb 1869. Various papers reported that the Findhorn Railway would "not be worked after 29 Jan" 1869 but Highland Rly board min. of 6 Jan 1869 declared they would "Cease to work line after 31st inst.". There was no Sunday service but a storm on 29/30 Jan partially washed away 30 yards of track (*Inverness Advertiser* 2 Feb), although *Inverness Courier* 4 Feb 1869 confirmed trains did, indeed, run on Sat 31 Jan 1869, albeit "partially" – explained by *Nairnshire Telegraph* of 3 Feb 1869 in terms which suggest Findhorn station itself was not served that day.
FINNINGLEY <u>Temporary platform</u>: leaflet for 19 Sep 1981 excursion called it "the new RAF Finningley Halt"; being prefixed by the definite article and with new not capitalised there's no suggestion it was part of name. The display in 1987 was on Sat **19** Sep 1987 (<u>https://flic.kr/p/dYxK36</u> (accessed 25 June 2025)).
FINSBURY PARK [GN]: the GN handbill of 28 June 1861 is illustrated in *The History of the Great Northern Railway* by C H Grinling (1903), p.203, where it is rendered as SEVEN SISTERS' *(sic)* ROAD, HOLLOWAY although 'Holloway' was only informational - **not** part of station name *(despite what L erroneously shows)* - because that word does **not** appear in GNR public tts of e.g.

Jan 1864 (RAIL 935/2) and Nov 1865 (RAIL 935/1), nor in RCH Goods Mgrs' min. 3323 of 27 Jan 1870 (when station was reported as having been renamed Finsbury Park *(no effective date quoted, alas)*). The Finsbury Park itself was op **Sat 7** Aug 1869 *(Morning Herald* 9 Aug and other papers – *Clerkenwell News* apparently behind the times (*?inertia) or mis-transcribed?*). As early as 27 July a lessor's advert. had been referring to 'Finsbury Park and Seven Sisters station' in *Morning Herald* - but by December 'Seven Sisters and Finsbury Park station' was being used so it (alas) proves nothing. P Kay in a *London Railway Record* three-parter (nos. 41,42,43) states GNR "...renamed the station "Finsbury Park" in late 1869...". *L* (Borley) gives RN "15 Nov 1869 (timetable of 1 Jan 1870)"; *Cl.* (Clinker) gives RN 1 Jan 1870 which looks to have derived from first timetable using new name, rather than actual renaming date. So presumably 1 Aug 1869 is from *JS* (Spence) - but as park hadn't been op by then, that surely must be discounted. Borley was meticulous (and published subsequent to Clinker, knowing full well what Clinker had given) so the date of (Mon) 15 Nov 1869 given by *L* (Borley) has to be favoured.

FISHBOURNE SUSSEX: staffed from 10 Jul 1938 – LMS *PCC no. 283*

FISHGUARD & GOODWICK: renaming from 1 May 1904 confirmed by GWR GM Circ. 1960 of 21 Mar 1904 (RAIL 253/482) *(better provenance*); the Trecwn workers' service last ran on 31 Jul 1964 (see *Chron 103/6*), being **withdrawn wef** 3 Aug 1964 *(present wording is ambiguous)*

FISHPONDS (b): Revision to STAPLETON: although a correspondent in *Western Daily* Press of 8 May 1866 refers to is as Fishponds, the name Stapleton was certainly in use in Aug 1866 - advert in *Bristol Times & Mirror* 4 Aug 1866, p. 5. Of the assertion that Fish Ponds was two words from 1867, source *Mid.*says *'The Alterations Notice in the January 1867 Public Time Table includes: "The Stapleton Station, near Bristol, will in future be called Fishponds."'.* But despite *hb* showing it as one word (e.g. 1904, 1938), public tt used two right down to 1938…. *(so who knows….).*

FISKERTON: what *Mid.* says is that name changed back to plain FISKERTON **from** 1 May 1860, on evidence of *Brad.*

FIVE MILE HOUSE: The text notwithstanding, the BR ER booklet *Transport changes in the East Lincolnshire area* (issued in Sep 1970, detailing the line and station closures from 5 Oct 1970) listed Five Mile House among "the following stations will be closed to passengers" and showed it on the cover map! *A trap for the unwary.*

FIVE WAYS (b): stations signs (at 2025) include "for Broad Street".

FLAX BOURTON: renaming 1 Sep 1888 confirmed by GWR GM Circ. 1236 of 8 Aug 1888; op "about a quarter of mile west of the present Station" Tues 7 Nov 1893 confirmed by GWR GM Circ 1588 of 30 Oct 1893 (RAIL 253/229)

FLEETWOOD

For greater clarity, the Fleetwood narrative could usefully be broken into four elements, each of which was at a quite different location from the others: (1) 1840 – 1851; (2) 1851 – 1883; (3) 1883 – 1966; (4) 1966 – 1970. The first three would be in place of existing entry (a), the last (WYRE DOCK until 1966) in place of the existing entry (b)

The existing final paragraph - starting "Note added..." - applies, at least from 1883, to use of the goods shed *alongside* the new passenger station, i.e. between it and the river shipping berths, at grid ref. SD341481 (n.b. **not** at Wyre Dock), which would be compatible with the timings of boat train connections being the same as for the 1883 Fleetwood station. *Neele*, p. 112, implies that all trains used the facility "inside the Goods shed at Fleetwood" – but this may simply have been trains with shipping connections; access to/from the street was available through the passenger station proper. Whether this "shipping platform" should be regarded as a separate facility is moot.

FLEETWOOD (a): 16 July 1840 terminus was at grid ref SD339477. The 1851 station resiting was in conjunction with the relocation of over 2 miles of line (substituting a 'dry land' route for one across tidal water), approaching, by a different angle, a new (but nearby) station site (SD338477) in Dock Street (opposite Crown Hotel) (*Preston Chronicle* 11 Jan 1851). *Liverpool Standard* 21 Jan 1851, reported change took effect "last week", which would be commensurate with 13 **Jan** 1851 ***(not*** Feb***)*** (*G&S* has it correct but *D&C 10* pp.214-6 has wrong dates for all the 1840/1851/1883 events). The 1883 resiting should be given the > etc. treatment because it was to a completely different site (SD340482), with the diversion and extension of the passenger line by ca. ½ mile. However, *Blackpool Gazette & Herald* 13 Jul 1883 reported that the station would open to the general public on

Mon 16 Jul 1883 (delayed from Thu 12 Jul), and that it had been used specially for connection to an Isle of Man sailing on 12 May 1883. The report specifically mentions the covered ways to access the IoM and Belfast boats.

FLEETWOOD (b): the 1885 Wyre Dock station (which became Fleetwood station in 1966) was at grid ref SD334474, on the through line (not in the dock estate), and (at the outset) served to set down workers for the dock and fish dock. Clo 1 June 1970 confirmed by *BLN 156* p.76 (report of last train - *better provenance*).

Add: FLEETWOOD SALTWORKS [PW]: non-tt – *Lancashire Evening Post* 14 Mar 1916.The saltworks were actually on a branch off the P&W at Burn Naze (see OS plans). This workers' platform does not sound as though it was at "Burn Naze level crossing" (which would not have been particularly close to the salt works but would have served the separate Ammonia Soda works)

FLOW MOSS: location: grid ref SJ698971 with road access only from the south along Tram Road; replaced by June 1844 by Astley (ca. 24 ch. to the east, with better road access).

FLUSHDYKE [also shown as **OSSETT** (a), q.v.] : When, on 12 Mar 1864, Capt Rich inspected the extension onwards to OSSETT (b), he observed that the new ***platform*** at Flushdyke was "higher" than the old one, and that passengers approached it by "crossing the old rails" (although as those were to be taken up, he did not think this presented any danger to passengers). One should read into this no more than that (i) there *continued* to be a stopping place at what had been OSSETT (a); (ii) it reverted to its *originally intended* name of Flushdyke with the 1864 extension *(rather than waiting until Mar 1865 as Brad implies)*; and (iii) the Flushdyke platform was *raised* (presumably to enable the line to cross Upper Street (later Wakefield Road) on a bridge) but not necessarily significantly relocated at that time. However, the OS plan http://maps.nls.uk/view/102345052 surveyed in 1849 and engraved in 1854 (which ought to show no railway – or at least none beyond Flushdyke), but as re-published in 1882, shows the railway right through, with a station labelled Flushdyke still *north* of the Wakefield Road bridge (but no mineral line heading northwards therefrom) and another station at Ossett proper (so not much help for "dating" purposes…), whereas the next edition http://maps.nls.uk/view/100948304 resurveyed 1888-90 and published in 1894 shows Flushdyke station *south* of the Wakefield Road bridge. Thus, at some date, Ossett (a) / Flushdyke station was indeed relocated - but it is very unlikely to have been in 1864 when the line extended. http://www.ossett.net/pages/Flushdyke%20Station_jpg.htm (accessed 25 Nov 2021) – the station that closed in 1941 – certainly does not look as though it originated in 1864.

FOCHRIW [BM]: delete [BM] from heading because FOCHRIW [BM] and FOCHRIW COLLIERY were on different railways

FOCHRIW: insert [BM]; op 1 Sep 1867 (BM directors' min of 12 Aug 1867 (RAIL 65/2, folio 132)) *(better provenance with definite date).* [*Merthyr Herald* 7 Sep 1867 reported the recent op. but without specific date]. *Merthyr Express* 24 Feb 1866, p.4, reported special train for opening of new school at Darran & Deri on 16 Feb 1866, from Pant serving Fochriw (there spelled Vochriw).

FOCHRIW COLLIERY: insert [TBJ]; (non-tt): workmens' services from/to Dowlais (Cae Harris) in *Wtt*s from *at least* Oct 1876 (as FFOCHRHIEW PITS; RAIL 937/25); **not** shown in Feb or June 1876 *Wtt*s (RAIL 937/24) but *Burnell's Bible* (RAIL 1014/59, p. 419) credits it - very questionably - with opening 1 Feb 1876. Open to *at least* Jul 1938 but gone **by** Jun 1955; location to read: {branch from Cwm Bargoed}

FOLKESTONE permanent (eventually **EAST STAFF HALT)**: 10 Sep 1962 renaming confirmed by *GIC A2/36 of 27 Aug 1962* **–** and also of Shorncliffe to be Folkestone West

FOLKESTONE WEST: 10 Sep 1962 renaming confirmed by *GIC A2/36 of 27 Aug 1962*

FOLKESTONE HARBOUR: The final Railway Touring Co's charter public excursion ran **14** Mar 2009 *(BLN 1087.307 and Six Bells website https://www.sixbellsjunction.co.uk/00s/090314rt.htm (accessed 17 Jan 2025)) – line put out of use 15 Mar 2009.*

FOLKESTONE PIER (as distinct from HARBOUR) was advertised as start point for two boat trains in at least 1910 and *might be regarded as* a location in its own right *(c.f. Newhaven LBSC)* – **except that**

(a) it was **not** acknowledged as a separate station in e.g. *hb* (1904) and *SR* (Clark) – although *U* does note it having unadvertised use for boat trains, with the endorsement "Later combined with Folkestone Harbour",

(b) the text of https://is.gd/folkestonepier (accessed 7 Feb 2025) notes that it was classified as platform 3 of Harbour station, and
(c) there is no mention of any station or platform under the name Pier in either 1934 or 1960 Sectional Appendices. For WW1 "closure" see *Chron. 92/10. Did that Pier platform 3 even survive in use by passengers as far as WW2 (even though it remained there physically….)?*
[FOLKESTONE] ART TREASURES EXHIBITION: *for a work allegedly pressed for space this is otiose…*
FOLKESTONE WARREN (a): must have op ***by*** Jul 1887 (*Barnet Press* 9 July 1887). For *non-tt* use in late 1950s/early 1960s, see *BLN 1467.584* – needs analysis of relevant period *Wtts.*
FORD & CROSSGATES: **'**Ford **for** Cross Gates' appears to have been name at opening (but 'Cross Gates' also used at some dates during the pre-1880 period and in excursion advertising; *Brad* seems to have settled on 'Ford for Cross Gates'); to Ford & Crossgates 14 Apr 1912. See https://rchs.org.uk/wp-content/uploads/2020/07/Shropshire-and-Montgomeryshire-Light-Railway.pdf (accessed 21 Jan 2025)
FORD GREEN & SMALLTHORNE: For 1963, special trains were advertised from the Potteries to various seaside resorts on the weekends of 2/3 Aug (33 trains) and 10 Aug (7 trains) - including some serving Endon, Ford Green and Milton. However, return trains were mentioned only in general terms in BR's handbill for both Saturdays 10 and 17 Aug but there must surely have been return trains to these three stations, which would arguably put **17** Aug 1963 as their last use by such trains. (*Stoke District handbill N11/X, February 1963 refers*). In addition, during the period 4 to 18 Aug 1963, there were special day excursions for the "stay at home holidaymaker". Of the closed stations, trains were only advertised from Milton, and running up to 15 Aug 1963. *(Stoke District handbill N47, May 1963 refers).* Divisional Manager Stoke letter ref PO of 3 Jan 1968: "Stoke Wakes Holiday trains operated from Ford Green in 1963 and Leek in 1964. No trains since these dates." Weekend (as opposed to "stay at home" mid-week) trains from Leek in 1963 all ran via Stoke (rather than North Rode) and most (if not all) did serve both Endon and Milton en route. E K Stretch (letter to Clinker 27 Aug 1964 in *Cl pap*) confirmed that in 1964 only Endon and Milton (**but not Ford Green**) were so used.
FOREST HALL (a): appears – as BENTON - in Y&NB account book of daily takings (RAIL 772/131) of 1849, (so a **much earlier** op. date than 1856 is needed) *but was **not** listed with those three Newcastle – Morpeth intermediates which **did** op with line, so must have op. between 1847 and 1849.*
FORRES (b): it is highly questionable whether this was a "triangular" station: there was no platform on the south to east curve so although track layout was a triangle, the station did not have platforms on all three angles/curves.
FORRES (c): *(ScotRail website)*: better provenance Network Rail's annual return https://history.networkrail.co.uk/uncategorized/IO_16a323e6-2d3d-4cb2-9ce9-bf8107eb53eb/ (page 12) (accessed 3 Dec 2021). Note that https://www.networkrailmediacentre.co.uk/news/official-opening-for-scotlands-newest-station was three days after the station came into use while https://www.railwaymagazine.co.uk/3834/forres-station-relocated/ only *implies* that the date was 17th. So *BLN* 1292.2256 (4 Nov 2017) might be a better bet.
FORT AUGUSTUS PIER: *Forgotten Railways : Scotland* (p.202) gives clo. of "pier and station" as 30 Sep. 1907 *[perhaps this refers to freight rather than passenger? – unlikely, as elsewhere author implies that the pier line was used only for passengers]*.However, Vallance, *Highland Railway* (1986) gives 1 Oct 1906 as also – in effect – did Greville & Spence, so presumably no t.t. evidence for use in 1907 (thus 1907 date sounds like another error from John Thomas).
FORT GEORGE: 5 Apr 1943 clo date confirmed by *hbl L20 (better provenance)*
FORT GOMER: 1 May 1930 clo date confirmed by *hbl L76 (better provenance)*
FORT WILLIAM: according to *RCH distance tables advice no. 2/1 of 14 Jan 1925* all the suffixes were deleted (no date given).
FORYD (b): 5 Jan 1931 clo is from LMS *Passenger Train Service Alterations* notice for Jan and *SoL GIC A/491 of 19 Dec 1930 (better provenance)*
FOSS CROSS: the first trains over the new section ran Tue 30 June 1891 and booked to call at the three intermediate stations - see advert in *Wilts & Gloucestershire Standard* 27 Jun and report in *The*

Citizen (Gloucester) 3 Jul. Report of start of regular service was in *Cheltenham Examiner* of 29 **July** ***(not August)*** 1891 (c.f. Withington and Dowdeswell entries).
FOTHERBY GATE HOUSE: J R Whittle says *(Cl pap)* GN's Instructions of Board provided for op Feb 1853 *(sic – surely he meant 1863).* At clo., advertised trains were Fridays only (and last appeared in Jun 1872 GNR tt – *which may or may not be basis for date cited*….)
FOTHERBY *(the penny plain one)*: GIC advice of clo 11 Sep 1961 called it Fotherby **Halt** *(when had it became unstaffed?)*
FOXFIELD: although the FR official tt advert dated July in *Soulby's Ulverston Advertiser* of 1 Jul 1858 includes Foxfield/Foxfield Junction (as putative junction station for the Whitehaven & Furness Junction line) the "expedition curve" avoiding Broughton did not open until 1 Aug 1858 (Andrews, *The Furness Railway – A History* (2012), p.55, citing W&FJR shareholder's meeting minutes of 25 Feb 1859) so it seems more than likely that this joint station also did **not** open until 1 Aug 1858. *At the very least, a query should be flagged up.*
FRANKTON: op Jan 1867 *if not earlier* (Authorised – Cambrian minuteof 13 Sep 1866 - RAIL 92/8); moved to opposite side of line ca.1879-80 ('Ordered - New station to be provided.' – Cambrian minute of 26 Nov 1879 - RAIL 92/10; compare OS plans to see that this was relocation, not merely a new building on origial site).
FREMINGTON: 1855 opening date: same commentary as for INSTOW.
FRIAR WADDON MILK PLATFORM: GWR Bristol Div. Annual Report 1932 at RAIL 253/552, under heading "Halts & Platforms opened", has: "Milk stage introduced at Friar Waddon on **8 Feb**1932." with **no** indication of passenger use (which would, of course, have required BoT inspection of which none is known). *Cooke TLD* 17/13 says "not service after 1939". *Its location does not make it look too likely a site for a passenger halt, whereas there was the dairy not far away. Looks too much like speculation on cited author's part.*
FRICKLEY: retention of platforms for excursion traffic after clo confirmed by BR correspondence at AN13/2308
FRINTON ON SEA: RCH Distance Books added this as "stopping place" by advice 16 Aug 1867 *(although that's*
unlikely to have been the op. date, it does indicate that the stopping place was in use ***by*** *that date)*
FRITTENDEN ROAD: stops by request – but not suffixed HALT **–** in 11 Sep 1933 public t.t. leaflet held at NRM, York - to re-emphasise lack of Halt suffix
FRITWELL & SOMERTON: renaming from SOMERTON from 1 Oct 1907 confirmed by GWR GM circ 2095 of 20 Aug 1907 (RAIL 253/482) (*better provenance*)
FRIZINGTON: The title of cited work (by Dr **M** Andrews) should presumably be in italics while parentheses in final sentence seem to be awry.
FRODINGHAM AND SCUNTHORPE: LMS *PCC* no 38 said "[Scunthorpe and Frodingham] station was opened for passenger … traffic on the 11th instant *[11 March 1928]*, and … Frodingham and Scunthorpe station was closed on the 10th instant." *Context shows that clo was"after traffic on" 10 Mar 1928, hence w.e.f. 11 Mar.*
FRONFRAITH: 9 Feb 1931 clo date confirmed by *GWR SoL GIC A/497 of 6 Feb 1931* and *Co n* in *Montgomeryshire Express* 3 Feb 1931
FULWELL near Teddington**:** renaming from F **&** HAMPTON HILL *(so when had that variant started?)* to F (**for** HAMPTON HILL) *(including the parentheses)* advised as "have been altered" in *GCR Special traffic arrangements and engineering works* notice N&ED No. 111 for w/e 16 Nov 1912
FULWELL & WESTBURY: *Westbury Crossing may simply have been the railway's means of indicating the location in relation to an existing railway location – a level crossing – rather than the station's name.* If so, the 1880 renaming is rendered superfluous.
FYLING HALL: clo. 20 Sep 1915 *(GCR circular – RAIL 226/111).* ***However….*** NER Programme of Special trains (= *weekly notice*) no. 73-1915 from 5 Nov 1915 carried a note which says that the reduction of facilities was **deferred** to be effective from 1 Nov ("after 31 Oct"). The text *might* be read to mean that the deferral applied to passenger traffic rather than just goods traffic (Clinker thought so) but the *Times* report of 18 Sep 1915, p.10 is unequivocal that the station clo for pass 20 Sep 1915.

GADLYS ROAD: Clo date given in 4th edn as 1 Apr 1949 has disappeared; that date was a Friday (so Mon **4 Apr 1949** was presumably the wef date).
GAILEY: *LNW dates* cites Officers' Min. 22387 for specific date *(better provenance*
GAISGILL: arguably, *BR notice* should read *Co n***GALLIONS**: MT6/443/1 *or possibly MT6/443/19* contains inspection report of new line dated 21 Mar 1887 which would indicate resiting date (both for GALLIONS and for MANOR WAY) would have been thereabouts.
GARA BRIDGE: op 19 Dec 1893 confirmed by GWR SoL Circ 904 of 14 Dec 1892 (RAIL 253/229) and GWR two-page leaflet in RAIL 937/58 (*better provenance)*
GARN-YR-ERW: shown as HALT in joint coy. closure handbill (in GW style but labelled for both, dated Apr 1941) at RAIL 1014/33
GARNANT: "Ammanford (then Duffryn)" sta., op. in Jul 1860, was **not** on the Garnant line but on the north-south "main line" – see AMMANFORD (b) [the equivalent station on the Garnant branch was originally Cross Inn – see AMMANFORD (a)]. Trains to/from Garnant continued to be advertised not only during the first half of 1860 (as stated) but right through until the Brynamman line op. The ***original*** Garnant sta (closed 20 Mar 1865 – *Welshman* 17 Mar 1865) was on what became the Gwaun-cae-Gurwen line – *beyond* the junction for Brynamman – the relocation moved it to that junction. GELLYCEIDRIM (GELLI-CEIRDRUM according to OS plan) is shown as request stop on Llanelli Rly's Garnant branch in tt in e.g. *Welshman* 26 Jan 1855 and right through to 1865 – indeed, might it have been the site of post -1865 Garnant sta.? The wording (e.g. Dec 1860) became: "Garnant passengers will be set down or taken up at Gellyceidrim or Cross Keys, if required." which *might* be taken that both these location were generically 'Garnant'. In 1884, CROSS KEYS ("between Ammanford and Garnant") became GLANAMMAN (q.v.).
GARNDIFFAITH: 1922 renaming confirmed by page 1 of LNW public tt 2 Oct 1922 – where it was referred to as a "station" but shown as HALT in joint coy. closure handbill (in GW style but labelled for both, dated Apr 1941) at RAIL 1014/33
GARNOCK EAST: was between Byrehill Jn and Bogside (½ mile from the latter *probably about grid ref NS305410*). Op 8 Jan 1940 from LMS Optg Dept list A86/1 Sep 1945 (see APPENDIX 4); still active in May 1945 *Wtt* but gone by Jun 1947 edition
GARNOCK WEST: was between Dubbs Jn and Stevenston (1 mile from the latter *probably about grid ref NS285420*). Op 8 Jan 1940 from LMS Optg Dept list A86/1 Sep 1945 (see APPENDIX 4); still active in May 1945 *Wtt* but gone by Jun 1947 edition
GARROWHILL: op (as HALT) 16 March 1936 confirmed by LNER Southern Scottish weekly "M" notice no. 6675 (and LMS *PCC no. 174*) (*better provenance than RM – but if sticking with RM it needs a closing parenthesis after 'May')*
GARSDALE: 1 Sep 1932 renaming confirmed by CGM GIC R.1534/363 of 12 Sep 1932. 1975 reopening was only for three weekends (six days) of which first was indeed 3/4 May (*Yorkshire Dales National Park Dales Rail '75* public pamphlet)
GARSINGTON BRIDGE: better (GWR specific) sources for 22 Mar 1915 date are: pass tt alterations slip from 22 Mar 1915 and *GM's report 12 Jan 1917*
GARSTANG TOWN: after reop, G&KER first appeared in "[train and bus] Departures for May" in *Preston Chronicle* 29 May 1875 (not in any previous weeks' issues)
GARSTON CHURCH ROAD: same commentary as for GARSTON DOCK
GARSTON MERSEYSIDE: CLC goods depot (on different site from pass) renamed (past tense, no date) from GARSTON to GARSTON CENTRAL (*GIC R.1534/771 of 17 Oct 1949*) - could account for ticket in that name, in error
GARSTON DOCK: a detailed history "Garston Docks and its passenger train services" by Richard D Foster appears in *LNWR Society Journal* vol. 7 no.3 Dec 2012. 15 Apr 1917 was the issue date (yes, a Sunday!) of the L&NWR's public timetable (it looks simply as though *Brad* anticipated that); however, as there hadn't been a Sunday service the w.e.f. date ought to read **16** Apr 1917. clo temp 16 Jun 1947, made permanent by Mar 1948, confirmed by BR correspondence at AN13/2309 *(provenance).*
[#10] GARTH near Builth: op. confirmed by *Brecon County Times* 16 Mar 1867*;* clo 27 Aug 2020 (derailment near Llanelli); reop 14 Nov 2020

GARTH & VAN ROAD: pass service withdrawn from 1 Aug 1879 – *Cambrian News* 25 Jul 1879, p.5
GARTSHERRIE: 28 Oct 1940 clo confirmed by *CGM R.1534/557 of 21 Oct 1940 (better provenance)*
GASCOIGNE WOOD: Known as YORK JN at op. 30 May 1839; clo. 9 Nov 1840; reop *by* Nov 1850 as OLD JN until 1867 (then as shown) although 1850 OS calls it MILFORD LOW JN
GATCOMBE to read **GATCOMBE (PURTON PASSAGE):** reported as "has been opened" (*note tense*) in Brunel's report dated 29 Jul 1852 to South Wales Rly ½-yrly meeting – reported in many newspapers e.g. *Monmouthshire Beacon* 4 Sep 1852. Rendered as GATCOMBE (PURTON PASSAGE) (*Swansea & Glamorgan Herald* from 24 Nov 1852 to *Cheltenham Chronicle* 29 Nov 1870 *(sic* – although clearly in error for 18 months by then!). Abbreviated to GATCOMBE PASSAGE in some papers, while rendered simply as GATCOMBE in *Co n* of clo (*Gloucester Journal* (and other papers) 10 Apr 1869).
GATEHOUSE OF FLEET: renaming from Dromore as being effective from 1 Jan 1912 confirmed by *Stewartry Observer & Wigtownshire News*, 2 Nov 1911 *(Chron 112-06)*; the report in *Stranraer and Wigtownshire Free Press*, 2 Nov 1911 (*Chron 111-16)* - being vague as to implementation date for the change – should thefefore be discounted.
GATESHEAD
DERWENTHAUGH: Derwenthaugh jn (for Swalwell colliery line) was on opposite bank of River Derwent – and it faced Redheugh so the TSO Swalwell⇔ Redheugh market trains (which remained post-30 Aug 1850) did **not** reverse. Same site had been used i.c.w. Blaydon Races 20 to 25 June 1836 – *Co n Newcastle Journal* 18 June 1836.
REDHEUGH: Two sentences commening "From 18 June 1842…" seem to conflate 18 June 1842 – start of Tanfield Lea⇔Gateshead Greene's Field service (see TANFIELD entry) - with 19 June 1844 – start of YN&B through service from York etc (see GREENESFIELD [YN&B] entry, next below). The Brandling Jn table in May 1844 *Brad* says: "Passengers arriving at Gateshead *[i.e. Oakwellgate]* by the 9a.m. train *[from (South) Shelds]* will be carried free of charge from thence to Redheugh…"; there is no indication that this would be by **train**, rather than by omnibus or hansom cab; nor is there any mention of such (limited!) facility in the opposite direction nor under the N&C table. *Presumably this is the 'service' that the cited 1843 notice (not traced in press) referred to.*
From June 1844 (start of through service from/to south) and Aug 1849 (start of through passenger service via High Level Bridge) [for example, March 1847 *Brad*] the YN&B table showed on occasion (?always) Gateshead as Newcastle(!) – even though from that very month they had a 'Newcastle' station in the shape of Carliol Square with service to Morpeth (although service not in *Brad*). *Brad* [for example, March 1847] does show Carlisle conenction times but (a) there is no mention of connection to the N&C at Redheugh, and (b) ample time is available for road connections; the N&C table gives no hint of connections. *That there was ever a YN&B⇔N&C* ***rail*** *'link' service over Redheugh incline (as opposed to the Tanfield Lea – Gateshead service) should be discounted until some clear provenance emerges; NE (Tomlinson) seems to contain no hint of such rail facility.*
It's not obvious why the N&C withdrew their Blaydon – Redheugh branch from 30 Aug 1850 when the north bank service didn't extend to the new Newcastle Central station until 1 Jan 1851….
GREENESFIELD [Brandling Junction]: unlikely to be site of the 1844 station as its junction faced the wrong way. Terminus more likely simply to have been at top of Redheugh incline which would be handy for town centre and would not need motive power onwards… (it would be well within the area labelled Greene's Field on 1856 OS at https://maps.nls.uk/view/102341449)
GREENESFIELD [YN&B]**:** *Newcastle Courant* 21 June 1844, p.7: "There are ten stations…exclusive of the one at Gateshead.", which it later rendered as "the station in Greene's Field, Gateshead". The *Newcastle Journal* 22 June 1844 report simply refers to "The Railway station at Gateshead…" and an illustration of the "…railway st ation at Gateshead.". These formulations show that "Greene's Field" was **not** the station's name but (*à la Brad*) merely a helpful explanation of the station's *location* within Gateshead. The junction here is now spelled GREENSFIELD so far as the railway is concerned. A search in *The Times* of 24 May 1844 failed to find trace of cited *Co n*

*(*which would, anyway, surely be too previous for a service starting a month later…; nor was it found in 24 June issue).

GATEHOUSE OF FLEET: *Cl.*'s assertion that service resumed (Sat) 20 May 1950 does not square with contemporary press reports in *Dundee Evening Telegraph* 15 Jun and *The Scotsman* 16 Jun 1950 which would have put the date as the first Saturday of the new timetable, but for the fact that the *Wtt* dated Mon 5 Jun 1950 (RAIL 917/12) also included Friday calls. Reopening would therefore appear to have been **Fri 9 Jun** 1950 (*Cl.* did not regard unadvertised stations as within his purview so it's not clear why he should mention this event anyway). A Swan, *The Port Road* (Lightmoor) gives (Mon) 22 Jun 1953 for advertising of Monday and Saturday calls at Gatehouse (possibly on the strength of a report in *The Scotsman* 20 Jun 1953) - but this is gainsaid by non-appearance in June or Sep 1953 Scottish Region public tts (or *Brad*). Calls, on Mondays and Saturdays only, first appear the ScR Alterations to Passenger Services pamphlet dated **1 March 1954** (BR35504/4 at RAIL 916/6) and *Brad* for that month (RAIL 903/460). The station had been been in neither the ScR February Alterations pamphlet nor February's *Brad.*

GATESHEAD (EAST): passenger service across the Tyne did not start until 15 Aug 1849 (*Newcastle Courant* 17 Aug 1849; *NE* (Tomlinson) p. 500) and then only for through trains which – if they served Gateshead at all – would have reversed into/out of the Greenesfield terminal as East station was not yet in existence (similarly at Newcastle's Carliol Square station). *The "note at end of Newcastle-on-Tyne entry" is also incorrect.*

GATESIDE SCHOOL HOSPITAL: near Kirkhill. Used during WW1 from Oct 1915 for unloading ambulance special trains – for extract from Cal.'s operating instructions see https://www.crassoc.org.uk/forum/viewtopic.php?t=960 (accessed 1 Dec 2021). This is the proper citation for the 'internet item' – a piece by a member of the Caledonian Railway Association. Note that it does **not** state that the platform "was ordered 23 October 1915" – that is the date of the operating instructions issued to staff, as contained in co. *Wtt* – indeed, it might be better to cite the CR Oct 1915 *Wtt* for this information.

GATWICK RACECOURSE: Renaming (addition of 'Racecourse' suffix) date specifically given as **3 July** 1936 in *RCH distance tables advice of 3 Dec 1936*

GATWICK AIRPORT (a): op date specifically given as 30 Sep 1935 in *RCH distance tables advice no 57/9 of 14 Apr 1936 (Sig inst sometimes gave date work done, rather than when traffic started, but this confirms w.e.f. date)*. Renaming date specifically given as **1 June 1936** in *RCH distance tables advice of 3 Dec 1936. The cited Times' report was in issue of 29 May 1936, p.16 (article datelined May 28) and used the new name prematurely in a rather throw-away aside about the station."…the railway station, formerly Tinsley Green, now rebuilt and enlarged and renamed Gatwick Airport." In context, that does not really support the assertion that the name had been "already in use"* Alteration from Tinsley Green to Gatwick Airport confirmed as **1 Jun 1936** *(CLC CF Circ. no. 448 of 12 May 1936). That Circ also explains renaming had initially been intended to be 5 Jul 1936 but was preponed to be in advance of official opening of the airport on 6 Jun..*

Clo after last trains on Tue 27 May 1958 (*Crawley & District Observer*: BR advert 16 May 1958 edition, p.25, and report 30 May 1958 edition, p.18).

GATWICK AIRPORT (b): op first train (6.11am) on Wed 28 May 1958 (*Crawley & District Observer:* BR *Co n* 16 May 1958 edition, p.25, and report 30 May 1958 edition, p.18). Royal opening ceremony 9 Jun 1958; also commencement of most regular scheduled flights from airport and enhanced BR service. .

GELLI: a stopping place *allegedly* existed here in 1905 (see APPENDIX 2) but APPENDIX 3 tells a different story: *Brad* Oct 1906 entry sounds a tad previous if BoT inspection was only late Sep but doubtless op. soon after the inspection

GELLI FELEN: spelling should read GELLI FEL**I**N HALT. Op date **6 (not 5)** Sep 1933 confirmed by LMS Fortnightly Circ C of 9 Sep 1933 and *Co n* in *Brecon County Times* 24 Aug 1933– note specifically timed to be open for public after the junketting reported by *Western Mail* 7 Sep 1933. *Alas, that paper of 5 Sep had got both date and halt name wrong.*

GEORGEMAS JUNCTION: deletion of 'Junction' advised by *GIC A2/31 of 18 Jun 1962* "have been renamed"

GEORGETOWN Non-tt**:** MT29/78 folio 16 BoT inspection report of Feb 1916 refers to new platform on loop line **alongside** main line (not on a "branch" which would have brought forth a longer report about the branch itself also).
GETHIN PIT: Platforms shown on 1898 and 1915 OS maps. Colliery closed 4 Oct1924, although remains of platforms still shown on later mapping. Location: {Troed-y-Rhiw – Abercanaid}.
GIFFEN: see commentary under ARDROSSAN NORTH. Clo date (4 Jul 1932) source CGM GIC R.1534/359 of 18 Jul 1932 *(better provenance)*
GIFFNOCK: clo 25 Jan 2025, reop Sun 18 May 2025 (electrification works - https://www.railengineer.co.uk accessed 18 Oct 2025)
GILBERDYKE: renaming from Staddlethorpe: *BLN* 244, p.25, reported "This station, which was to have changed [its name] on 8 January [1974], will retain its older name indefinitely or at least until the nameplate makers, working only a three-day week, can produce new signs." *BLN* 250, p.82, reported that the new nameboards were in place by 16 February 1974. *This information is offered to forestall reports based on boards* ….notwithstanding all of which, LMR WON advised that "Commencing with the introduction of the GB PTT 6 May 1974 the … station will be renamed"….
GILDERSOME [LNW]: 1 Aug 1917 clo.date is from *RCH Supplementary Notice no. 2 (Apr 1918)*
Add: GILFACH FARGOED [BM]: BM colliers'platform closed by Feb 1908 (*Bargoed Journal* 6 Feb 1908). Despite the press report, it *may not have carried this name.* It may have been on the BM's Bargoed South Jn – Aberbargoed Jn line (or their New Tredegar line close to Aberbargoed Jn) in which case was its closure the precursor of new Gilfach Fargoed (Rhy) public facility to replace it? Or (perhaps less likely) was owning railway misidentified by report – with its closure the precursor of its reopening as Gilfach Fargoed (Rhy) public platform?
GILFACH FARGOED [Rhy]: op date **1 Apr** 1908 confirmed by *Co n Western Mail*, 30 Mar 1908, p.1
GILFACH GOCH: renaming from GILFACH 'forthwith' confirmed by GWR GM circ 3085 of Jul 1928 (RAIL 253/482) (*better provenance*). 22 Sep 1930 clo date confirmed by *hbl L77 (better provenance). 1947 was very much a "back stop" date and intervening Wtts need to be examined.*
GILFACH GOCH COLLIERS PLATFORM: no reference to such a service found in *Wtt*s of relevant periods.
GILLING: . Excn on 27 Jul 1964 was Sunday School (*outward to Scarborough)* excn – a **charter rather than Adex** so **not** open to general public. (*BLN 1285)*
GILLINGHAM KENT: renaming from N B & G to G (**Kent**) *(note specially the inclusion of the parentheses)* advised as "have been altered" in *GCR Special traffic arrangements and engineering works* notice N&ED No. 111 for w/e 16 Nov **1912**
GILMILNSCROFT: The 25" OS map (1908 - http://maps.nls.uk/view/82868208) shows **no** direct access from Muirkirk direction, so trains *that way* would have to stop for double reversal (but that wouldn't call for a stop in the opposite direction); the locality shown on OS as "Muirkirk Junction" and readily accessible to Auchinleck village so probably a pick up point for *Auchinleck-resident* miners (rather than from opposite direction). There were at tleast five Gilmilnscroft numbered pits but No. 4 seems to have been the principal at the time this service was running.
GILWERN: was certainly open by 9 Apr 1863 when trains advertised (*Monmouthsihire Merlin* 4 Apr 1863) to call for Abergavenny races. Converted to halt 1 Nov 1932 (*Merthyr Express* 22 Oct 1932)
GIRTFORD: LMS *PCC no. 260* advising opening on 1 Jan 1938 was explicit that it was a halt, "…to be known as 'Girtford Halt'…"
GIRVAN: [*also* MAYBOLE] Station closed on account of unsafe condition of Ayr Station Hotel *(various issues of BLN)* 28 Aug 2018, reop 1 Nov 2018 and clo again 26 Sep 2023, reop 1 Jul 2024
GLAIS: map should be 88 (not 44)
GLAMIS: was spelled Glammis in the railway's Act of 30 July 1835.
GLAN CONWY:*North Wales Chronicle* did not publish on Sundays: the date of issue reporting opening, and giving first station with spelling Llansaintffraid, was **20** June 1863. 1 Jan 1865 renaming was given in *LNW Circ. no. 534 (better provenance)*
GLAN LLYN: At the date of opening, press reports (e.g. *Cambrian News* 1 Aug 1868, *Liverpool Daily Post* 5 Aug; *Carnarvon & Denbigh Herald* was a bit late getting in on the act – it didn't report

until 15 Aug (not 11th as cited – it published on Saturdays…)), use the term "flag-station" merely as a descriptor of the nature of the facility, not with capital letters as its 'given name'. Service (= working) tts and operating instructions (Appendix) seem to have used the name FLAG STATION from at least the 1880s (if not from the outset) – an early (and lasting) dichotomy from the *hb* entries which makes it impossible to declare an "official" name for the location (it had more than one!).
Rendered as "Flag Station" in (e.g.) GW Survey dated ca.1883 and GW Section 14 *Wtt* dated 28 Sep 1936 - 4 Jul 1937. The *hb* entry from 1904 to 1938 was "SIR WATKIN WYNN (*private*)" – although the 1938 edition carried FLAG STATION HALT as well (to be on the safe side…). The renaming dates of 4 Jul 1938 and 25 Sep 1950 derive from the public timetables issued those dates. Location should read {Llan**d**erfel – Llanu**w**chlyn}.
GLAN ROAD – see BWLLFA DARE: That cross-ref is erroneous for the only info about Bwllfa Dare is at 1904 June 1. However, there is no such road as Glan Road on OS large scale plans of the early 20th C – is this a typo for GADLYS ROAD? If such a stop *did* exist, it needs a clo date (gone before 1916).
GLAN-YR-AFON: Oswestry District Traffic Manager's Office opening notice is at RAIL 279/37.
GLANAMMAN: 1 Dec 1884 renaming confirmed by GWR SoL circ 580 (RAIL 253/228).
GLANRHYD: clo 20 Jul 1931 confirmed by LMS W1 WON dated 18 Jul 1931 and by LMS *PCC* no. 207 *(better provenance). Beware that LMS PCC no. 206 gave operative date as 29 June 1931 but that was overtaken by PCC no. 207.* The cited December 1938 notice is actually headed "GW & LMS Joint Railways"
GLANYRAFON near Oswestry: was actually Tanat Valley. Before opening was Garth Crossing: from Cambrian Committees' min. of. 7 Jul 1904 (RAIL 92/12): Tanat Valley Light Rly. proposed platform at Garth Crossing; Arrangements had been made for a rough platform to be provided at Garth Crossing near Llangedwyn, at the expense of J. P. L. Hamer who had already paid the estimated cost of £20. Passenger trains will call there as required. *(Garth was south of the river, Glan-yr-Afon north of it – curious the halt got the latter name if Hamer had paid for it…).* It was always request and HALT. and was {Llansilin Road –Llanyblodwell}.
GLASCOED EAST ACCESS: beware that MoT inspector's letter PUR.188 of 27 Aug 1949 said it had op **June** 1943 (presumably a typo). GWR Chief Engineer's plan B8859 of 22 Apr 1943 called it **Glascoed** East Access **Road** Halt.
GLASCOED WEST ACCESS: referred to as Glascoed West Access Halt in GWR Supt of Line letter L.551717/35 of 18 Jun 1941 – which gave the two opening dates cited of 12 Jun (workmen)/18 June 1941 (public) – but GWR Chief Engineer's plan B8859 of 22 Apr 1943 called it **Glascoed** West Access **Road** Halt.
GLASCOED ROYAL ORDNANCE FACTORY: First trains ran to level crossing on the running line at what later became West Access Halt. The "proper" ROF station was on a **branch** off running line. (source: *Cooke TLD* 36/26); 24 May 1938 date confirmed by *GWR Div Supt letter 29 Mar 1945 in Cl pap*

GLASGOW

GLASGOW BRIDGE STREET: originally joint with GSW, which also used sta. until 1 Feb 1892; joint line north of Bridge Street Jn. box (including sta.) vested solely in Cal. from 1 Aug 1892 (G H Robin *St.Enoch Station, Glasgow* in *Railway World*, Jan 1962). Confirmation of date of 1 (rather than 12) July 1879 for completion of remodelling work seems to be implicit in Cal. press advert. announcing the transfer of trains both from Gorbals and from South Side to Bridge Street (and Eglinton Street) from 1 Jul 1879 – see *Glasgow Herald* 27 Jun 1879 - unless, of course, there is some subtle difference between Brand's two entries that can't be comprehended… G H Robin *The History of Glasgow Central* in *Railway World*, Feb 1963 explains that CLYDE PLACE was the name given to the Cal. through platforms when Bridge Street was so remodelled: "The through platforms had an additional entrance from Clyde Place, where a Caledonian booking office was established. Although there was no physical barrier between the down through and adjoining dock platform, the Caledonian Railway employed a stationmaster for what was frequently referred to as Clyde Place station." It was, in effect, located alongside and to the east of the original Bridge Street. A comparison between OS 25" map as surveyed in 1858 http://maps.nls.uk/view/74955256 and that re-surveyed/revised 1893/4 http://maps.nls.uk/view/82891752 shows that the terminal platforms have

moved slightly closer to Commerce Street while the through platforms (CLYDE PLACE) are on the Bridge Street side. Cobb's dates (1879-1889) relate to the period until the further remodelling that took place ca. 1889, but he seems to have caught a *poisson d'Avril* [*Chron. 80/23*]. *There is a piece on the station(s) in Branch Line News 1453.1889.*

GLASGOW GALLOWGATE [GSW]: From the ordinary general meeting of the NBR on 16 Mar 1871, as reported in the following day's *The Scotsman*: "The Coatbridge line had been opened partially within the last two or three months.... It only opened partially, to passengers, to Bellgrove Station in Glasgow, in November; it only opened to the Gallowgate on 1st January; and on the site of the old College on 1st February. The passenger traffic had far exceeded expectations; the goods traffic was only just commencing." *RM* Nov 1902, p.476, confirms that, after 1 Oct 1902, workmens' trains continued.

* note: Act of 7 Aug 1896 split CGU between NB north of Sydney St Jn and GSW south thereof. Springburn ⇔ Renfrew/Govan services are shown (in GSW table only – trains did not reappear on NBR tables) in e.g. Feb 1917, Oct 1918, Nov 1920 *Brad.*

GLASGOW GORBALS: Cal. use ceased 1 July 1879 (*Glasgow* Herald 27 Jun 1879) . LMS *PCC* no.48: "This station will be closed on and from 1 June 1928"*(better provenance)*

GLASGOW HIGH STREET: From the ordinary general meeting of the NBR on 16 Mar 1871, as reported in the following day's *The Scotsman*: "The Coatbridge line had been opened partially within the last two or three months.... It only opened partially, to passengers, to Bellgrove Station in Glasgow, in November; it only opened to the Gallowgate on 1st January; and on the site of the old College on 1st February. The passenger traffic had far exceeded expectations; the goods traffic was only just commencing."

GLASGOW ST. ENOCH: *note: NB surrendered its interest in St. Enoch sta. (and branch) 29 Jun 1883.

GLASGOW SOUTH SIDE [Cal]: A report in *The Scotsman* 30 May 1849 of the Cal. e.g.m. the previous day contains the following in the Chairman's explanation of matters financial: "On Clydesdale Junction [Railway] there was a balance on the contraction *[presumably contractor's fees]* of £3800, with £1000 for a station at the Gushetfauld *(sic – the singular may have been a reporter's error)*". The station's imminent opening for traffic was not mentioned as such. The fact that the term South Side was not in vogue in the company mere days before opening suggests there was, indeed, a subsequent change of mind. Suffix SOUTHSIDE (rendered as one word) used in Cal. folder *tt* 1 Aug 1849; suffix S.S. *(sic*; Buchanan Street rendered as B.S.) in Cal. *tt* booklet no. 110 Oct 1856 (both *tt* at BR/CAL/4/73)

The "common" station at Southside is well illustrated in OS 25" map surveyed 1858, published 1865 http://maps.nls.uk/view/74955262 (the upper plan at [67/15] is the 6" equivalent from the same survey). The Caledonian - from the Hamilton line - can access both sides of this station, but trains from the GB&K joint line (in which the Cal. had an interest) can only access "their" side. The name is rendered as one word (Southside). Note, however, how the joint line seems to curve, from the Langside Road bridge, into the common station: can one give any credence to the suspicion that - originally - it continued straight to an independent station - about where the goods shed is shown?

G H Robin *St.Enoch Station, Glasgow* in *Railway World*, Jan 1962 says that, of the passenger trains off the GB&K line formerly using South Side, those of the joint company were diverted to St. Enoch from 1 Jan 1877 and those of the Cal. were diverted to Gorbals station upon its opening from 1 Sep 1877 - thus implying that date as clo. for joint line side of the South Side sta. *Glasgow Herald* 28 Aug 1877 p.3 contains this news item: "On and after 1st of September *[1877]* all the trains on the Glasgow, Barrhead & Kilmarnock joint line are to be run into St. Enoch station with the exception of the trains on the Busby line *[the Cal. branch to East Kilbride]*, where passengers from Pollokshaws &c. will be run down into the Hamilton Station, South Side *[context dictates that this means the station for Hamilton line trains at South Side]*. The high-level station – so long the station for Barrhead &c. is to be altogether discontinued for passenger traffic." By the time that the Cal. trains came to be all diverted via Eglinton Street to Bridge Street, from 1 July 1879, their Busby line trains were indeed working to/from Gorbals – as Robin states – but equally clearly this did not happen immediately from 1 Sep 1877. Equally clearly, from this date – or, more likely, from the period of construction of the joint line from Langside Junction through to Gorbals Junction (stated to have op

for freight 1 May 1876) – the Cal. must have moved to a station of its own - presumably in what was their goods yard on the east side. 1 **Sep** 1877 must therefore be the clo. date for the former joint GB&K and Cal. sta. – and some date ***by*** then must be the opening date of a separate "pure" Cal. temporary sta. at South Side for use until Bridge Street became available. The name is rendered as two words (South Side) in the Cal. announcement of the closure of this temporary sta. (and also cessation of their use of Gorbals sta.) from 1 July 1879 - see *Glasgow* Herald 27 Jun 1879

By the time of the next OS 25" - resurveyed and revised 1893/4, published 1896 http://maps.nls.uk/view/82891788 - the joint line is running through to Gorbals Junction and *apparently* part of the pre-1877 passenger station has been demolished, although curiously leaving what appear to be the frontage and the GB&K side in place. By this date, there was no access to that remaining part of the passenger station from the Hamilton line, nor was there any facility (which must have existed in Sep 1877) to run from the GB&K into the Cal. goods yard and their erstwhile temporary sta. The OS now rendered the name as two words.

The cited source: "Maps in *scotcities* website" does not lead one to the relevant webpage – and anyway the Scotcities website no longer exists; fortunately, the relevant page has been archived at http://web.archive.org/web/20190901143457/http://www.scotcities.com/railways/southside.htm (accessed 1 Dec 2021)

GLASGOW ST ROLLOX (alias TOWNHEAD) [Cal]: it is observed that the references from the Glasgow press at page 41 of *Garnkirk* seem principally to have been from third parties, such as omnibus operators. The report of the *formal* opening day (*The Scotsman* 1 Oct 1831) addresses the naming question by mention of "the depot at St. Rollox" (it did *not* say "the depot at Townhead"). However (as para under the general GLASGOW heading states) no distinguishing suffix was necessary in the 1830s – i.e. before Bridge Street op in 1840 (other than to distinguish the Glasgow *railway* depot from *canal* depot!). Other references in *The Scotsman:* 1 Feb 1843 advert for the G&G's annual meeting issued from "Railway Office, St. Rollox."; 11 Oct 1843 advert for transport between "St. Rollox Station, Glasgow" and Edinburgh by train and canal; and 25 Apr 1846 advert for transport to Edinburgh by train and road refers to "St. Rollox Station". No suffix in Cal. poster *tt* 1 Mar 1848 but suffix ST. ROLLOX in Cal. handbill Jun 1848 and folder *tt* 1 Aug 1849 (three *tt* at BR/CAL/4/73). Suffix ST. ROLLOX in Cal. advert (*The Scotsman* 8 Jul 1848) for new non-stop services to Edinburgh. In report (*The Scotsman* 30 May 1849) of Cal's e.g.m. directors referred to intention to "open their line from the present temporary station at St Rollox into Glasgow by September next". All in all, *Garnkirk's* statement at page 40: "By the 1840s it was sometimes called St. Rollox Station" should surely read: "From about 1840 the suffix "St. Rollox Station" was generally applied". See also *Chron. 68/28* and items *passim.*

The next two entries are <u>not</u> subsidiaries of the main <u>GLASGOW</u> heading so they appear here rather than in sequence above:

GLASGOW CROSS: the cited report in *Glasgow Herald*was only a *pre hoc* forecast – subject to approval by the BoT's inspector so a *post hoc* report – confirming the opening did actually take place - in *Paisley Daily Express* of 2 Nov 1895 might be more reassuring.

GLASGOW GREEN: the cited report in *Glasgow Herald*was only a *pre hoc* forecast – subject to approval by the BoT's inspector so a *post hoc* report – confirming the opening did actually take place - in *Paisley Daily Express* of 2 Nov 1895 might be more reassuring.

GLASTONBURY & STREET: used – by judiciary – on Mon 1 Aug 1854 (before public opening) (*Wells Journal* 5 Aug 1854)

GLAZEBURY & BURY LANE: "& Bury Lane" did not appear in *hb* since at least 1904 edition (certainly not in 1956 edn.) and clo. in 1958 was advised internally as simply Glazebury

Add: GLEN TAUCHERS: see TAUCHERS

GLENBURNIE: was likely at site of Glenburnie Siding, grid ref NO252170, ca. 1.4 miles **south-east** (i.e. **not** 'north') of Newburgh.

GLENFINNAN: suffix immediately prior to 1982 was simply "Loch Shiel" (no "for")

GLENGARNOCK HIGH: 1 Dec 1930 clo date source: list produced by LMS Northern Div (undated) in *Cl pap* and confirmed by *SoL GIC A/488 of 28 Nov 1930* (*better provenance)*

GLENSIDE: 1 Dec 1930 clo date source confirmed by *SoL A/488 of 28 Nov 1930* (*better provenance)*

GLOUCESTER: 1951 addition of EASTGATE and CENTRAL suffixes: the stations were shown as "have been renamed" (by addition of the suffixes) in BR Opg. Circ. 52 of 3 May 1951 – but the instruction was "hereby cancelled" in Opg. Circ. 54 of 24 May 1951; subsequently both confirmed *post hoc* by LMR Comm. Circ. 73 of 12 Oct 1951 – which would tend to validate date of 17 Sep 1951 *which was accepted for analogous two Stonehouse stations.*
GLOUCESTER 'T' STATION: this was *principally* an operating, interchange location at which **carriages** to/from Gloucester were detached from/attached to through Swindon ⇔ Cheltenham trains (see Thornton *Memories of Railways in the Cheltenham and Gloucester Area* in *Railway World* Jul 1963). No timings were shown at 'T' in *Brad* e.g. Mar 1850 – Gloucester times (at the Bristol & Gloucester platform of the 'town' station used by the GW) showed arrivals later than departures, to allow for the shuttling of carriages between the two locations (apart from the Night Mail which reversed at the 'town' station). However, *The commercial consequences of mixed gauge on our railway system examined,* Samuel Sidney, 1848, cited in *RHRG 33/11,* shows that passengers between Gloucester and Cheltenham and v.v. did change trains at T station.
GLYN COLLIERY: Tony Cooke *(RAC)* advises that Glyn Colliery was abandoned 24 July 1903 and dismantled (and equipment and horses sold Sept 1903 – advert *Western Mail*, 27 Jul 1903) - so colliers' use ceased then (if not even earlier)
GLYNCORRWG: service suspended 3 May 1921 (coal strike) (*Co n* at RAIL 1057/1545) ; resumed ***by*** Jul 1922 *Wtt*; clo 22 Sep 1930 confirmed by *Wtt*s (RAIL 937/154, /155) *(better provenance).* **Delete** sentence: "GW *Wtt* at July 1923 (RAIL 937/135) has unadvertised workers' service between Cymmer Jn. and Glyncorrwg (only)." because there was also an advetised service.
GLYNE GAP: clo 1 Oct 1915 (LBSC list of halts (produced by SoL's timetable dept dated 15 Aug 1914, reproduced in *The Brighton Circular* Spring 2012))
GLOUCESTER ROAD [Picc]: source *(ug)* should read *(Ug).*Clo 24 May 2014 (escalator works); reop 10 Dec 2014.
GODNOW BRIDGE: clo. from 1 Mar 1917 GCR tt (24 Feb was last prior Saturday)
GODREAMAN: I'm not sure GW SoL circular A3878 (RAIL 253/542) wording for 2 Jan 1922 rearrangements necessarily means 'resiting'… but it does provides provenance for date
GODSTONE: clo 22 Dec 2019, reop 15 March 2020 (landslip) (BLN 1343.123 and BLN 1348.771)
GOGARTH: Op 9 July 1923 confirmed by Passenger Train Service Committee minutes for summer 1923 (RAIL 250/786) – **not** suffixed as halt. For the record and in case of future doubt: 14 May 1984 was date of temporary suspension of service on account of condition of halt – formal closure proposals followed subsequently and halt never reop
GOITRE: 9 Feb 1931 clo date confirmed by *GWR SoL GIC A/497 of 6 Feb 1931* and *Co n* in *Montgomeryshire Express* 3 Feb 1931
GOLFA: 9 Feb 1931 clo date confirmed by *GWR SoL GIC A/497 of 6 Feb 1931* and *Co n* in *Montgomeryshire Express* 3 Feb 1931
GOLANT: 1 Jan 1940 clo was given in *hbl L10 (**not L50**)*
GOLBORNE: NORTH and SOUTH suffixes were added from 1 **Feb** 1949 according to *GIC R.1534/753 of 31 Jan 1949* – "will be renamed" *)*
GOLLANFIELD: was shown in *hb.* (e.g. 1904 edition) as plain GOLLANFIELD until *hb.*amendment in ER Comm.Circ. 309-12 of Jan 1954 added the "JUNCTION" suffix (which was eventually removed in 1959)
GOODRINGTON SANDS: 24 Sep 1928 renaming: *Cl pap* cite unspecified GWR document. Amendment from GOODRINGTON HALT (*sic – **not** from "G-on-Sands Halt"*) to GOODRINGTON SANDS HALT given in Railway Notices in *Brad* Dec 1928 (having not been in equivalent listing in their Jan 1928 issue) – presume the entry shown from *Brad* Jul 1938 Railway Notices had, indeed, been an error, and hence subsequently corrected by them.
GOOLE [NE]**:** 12 Jun 1961 renaming (deletion of Town suffix) confirmed by GIC A2/5 of 29 May 1961 *(official provenance)*
GOOSTREY: temp clo (for resignalling) was from **Sat 10 Dec 2005;** reop Mon 26 Jun 2006 *(Northern Rail leaflet).* Another period of temp clo was from 2 Feb 2004; reop 22 May 2004
GORING & STREATLEY: addition of '& STREATLEY' suffix 'forthwith' confirmed by GWR GM circ 1686 of 9 Nov 1895 (RAIL 253/482) (*better provenance*)

GORNAL: op 11 May 1925 confirmed by GWR CGM/SoL circ R.1639/F.4155 of 9 May 1925 (RAIL 253/482) *(better provenance).* The cited *Dudley Chronicle* report appeared in the issue of **21** May 1925
GORS-Y-GARNANT: Although the branch reop 7 Jul 1919 the two intermediate halts did not do so until **June 1920** (GWR Notice to Publishers dated 14 May 1920 bound in RAIL 936/54).
GORSEINON: There is a gap in online copies of *The Cambrian* at the crucial period, so the cited issue of 20 Dec 1867 is not accessible online. However, the "Cambrian Index" https://www.swansea.gov.uk/cambrian identifies two items from that paper's issue of 20 Dec 1867, viz.: "Llanelly Railway: Opening of Swansea Lines, from Victoria Street - Timetables for 14 Dec. *[1867]* to 1 Jan.1868", page 1 *(therefore an advert.)* and "Account of opening of Dunvant Valley Railway (Llanelly Railway)", page 8 – which between them substantiate the cited opening date of [Sat] 14 Dec 1867. Unfortunately, *The Shipping and Mercantile Gazette* of 21 Dec 1867 reported: "The Swansea section of the Llanelly Railway is to be opened for passenger traffic throughout the entire distance on Jan. 1 *[1868].* The line has been completed for some time past, but owing to fianancial difficulties ... the opening for passenger traffic has been delayed." This seems to have been parroted by a raft of other papers, including those in South Wales, such as *The Cardiff & M G* of 28 Dec; **no** online ***post hoc*** South Wales paper reporting the event as 14 Dec has been traced. *The Cardiff & M G* of 4 Jan 1868 did report that "The last train from Llandovery on Tuesday night *[i.e. 31 Dec 1867]* proceeded direct to Swansea. This arrangement will be continued." – which could be taken as showing that the service had started *before* 1 Jan. The Llanelly Railway advertised - in *The Welshman* of 3 Jan 1868 - a notice (from their Llanelly office dated 20 Dec 1867) headed: "Important Alteration of Trains On and after January 1st 1868" - which, while including retimings of Llanelly departures which specify the old times (8.50 am will start at 8.35am; 5.15pm will start at 5.0pm), for Swansea departures says "The First Train from Swansea will start at 8.20 am; The Mid-day Train ...will start at 1.0pm; The Last Train ... will start at 5.0pm." That latter formulation might have suggested there were **no** prior timings (i.e. no trains) from (or to) Swansea before 1 January 1868, but the 'evidence' from *The Cambrian* must gainsay that conclusion. To add to the confusion, *The Western Daily Press* of 15 Feb 1868 (and other papers) reported the Chairman as telling the ½-yearly meeting of the Llanelly Railway & Dock Co: "The Swansea line was opened for traffic on 14 September *(sic)* last." This clearly cannot have meant goods traffic (which had started on 1 Aug 1865) and must be a mis-quotation that should have read '14 December last'. *For what its worth, all the above also applies to Swansea Victoria, Killay, Gowerton.*
So far as **Gorseinon** station itself is concerned, *The Welshman* of 3 Jan 1868, in its railway timetables for January - which include the new Swansea service - already gives the station as **Gorseinon (for Loughor)** – so it is questioned whether it ever actually went under the name Loughor Common. The suffix 'for Loughor' appeared in the timetables published in *The Cambrian* until those applicable for the month of March 1873 (issue of 18 April - 'Times for April not received') but disappeared with those for the month of May 1873 (issue of 2 May 1873). Hence that renaming April/May 1873.
GOSPEL OAK [LNW]: 7 May 1973 renaming confirmed by LMR WON WE1 16/17 of 21 Apr 1973 *but note the wording at* APPENDIX 1.
GOSPEL OAK [TH Jt]: clo 26 Sep 2016 (electrification work), reop 27 Feb 2017. clo 19 Nov 2017 (electrification); reop 15 Jan 2018
GOTHERINGTON: op confirmed (Fri) 1 Jun 1906 by GWR SoL/CGM's Circ. F.1654/R.1283 of 28 May 1906 (RAIL 253/482) *(better provenance)*
GOWERTON [GW]: renaming 1 Jul 1886 confirmed by GWR GM Circ. 1086 of 30 Jun 1886
GOWERTON SOUTH [LNW]: see opening day comment under GORSEINON. 1886 renaming: *Cl.* gives 8 Jun 1886 (*Cl.* note 1489; have not traced source in *Cl pap*) but the renaming was shown as 'in future will be known as' in *LNW Circ. no. 2053 of 8 Jun 1886.* While *Cl.* seems to have adopted the notice date, it does look to have been renamed **earlier** than the GWR date of 1 Jul 1886; it did **not** appear in *RCH Dist* amendments for LNWR until circular 223 dated 15 Dec 1886 – with **no** operative date given for the change.
GRANGESTON: was suffixed HALT in LMS *Wtt* (at least in that for May 1942). Ultimate source of op 15 Dec 1941 was LMS Optg Dept list A86/1 Sep 1945 (see APPENDIX 4) (*better provenance)*

GRANGETOWN near Middlesbrough: suffix *(which appeared only in index)* changed from (Yorks.) to (Cleveland) from tt 5 May 1975 (and unchanged still at 1979 tt)
GRANTOWN-ON-SPEY: EAST and WEST: suffixes added ***by*** Nov 1949 – first use noted in advert in *Press & Journal* 8 Nov 1949, confirmed post hoc by GIC R.1534/777 of 16 Jan 1950 *(Cl. simply used date of first public t.t. in which they appeared)*
GRASSINGTON & THRESHFIELD: 22 Sep 1930 clo date also confirmed by *hbl* L77. The "& T" suffix deleted ***by*** 29 Jul 1962 (source: BR LMR handbill E591/HD/SCD for excursion that date)
GRAVESEND [SE]: "new sta. op. 30 Jul 1849" does not make it clear enough that **significant relocation** was involved. 14 Jun 1965 removal of "Central" suffix confirmed by *GIC* 36 dated 31 May 1965
GREAT ALNE: "The train service over the Alcester Branch has been discontinued as from 25 Sep *[1939]*" - *CGM GIC R.1534/537 of 13 Nov 1939* , also *Birmingham Post* 23 Sep 1939
GREAT BARR: *(Berrow's) Worcester Journal* was published only on Saturdays, so no issue dated 1 Oct 1862; nor any trace of report in adjacent issues, nor in other papers, through BNA online. Cite instead . LNW Officers' Meeting min.3045, 17 Sep 1862 (RAIL 410/586).
GREAT BRIDGE SOUTH: op of line (1 Sep 1866) reported in *Birmingham Journal* 1 Sep 1866 *(better provenance* reop 5 Jan 1920 confirmed by GWR GM Circ. 2699 of 24 Dec 1919*(at GWTrust archive)* . .*Cl.* actually shows (note 3663) **pass.** renaming as **19** Jul 1950 (1 Jul 1950 was a date for G renamings) *but no official support for either date yet found.*
GREAT BRIDGEFORD: Friday calls appeared in other years – at least 1959, 1961 and 1962 - doubtless since regular pass calls withdrawn in 1949! – so "at least to mid 1952" is rather misleading and would better read "…to 1963" (and delete citation *(U)*).
GREAT HORTON: 'for LIDGET GREEN' added by *RCH distance tables advice no. 36/5* of 24 Jul **1931**
GREAT LONGSTONE: The citation about the continuing request use only by "the hospital sister" (Mrs Alice Boardman) after public clo should read: *T* **8 Sep 1962**, p. 6, and **10 Sep 1962**, p.6 *(no reference found in the cited issue of 18 May 1962)*
GREAT SOMERFORD: addition of 'GREAT' prefix from 1 Jan 1903 confirmed by GWR GM circ 1914 of 22 Dec 1902 (RAIL 253/482) (*better provenance*); as and from 22 May 1922 worked as a halt [siding was closed and taken out of use by Notice 261] according to GWR Bristol Div. Annual Report 1922 (RAIL 253/542) (*better provenance*)
GREAT YARMOUTH: prefix "GREAT" added 15 May 1989 (source: BR *tt*)
GREATSTONE [RHD]: name GREATSTONE DUNES still on station nameboards in 1936 (source: *Wolfe*, p.25)
GREENBANK [CLC]: 7 May 1973 renaming confirmed by LMR WON WE1 16/17 of 21 Apr 1973 *but note the wording at* APPENDIX 1.
GREENFORD [GW]: From 18 Jun 1951 (or, just possibly, from during the early 1951 fuel crisis period) the *only* passenger train calling was 1125 SuX Oxford - Paddington via Thame and Ealing Broadway - by 1962 this had become 1221 SuX Thame - Paddington; this remained so until closure. [The station's principal use had become parcels traffic, served by frequent diesel parcels car workings].
GREENOCK CATHCART STREET: ***no*** suffix initially - none in *Wtt* material down to May **1889** nor public *tt* down to Dec **1881** (*public issues between 1882 and 1897 need to be checked*) *although Cal newspaper advert of 6 July 1878 in The Scotsman used CATHCART STREET.* CATHCART STREET added in *Wtt* from 1 Jun 1889 (BR/TT/S/54/16) and public *tt* by Jan 1897 (BR/TT/S/55/25) until Sep 1898 public *tt* alterations leaflet (BR/TT/S/55/25); CENTRAL from Oct 1898 public *tt* (no day specified) (BR/TT/S/55/25)
GREENOCK PRINCES PIER: "official" clo date was 14 Feb 1966
GREENODD: withdrawal of winter services – other than unadvertised workers' service (see above) – from 26 Sep 1938 confirmed by LMS *PCC no. 294 (provenance).*
GRESFORD: addition of 'for LLAY' suffix 'forthwith' confirmed by GWR GM Circ. 2868 of 25 Jun 1923 *(at GWTrust archive)*
GRESTY: 1 Apr 1918 clo.date is from *RCH Supplementary Notice no. 2 (Apr 1918),* suffixed HALT

GRETTON near Cheltenham**:** GWR SoL/CGM circ. F.1654/R.1283 of 28 May 1906 (RAIL 253/482) confirmed op (Fri) 1 Jun 1906 *(better provenance)*
Is the **GRIMSARGH** super-heading still needed?
GRIMSARGH: station moved from Longridge side of level crossing to the Preston side in 1870 or 1871 (*The Longridge Branch – its signalling and goods facilities* Mike Norris, author, 2020, p.55). Clo. date 2 Jun 1930 confimed by LMS fortnightly M1 notice *(note specially that this was from Mon 2 Jun 1930 – not from Sun 1 Jun 1930 which was the case with the Ripley branch)*
GRIMSBY PYEWIPE ROAD: *If* line was used by contractors' staff from1906, it was without BoT approval for passenger carrying (*GC* Vol. .3 – p. 234 – only says the contractors used the line but makes no mention of workers' service). Unlike with road passenger services, BoT approval **was** required for *any* regular passenger carrying line, regardless of whether or not fares were being paid *(although there was no process for ensuring this happened – examples exist of "non-approved" workers' services)*. *GC* does **not** say contractors' *employees* used the line - only that contractors did Clo immediately G&I tramway op.
GRIMSTONE & FRAMPTON: was plain Frampton before op. – *Co n* in *Devon & Wiltshire Gazette* 31 May 1855. Op as Frampton according to *Sherborne Journal* (a local paper which was copied by London press – and even credited by some of them – e.g. *Daily News* 23 Jan 1857!) and *W Fly P (known to BNA as Sherborne Mercury)* 27 Jan 1857 p.2. Likewise Frampton in various papers' tts e.g. *Southern Times* 24 Jan 1857 and *Taunton Courier* 28 Jan 1857 – and some papers so continued into Aug 1857. However, first appearance of Grimstone (alone) is not until tt in *Woolmer's Exeter & Plymouth Gazette* of 8 Aug 1857. Conclusion: op. as Frampton – but got altered to (or prefixed) Grimstone about six months later.
GRINDLEY BROOK HALT: 16 Sep 1957 clo date confirmed by LMR W2 WON of 14-20 Sep 1957
GRINKLE: 11 Sep 1939 clo. date confirmed by *LNER Press Relations Officer (G Dow) letter 13 Apr 1945 in Cl pap* – ***it's an LNER (not LMS) letter***
GROESFAEN COLLIERY/COLLIERS: "A workmen's train has been running about a fortnight between Pengam and Groesfaen Colliery." (*Pioneer* 26 Feb 1916).
GUILDFORD Temporary station at **St Catherines Tunnel:** there was some wooden construction – see report in *Surrey Mirror* 29 Mar 1895 which confirms start date as 23 Mar 1895 (*better provenance*); reop Mon 1 Apr 1895 confirmed by *Express & Echo* 3 Apr 1895 *(again, better provenance)*
GUNNESS & BURRINGHAM: sta. clo. (and replaced by new Althorpe sta.) was to take effect at 10.10 a.m. on Sun 21 May 1916 (notice at RAIL 931/16) so arguably the clo. date was **w.e.f.** the *following* day (22. May 1916) as there had been service there on 21 May (GCR handbill at RAIL 231/17). *Same for ALTHORPE*.
GUSHETFAULDS [Cal]: located {Rutherglen – Eglinton Street} *(not to be confused with the eponymous terminal station).*
GWERSYLLT [WMCQ]: *GC*, vol. 3, p.49 note 2, says: "On 29 April 1871 the *[WMCQ]* Board decided to rename Gwersyllt station Wheatsheaf, but no evidence haas been found to confirm that this change was effected." The suffix had **not** been added by the time of the 1872 *hb* and 1873 *hba*, but 1882 *hba* shows "Gwersyllt now called Gwersyllt & Wheatshaf". Suffix did not appear in e.g. WMCQ public tt of 1 Oct 1900 – nor in e.g. BR WR public tt of 15 Sep 1958. The deletion of the suffix was formally advised by GIC R1534/1026 of 5 Oct 1959. *It's not clear whether the suffix was ever intended to apply to the passenger station – perhaps only the goods depot….?*
GYFEILLON: op 5 Jun 1905 confirmed by *Co n* in *Western Mail* 1 Jun 1905 *(better company generated provenance)*
HADDENHAM & THAME PARKWAY: on Sat 3 Oct, after cermonial op, trains did call for public use from mid-afternoon for remainder of day and on Sun 4 Oct 1987 *(BLN 1362.2886)* so op. date should be **(Sat) 3 Oct** 1987 *(obviously covered by weekly notice rather than Wtt)*
HADDENHAM CAMBS: suffix Cambs should properly be in parentheses
HADDINGTON: clo 5 Dec 1949 confirmed by BR correspondence at AN13/2308
HADDISCOE: ST. OLAVES JUNCTION interchange sta.: GER *Wtt*s of 1860s and 1870s make this at southern jn (eventually Fleet Jn), **not** where lines crossed. This refers to the situation from 1859

until the 1879 bi-level station op. Both the distances (e.g. Aldeby – St. Olaves Jn sta./jn. 1¾ mi in 1875 *Wtt*, Aldeby – Fleet Jn box to box 1m 62ch in 1891) and the implications of the train timings in the working timetables of that period would put the station *at that period* at the southern junction (Herringfleet or Fleet Jn) – "interchange" being by foot with (original) Haddiscoe station, there being no suggestion of a sta. prior to 1879 *on either route* at the point where the lines crossed. TNA file MT6/240/13 relates to the 1879 bi-level interchange station, ***not*** to the situation prior to that date. Maj.Gen.Hutchinson's report regards both the two high level platforms and the single low level platform as new facilities, rather than anything pre-existing. The GER referred to it (in different letters to the BoT) as ST. OLAVE'S BRIDGE and ST. OLAVE'S EXCHANGE STATION, while the signalling plan accompanying the application calls it ST. OLAVE'S JUNCTION STATION; however, the file does confirm that the new facility – whatever it may have been called! - did open 1 May 1879.

HADFIELD: further renamed (from H FOR H) to H FOR TINTWISTLE & H by LMR Opg.Circ. 204 of 1 Jul 1954

HAFODYRYNYS: SoL GIC A/573 advises unstaffed from **8** Aug 1932

HAGLEY: "**Also** (non-tt) temporary platform 27 and 28 October 1863": Hagley station had been provided at the behest of Lord Lytt**el**ton *(note correct spelling of family name)* on the closest road to Hagley Hall so any temporary facility cannot have been very far removed from that very road bridge. The cited *Worcester Journal* 31 Oct 1863 report rather suggests that as the temporary platform (*reports in other papers call it a "temporary station" – take your pick)* was to give easier access to (road) carriages, it would have been in the coal yard *(now residential development called The Sidings)*, north of the station and road bridge [see 1882 revision of 25" OS plan at https://maps.nls.uk/view/120898825] - to facilitate the turning and marshalling of the said road vehicles.

HAILES: see commentary under BALERNO

HAINTON STREET: GIC advice of clo 11 Sep 1961 also called it Hainton Street **Halt** *(when had it become unstaffed?)*

HAIRMYRES (a): clo 25 Jan 2025 for electrification works (https://www.railengineer.co.uk accessed 18 Oct 2025); under Scottish Statutory Instrumenent 2025 No. 81 (https://www.legislation.gov.uk/ssi/2025/81/made) clo made permanent that date; later replaced 31 chains west by >

HAIRMYRES (b): op 18 May 2025 (with reop of East Kilbride line - https://www.networkrailmediacentre.co.uk/news/railway-reopens-with-new-hairmyres-train-station - accessed 18 Oct 2025).

[#10] HALESOWEN: clo to public 5 Dec 1927 confirmed by GW wtt supplement for Jan 1928 (RAIL 937/149) *(better provenance)*

HALL GREEN: op (Wed) 1 Jul 1908 confirmed by SoL/CGM Circ F1793 of Jun 1908 (RAIL 253/482) *(better provenance)*

HALL HILLS: was already in *Wtt* 22 Sep **1930** *(the year is missing from current entry)* issue (*if not earlier*). An amendment thereto refers to "empty coaches stabled at Boston Passenger Station" *(but may indeed have been reduced to engine and van in later years).*

HALTON [Birkenhead]**:** 1861 renaming reversion to RUNCORN ROAD was shown as 'in future will be known as' in *LNW Circ. no. 371 dated Apr 1861 (better provenance).*

HALTON HOLGATE: LNE emergency service started 11 Sep 1939 confirmed by *hbl L15 (better provenance)*

HALWILL: became HALWILL JN with op of Launceston line 21 Jul 1886 – *Co n Cornish & Devon Post* 17 Jul 1886. Acquired 'for BEAWORTHY' suffix at some date (but not in *Brad*) and shown as HALWILL **JUNCTION** FOR BEAWORTHY *(i.e. not Halwill for Beaworthy)* in *RCH Distance Tables circular no. 16/2 of 27 May 1926*

HAMMERSMITH [Dist]: Borley (*L*) does **not** say the sta was clo until 23 Aug 1882 – he says that was when rebuilding **completed.** In fact, after the fire, temporary facilities were erected and service resumed the **same day** (*Daily Telegraph* 21 Jan 1882 p.3 says no interruption for arriving passengers and departures resumed by afternoon).

HAMPSTHWAITE: 2 Jan 1950 clo confirmed by BR WR GIC no. R.1748/*B65

HAMPTON ROW HALT: clo. date specifically shown as Sunday 29 Apr 1917 (by public notice and GWR Passenger Train Alterations Committee minutes (RAIL 271/4) – same as CHELTENHAM HIGH STREET HALT etc**. –** and Bristol Division annual report (RAIL 253/540) (demolished 1920). However, there was no Sun service at Apr 1917 so normal practice would be to show **w.e.f.** Mon 30th.
HAMPTON-IN-ARDEN [LNW]: It might be helpful to indicate that pre-1884, the LNW and Mid. stations were adjoining. For the record, for avoidance of confusion at some future date: a LMR WON stated (in precis) that from 21 Mar 1966 the existing platforms would be closed to traffic and be replaced by new platforms 500 feet long on the Coventry side of the existing platforms. However, this was temporary - and is somewhat misleading. The platforms were **extended** at the Coventry end, ready to deal with calls by InterCity trains (H-in-A was a precursor to Birmingham International but didn't have a large enough car park to become a permanent 'parkway' station). The station entrance was also ***temporarily*** moved from the main road bridge at the north end of the platforms to an occupation bridge at the south end of the original platforms (which became the mid-point of the extended platforms). It had to be explained to Clinker that there was no permanent change and the entrance reverted to the main road bridge (only the original portion of the platforms now remains in use).
HANDFORTH: temp clo (for resignalling) was from **Sat 10 Dec 2005;** reop Mon 26 Jun 2006 *(Northern Rail leaflet).* Another period of temp clo was from 2 Feb 2004; reop 22 May 2004
HANDSWORTH [GW]: station used for charity event on 21 Oct 1990 – see http://disused-stations.org.uk/h/handsworth/1_handsworth_smethwick_211090_class116_martin_beddall.jpg
HANDSWORTH WOOD: 5 May 1941 clo confirmed by *hbl L15 (better provenance)*
HANFORD ROAD [NS]**:** A C Baker & M G Fell *The Railways at Trentham* Part 2, in *Railway Archive* no. 50 (2016), p. 14 support the *Cl.* closing date of 1 May 1913 *(but circularity of sources…..?)*
HANWELL: addition of "& E" suffix confirmed as "has been altered" *(note tense)* by GWR GM Circ 1708 of 1 Apr 1896 (RAIL 253/229)
HANWOOD: report in *Shrewsbury* of 15 Feb 1861 of trains on Wed 13 Feb strongly implies – by the reference to 'tickets' – that they were more than VIP specials that day - available to the public (c.f. Cannock 'introductory' service of 1989)
HARE PARK & CROFTON: J R Whittle says *(Cl pap)* first appeared also in GN's own tt Nov 1886 *(not clear what "(part Whittle)" is intended to convey to readers….)*
HARESFIELD: wording "*Wtt* 11 June 1956 shows southbound stop, Fridays only, to set down Engineering Staff." seems to be entirely superfluous as the station was open at that era. *Should it be shown against some other location?*
HARKER: May 1939 LNER *Wtt* shows **no** reference to passenger trains calling anywhere between Longtown and Carlisle - so delete speculation about non-tt use between 1936 and 1941. Needs space between "from" and "1". All Harker calls deleted from *Wtt* from **1 Jan 1968** (service continued for a further year between Carlisle and Parkhouse only – *so 6 Jan 1969 was merely an 'official' date).*
HARLECH: as reference to *Carnarvon & Denbigh Herald* 12 Oct 1867 will show, 'side' station (in context) simply meant this was one of the wayside (i.e. intermediate) stations on the line *(why single Harlech out?).* See **17 Oct 2020****
HARLESDEN [Mid.]: clo 2 Jul 1888 – *Mid.* actually cites handbill with Mid. public tts at TNA.
HARRINGAY [GN]: 18 Jun 1951 renaming derived from to LMR Opg.Circ. 55 dated 31 May 1951 *(provenance).*
HARRINGAY GREEN LANES [THJt]: clo 26 Sep 2016 (electrification work), reop 27 Feb 2017; clo 19 Nov 2017 (electrification); reop 15 Jan 2018.
HARRINGTON: clo 13 Mar 2020 (storm damage); reop 1 Jun 2020.
HARROGATE: it might be useful to note late Dr A L Barnett's letter in *RCHS Journal* no. 137, referring to *North Eastern Express* issues 68 and 87.
HARTINGTON COLLIERY [Mid.]: renamed from HOLLINGWOOD COLLIERY *by* Jul 1885. It resumed unadvertised call (one train only) 14 Jul 1916 until ceased 1 Oct 1917. *(Wtt analysis by Glynn Waite)* The pickup/set down was on the Barrow Hill ⇔ Staveley Town line, **not** on a branch off that as text implies.

HARTLEPOOL [Stockton & Hartlepool]: it is not clear from text whether the 1853 station survived when the 1862 line to the H&DR station was op for passengers (doubtless the reader is to assume that - in that it is not shown as closed in 1862 - it did not close). Nor is Bragg's cited *Hartlepool* article explicit. In fact, it did survive until 1880. The opening date of the 1880 (West Hartlepool) station was to be Monday 3 May according to *Daily Gazette for Middlesbrough* (30 April 1880) – but it qualified that with the statement: "The first train will be run from the new platform on Sunday evening."! *Shields Daily News* (4 May 1880, i.e. *post hoc*) said the Saturday (1 May) was the first day.
HART'S HILL & WOODSIDE: op date 1 Apr 1895 confirmed by *Co n* in *Birmingham Daily Post* 27 Mar 1895 and GWR SoL Circ 973 (RAIL 253/229)
HARWICH PARKESTON QUAY WEST: reported op (no date) in *hbl 94* of Jan 1935. Regular services withdrawn 8 Nov 1968 upon introduction of second roll-on/off vessel. Thereafter, only special trains in connection with inward relief sailings used West quay until it finally went out of use upon bringing into use of new main terminal 1970/1; formal closure date 1 May 1972
HASLAND NO. 9 PIT SIDING: services were **not** included in *WTT* dated 2 Oct 1922 - assumed to have ceased on this date, or earlier by notice – *info from Glynn Waite, Nov 2015*
HAVANT [LBSC]: although *SR* and *LBSC* both give sta "resited 1863", nothing found in the local press (1847-1863) to suggest that was so (and any such move would surely have been *before* the Portsmouth Direct line op in 1859; prospectus of 1859 for the Hayling branch says jn would be 26 ch east of Havant station – which would put Havant sta at North Street level crossing). Nor does *RM* May 1947 (photo captions p. 162) agree that there was any resiting before 1938. However, sta ***did*** move from east to west side of North Street that year (presume in conjunction with the closure of the level crossing and its replacement by a road underbridge elsewhere). No evidence found to support website http://www.starzina.com/Starzina%20Z%20Railways%20Havant%20and%20Hayling.htm (accessed 30 Nov 2021) claims that Havant (a) was originally merely a halt (at 1847 opening it had station master, booking clerk and platform staff so hardly a halt); (b) original was destroyed by fire (no press reference traced); (c) had originally be 200 m east of the pre-1938 site (would have put it at Fairfield Road/site which became jn for Portsmouth Direct line; as stated above, no press references to such relocation). However, the 1938 relocation is well attested (e.g. *RM* May 1947) – the station moved completely from one side of North Street to the other – it was not a matter of *extending* the previous site as comparison between https://maps.nls.uk/view/105988666 (pre 1938) and https://maps.nls.uk/view/105988663 (post 1938) will attest. However, the RCH distance change was only 8ch so presumably *Cl.* ignored it.
HAVENSTREET: *GIC R1534/992 of 26 May 1958* gives renaming (to one words) as from **2** June 1958
HAVERHILL [GE]: 1952 renaming was shown *post hoc* in BR(ER) Comm. Circ. 220 issued in early May 1952 (hence date *by* May1952) (*provenance)*
HAVERHILL [CVH]: it is questionable whether CVH used the Haverhill GE station on a regular, extensive basis before 1885 - there is certainly **no** reference to CVH trains in the only available GER *Wtt*s before then, for 1866, 1870 or 1875. In *From Construction to Destruction – An Authentic History of the Colne Valley & Halstead Railway,* E P Willingham, Halstead & District Local History Society, 1989: page 151 says, in the context of the Act of 1885, that the GER "…at last agreed upon exchange facilities… more extensive use *(by the CVH) of* their Haverhill North station." In such tts as are available thereafter *all* CVH passenger trains are shown using the GE station *apart only* from the last Down arrival – the GER public tt for Jul 1899 (for example) makes a particular note that only one train runs to Haverhill CVH station - the 9.9pm (Mondays and Saturdays only) from Chappel. Until WW1 this seems to have remained the case. From ca.1918 it had become the last *daily* down train that ran to the CVH station. During the whole period from *at latest* 1899 through to 1924 **no** Up passenger trains were booked to depart from the CVH station. The loco was shedded at the CV station and this saved bringing the empty stock back from the GE station (however, in the morning, the empty stock *was* worked round to the GE station and the passenger working started there). The question does arise that Haverhill South shed was (reputedly) closed from January 1924 – so did the loco remain there overnight thereafter or not? and therefore did the last down train still terminate at South station between Jan 1924 and the usually cited clo. date of Jul 1924…..? Note, incidentally, that the CVH station was shown as "Goods" in RCH Diagram no. 15 as long ago as 1910! All in all,

it is prudent to not lead readers to think the CVH station was more used than it was, and to flag the query about the clo date in 1924. Sta deleted from *hb* for passengers ("no date") by *hbl 62* of Jan 1927

HAWARDEN [WMCQ**]:** non-tt temporary pfm also used on 13 Sep 1888 (*South Wales Echo* 12 Sep 1888) and on 2 Sep 1889 (*Birmingham Daily Post* 3 Sep 1889) and again of 2 Dec 1889 (*Warwickshire Herald* 5 Dec 1889 *and other papers) And doubtless on other occasions too!!*

HAWES: *York Herald* 3 June 1878, p. 6 confirms sta. op. Sat 1 June 1878 (initially only for NER services) and explains the delay. [Mid. services did not start until 1 Oct 1878 (*Bradford Observer* 28 Sep 1878)]

Add: HAWKWELL WORKS & COLLIERY SIDING: special trains to this location on 24 and 25 Aug 1897 – auctioneer's advert in *South Wales Daily News* 9 Aug 1897. Located near end of S&W Churchway branch from Bilson (much later was site of Northern United Colliery sidings).

HAWTHORN TOWER: 4 Jul 1936 op. date source should read *(T **6th** Jul 1936 – page 6).* Clo. date of "Mar 1944" (mis-spelled as HAWTHORNE TOWER HALT) supplied by *LNER Press Relations Officer (G Dow) letter 13 Apr 1945* in *Cl pap*- which papers elsewhere have extract from SR circular dated 8 Apr 1944 "…is being dismantled forthwith".

HAY ON WYE: despite cited *hba* date for addition of '-on-Wye', some confusion still reigned: ScR *Comm Circ FK49/16 of Mar 1951* advised 'has been' as did *GIC R1534/902 of 15 Nov 1954*! *Cl.* date of 13 Jun 1955 is first in public t.t. – somwhat behind the event.

HAYDOCK PARK RACECOURSE: GCR handbills for 3 and 4 Aug 1899 and 2 and 3 May 1900 (RAIL 226/100) show HAYDOCK (RACECOURSE STATION) but HAYDOCK **PARK** (RACECOURSE STATION) by/with bill for 11 and 12 Oct 1901 (RAIL 226/100) and for e.g. 16 and 17 Feb 1912. *(renaming – or clerical inexactitude?*) After clo, bus from Wigan *except* 1975 when five specials ran to Ashton-in-Makerfield (q.v.) for the bus connection *(BLN 1233.908).*

HAYLING ISLAND: LBSC advert in *Portsmouth Times* Sat 3 Jul 1869 of an excursion to London the following day, for which "A Train will leave Hayling Island for Havant at 8.0a.m.…." The same paper Sat 10 Jul carries advert for excursion to London 'every Saturday during July' which mentions connection from South Hayling (although it did not appear previous week). Nevertheless, not until Wed 21 Jul did *Brighton Guardian* report: "The Hayling Island Railway has been opened for traffic." *Hampshire Telegraph* 24 Jul reported troops leaving "here by rail *en route* for Hayling Island" on Wed 21 July. *Portsmouth Times* 24 Jul confirmed: "After having for a time been closed the line is again in full working order or the volunteer encampment could not have taken place…". All in all, it looks as though reopening would have been **July** – or even June - rather than August. **Same applies for intermediates.**

HAYWOOD: station destroyed by fire 9 Jun 1924 *(CGM GIC R.1534/146) - ?impact on passengers' use? alas, Midlothian Advertiser 20 Jun 1924 doesn't tell us*

HAZELWELL: was known as PINEAPPLE BRIDGE during construction (*RM* Apr 1902 p.381). Later reop as PINEAPPLE ROAD (q.v.).

Add: HEADBOLT LANE: op. 5 Oct 2023 (https://www.merseytravel.gov.uk/news/next-stop-headbolt-lane-%E2%80%93-%C2%A380m-station-served-by-uk%E2%80%99s-first-battery-powered-trains-to-open-this-week/ (accessed 7 Feb 2025)) {Kirkby – Rainford (Jn.)}

HEADCORN [KES]: **S**hown as "HEADCORN JUNCTION, S.R." *(sic)* in 11 Sep 1933 public t.t. leaflet held at NRM, York

HEADS OF AYR (a): 1 Dec 1930 clo date confirmed by *SoL GIC A/488 of 28 Nov 1930* (*better provenance)*

HEADS OF AYR (b): The *G&S* entry (Scotland note 45) was amended in *Chron.(first series) 3/17* (although failing to amend the erroneous statement that the second station was on the Turnberry side of the first), because it was only the *line, not* the intermediate stations, that reop in 1932-3; the holiday camp itself was not op until 1947! (sources: *RM* Sep 1932, p.230; Nov.1947 pp.401-2; July 1968 p.439; R W Kidner *Light Railway Handbook*; *Chron.(first series) 3/17*; LMS Northern Division Section 3 *Wtt* 12 Sep 1932)

HEANOR [GN]: 1 May 1928 was a Tue - wouldn't wef date more likely be 30 Apr 1928? (*Cl.* and *G&S* used that date - not that it proves anything) despite what RAIL 393/151 [Stations (mainly GC Section): closures, alterations in names, list of agents etc. – *compiled by LNER in 1930s*] showed

HEATH near Cardiff: delete the words "same date both became HALTS" – both were shown, in column 'present name of halt', as "Heath Halt" in GWR GM circular 2917 of 18 June 1924 – hence *already* halts

HEATH HL: op date was **Aug** 1915 (probably Mon 23rd because Rhymney's advert, dated 24 Aug, in *Western Mail* of 25 Aug 1915, p.1, said halt "is now open"). It was specifically advertised as "Heath **Halt**".

HEATH HALL: to serve Arrol Johnston Heathhall [note rendered as one word (was the railway different?)] car factory which op. 1913. Halt in *Wtt* by 1919 and disappeared by 1932. Car production came to an end in the late 1920s, factory finally closing in 1931.

HEATHROW: "on branch from Paddington" for the non-LUL stations is a curious formulation – the branch actually leaves the GW main line at Hayes & Harlington (Airport Junction)

HEATHROW TERMINALS 2-3, on branch from Paddington **:** inclusion of CENTRAL in name, and renaming in consequence of extended temporary closure of relevant terminals. Heathrow Express' response of 24 Nov 2016 said:

> Heathrow Terminals 2 & 3 is often referred to as 'Heathrow Central', however we choose to refer to it as 'Heathrow Terminals 2&3' as this is clearer for our customers'. Both variants are recognised though and other train operating companies are responsibile for choosing which variant to use.

Need note about date for renaming from H T 1-2-3 (because of clo of Terminal 1) as for the LUL station of same name. Need explanation for note * (same as for H T 4). The usage adopted by Network Rail (as at Dec 2020) is **Heathrow Central (Terminals 2 & 3)** while the station's signage, as at Dec 2022, is HEATHROW CENTRAL TERMINALS 2 & 3 – although the route layout plan accompanying that signage is simply TERMINALS 2 & 3. Cited source *(ug)* should read *(Ug)*.

HEATHROW TEMINAL 4 *["main line" sta.]*: final sentence should be preceded by * (it being the explanation of note * which is also applicable to H T 2-3 *(although it's not obvious why the gratuitous information about fare levels is given)*. Clo 9 May 2020 (terminal itself closed because of covid restrictions); reop 14 Jun 2022

HEATHROW TERMINALS 1-2-3 [Picc.]: not *officially* renamed HEATHROW TERMINALS 2&3 until 20 May 2018, although publicity had carried this version since 2016.

HEATHROW TEMINAL 4 [Picc]: Clo 9 May 2020 (terminal itself closed because of covid restrictions); reop 14 Jun 2022

HEATON near Newcastle:

HEATON station was certainly open by the time of the co.'s advert for service commencing 24 May 1841 in *Newcastle Courant* 21 May 1841, p.6, when the intermediate stations were listed as: Heaton Hall Lane; Carville; Howdon; Percy Main. Note the exclusion of Walker because the advert specifically added (in capitals): "The station at Walker *(i.e. the later Walker Gate)* will be discontinued." Report of annual general meeting in *Newcastle Journal* 23 Jan 1841, p.3, might rather suggest Heaton was neither open nor contemplated *at that date*. If the 'Hall Lane' suffix was official, a date for its deletion is now required…. The reference to the main line from Heaton Jn to Morpeth opening is now superfluous (because Heaton station had been open for several years by 1847) – but anyway has the wrong date: it should read: 1 **March** 1847 (*Newcastle Guardian* 6 Mar 1847, p.4) – as correctly given under Morpeth entry. Rendered as HEATON in Y&NB account book of daily takings (RAIL 772/131) of 1849. *NE* (Tomlinson) p. 699 reports the new station op here 1 April 1887 (comparison of OS plans confirms this was a relocation).

Add (under **HEATON** near Newcastle): **HEATON JUNCTION**: included as HEATON JN in Y&NB account book of daily takings (RAIL 772/131) of 1849 – along with entries for Benton, Chivington *(sic)*, Plessy, Cragg Mill, Falloden *(sic)*, Little Mill *(none of which is listed with those three Newcastle – Morpeth intermediates which **did** op with line, so all seven must have op. between 1847 and 1849.* It had very low passenger numbers, the last of which were Fri 6 Sep 1850 (following week the line of entry was blank, and week after was amended in manuscript to be used for Alnwick which had previously.been an added line of entry). Surmise Heaton Jn clo. after 6 Sep 1850 – i.e. w.e.f. Mon 9 Sep 1850.

HECKMONDWIKE: word Branch at start of 3rd line should be in *ital.* (being part of book title)

HEDNESFORD (a): Clinker's alleged observation (where is it? - it is not in his *W Mid*) is without foundation. An objection in Col.Yolland's first report (of 30 Sep 1859 (MT6/20/15)) to a projecting bay window at Hednesford station had been resolved by the time of his second and final report (of 25 Oct 1859 (MT6/20/23)). The only objection then remaining to opening the line (and, with it, Hednesford station) was the lack of a turntable at Rugeley - and that was met meantime by a LNW undertaking to use only tank engines, so any speculation about "minor adjustments" and "verbal permission" is spurious. Despite extensive local press reporting of the completion of the line, there was **no** reporting of any failure of either it or the station to open on the advertised date of 7 Nov 1859. LMS *PCC 78* of 15 Mar 1934 said "…the words 'for Cannock Chase' are being added…" – so date was **Mar** 1934 (same as for Milford & Brocton).
HEELEY: 10 Jun 1968 clo confirmed by GIC 184 of 1 Jul 1968
HELMSLEY: last **public** excn *(inward ramblers' excn)* on 3 May 1964 confirmed as last such (note from D S M Barrie (GM Eastern Region)). Excn on 27 Jul 1964 was Sunday School (*outward to Scarborough)* excn – a charter rather than Adex. (*BLN 1285)*
HELSBY & ALVANLEY: Name was "Helsby CLC" (**not** simply "Helsby") (source: GWR public tt dated 28 Sep **HELSTON:** op 9 May 1887 confirmed by GWR SoL Circ 674 of May 1887 (RAIL 253/229)
HEMEL HEMPSTEAD: rendered as BOX MOOR (*sic* – two words) in *Co n* in *Morning Herald* 4 Sep 1840. Thereafter, succession of renamings was: Boxmoor to Boxmoor & Hemel Hempsted 17 Dec 1912, to Boxmoor 2 Jun 1924, to Boxmoor & Hemel Hempsted 1 Sep 1924, to Hemel Hempsted & Boxmoor 1 Jul 1930 (WON M1 of 7 Jun 1930), to Hemel Hempste**a**d & Boxmoor 13 Jun 1955 t.t. (system map in the back of the 20 Sep 1954 t.t. edition already spelled it *–stead*, but the index and table did not so do until next edition), to Hemel Hempstead 20 Dec 1963.*Cl. note 1644 is wrong in using -stead for the 1930 renaming – that renaming merely transposed Boxmoor and Hemel Hempsted (sic). '*At least make clear(er) when the –sted to –stead change took place (1954/5).
HEMSWORTH: in two phases during Sunday **29** Sep 1912 (work completed that afternoon) the station – previously flank platforms - was replaced as an island platform about 150 yards south, offset to the west to be between the former down line (which then became the up line) and a new down line. [*GCR Special traffic arrangements and engineering works* notice N&ED No. 100 for w/e 5 Oct 1912 and comparison of 1904 and 1914 OS plan revisions]. ***The date of transfer is missing from text.***
HEMSWORTH & SOUTH KIRKBY: According to Smith, *The Hull & Barnsley Railway* in *Railway World*, Aug 1960, the 1933 excursion to Hull for the Civic Week Fair was repeated each October "until 1939" – also from Hickleton & Thurnscoe (other stopping places not identified)
HENIARTH: 9 Feb 1931 clo date confirmed by *GWR SoL GIC A/497 of 6 Feb 1931* and *Co n* in *Montgomeryshire Express* 3 Feb 1931
HENBURY: 22 Mar 1915 confirmed by GWR public leaflet at *RAIL 936/49* - but see *Chron. 75/1* on subsequent history
HENDREFORGAN: 22 Sep 1930 clo date confirmed by *hbl L77 (better provenance).* In response to a specific query in Feb 1945 Clinker was told by a source at the GWR Superintendent of the Line's office that this station was **not** a passenger stop *(even though trains had to reverse there)* on the Gilfach Goch – Blackmill – Tremains WW2 workers' service (*Cl pap).*
HENGOED [Rhy.]: renaming 1 July 1924 which added "LL" also deleted "& Maesycwmmer" *(this is not at all clear from existing text) [GW GM's circular 2917 of 18 Jun 1924 [Chron. 61/16]].* 6 May 1968 renaming (to plain Hengoed) is out of chronological sequence.
HENGOED HL: amendment from RHYMNEY JUNCTION from 1 Jul 1906 confirmed by GWR GM circ 2052 of 18 Jun 1906 (RAIL 253/482) and to HENGOED HIGH LEVEL from 1 Jul 1924 confirmed by GWR GM circ 2917 of 18 Jun 1924 (*better provenances*).
HENLEY-IN ARDEN (a): op 6 Jun 1894 confirmed by GWR SoL Circ 925 (RAIL 253/229) *(better provenance).*
HENLEY-IN-ARDEN (b): op (Wed) 1 Jul 1908 confirmed by SoL/CGM Circ F1793 of Jun 1908 (RAIL 253/482) *(better provenance).***HENLEY-ON-THAMES**: addition of 'ON THAMES' suffix - "has been altered" - confirmed *post hoc* by GWR GM circ 1648 of 1 Jan 1895 (RAIL 253-229) (*better provenance*).
HENLLAN: op 1 Jul 1895 confirmed by GWR SoL Circ 989 (RAIL 253/229)

HENWICK: WORCESTER HENWICK ceased to be terminal sta and WORCESTER prefix dropped 17 May 1860 (renaming: *Co n Worcester Journal* 19 May 1860; date: *Hereford Journal* 23 May).
HEPSCOTT: From at least Oct 1942 to summer 1946, the service was already only 1½ round trips: 0650 SuX Blyth - Morpeth; 0845 SuX Bedlington - Morpeth; 0920 SuX Morpeth - Monkseaton (source: LNE (NE Area) *Wtt*s various editions 5 Oct 1942 to 6 May 1946)

HEREFORD

HEREFORD [SHJt]: "BARRS COURT will in future be known as HEREFORD" according to GWR GM circ 1747 of 24 Apr 1897 (RAIL 253/229)
HEREFORD BARTON: The permanent station was preceded by a temporary station, situated south of the permanent station, until 1856 –Wood, *Railways of Hereford* (Wood & KRM, 2003), p. 94. The text concludes, on p.95: "[Based on these] facts, it is suggested that this was the temporary station: a sectional timber building described at the time by the local press as a 'pretty little station'." *That 'local press' reference is to Hereford Times, 20 Jan 1855, p.5.* Diversion of GW (Worcester ⇔ Newport) services away from Barton *(leaving it only with Hay line services)* 1 Jun 1868 *(RAIL937/*11). From then to Jul 1869 used only by HH&B trains, worked by MidWales; from 1 Jul 1869 also used by Mid. trains from Worcester line (co advert *Hereford Mercury* 30 Jun 1869). From 1 Oct 1869 HH&B line trains (worked by Mid.) reverted to Moorfields; despite Mid. running trains Barton-Worcester, there were no through passenger movements between Moorfields and Barton until 8 Jul 1873 when *through* pass workings commenced between Brecon and Worcester (*Hereford Journal*, 12 Jul 1873 cited by *Mid.*) [Smith *Hereford Hay & Brecon Branch* (KRM, 2008). p.100 concurs but RAIL 937/19 erroneously gave 1 Jul]. Use of Barton by HH&B *local* trains did not resume until 1 Apr 1874 (Midland's public tt cited by *Mid.).* Cessation of use of Barton by Mid 2 Jan 1893 (i.e. its closure for passengers) confirmed by operating notice bound with *Wtt*s at *RAIL 963/61.*
HEREFORD MOORFIELDS: first clo **16 May** 1864 – *Co n* in *Hereford Times* 14 May 1864 [so ignore Smith *Hereford Hay & Brecon Branch* (KRM, 2008). p.83 and Wood *Railways of Hereford* (Wood & KRM, 2003), pp. 48 and 105)]. Reop 1 Jul 1867 [BM, working HH&B, quit using Barton and reverted to Moorfields] – *Hereford Mercury* 3 Jul 1867, page 4: "IMPORTANT: All trains on the Hereford Hay and Brecon Railway run to the Moorfields Station only" [Smith *op cit* p. 90 and Wood *op.cit.* p.105 agree (Wood's p. 51 signifies previous arrangement *last ran* 30 Jun 1867, not that new arrangement started that date, while his p.83 ("in 1868") is clearly in error)]. Again clo. 1 Oct 1868 [BM ceased working HH&B, Mid Wales took over and used Barton, as it had been doing for its own "running powers" service since 16 Mar 1868; during period 1 Oct 1868 to 1 Oct 1869 minute books of both Mid Wales (RAIL 482/2) and HH&B (RAIL 300/2) (*cite both provenances*) and clues from GWR *Wtt*s lead only to the conclusion that trains **did** use Barton, ***not*** Moorfields [Smith *op.cit.* p.96 and Wood *op.cit.* pp.52 and 105 concur – despite what *Brad* and Smith *op.cit*. p. 94 say)]. Again reop 1 Oct 1869 [GW blocked junction upon Mid taking over working of HH&B from MidWales to prevent running of new through service Brecon-Worcester] (*Hereford Times* 2 Oct 1869quoted by Smith *op.cit.* p.97) [Wood *op.cit.* pp. 53 and 105 concurs]. *Note: provenance cited ("co minute books RAIL 482/2") does **not** refer to this event.* Final clo. 1 Apr 1874 with diversion of *local* services to Barton (Mid. public tt – as cited by *Mid*.) [Wood *op.cit.* p.55 concurs]
[HEREFORD] BARRS COURT JN: a trawl through GWR *Wtt*s from Jan 1864 onwards (*ignoring* stops made for splitting/joining trains) found what appear to purport to be stops in passenger trains at Barrs Court Jn (or "Hereford Jn" as it was referred to in 1864): 2.10pm Worcester – Hereford, 6.20am Newport – Worcester (but deleted from Nov 1864), and 8.5pm Shrewsbury – Hereford; 10.5 am Sun Worcester added Apr 1864; 6.10pm Worcester specifically highlighted as stopping additionally from May 1864. At Dec 1864, none remained on Shrewsbury line and only 6.20pm, 10.5 am Sun and 6.25pm Sun from Worcester (no up trains). From Nov 1866 last Worcester line weekday call (6.20pm down) deleted but 6.25pm Sun remained – and there were by now 8am Hereford – Shrewsbury and 12.25pm return calling. Shrewsbury line calls were deleted in June 1867 (although gone from *Brad* by Apr 1867). At Jun 1867 Worcester line retained *only* 6.25pm Sun Worcester (its weekday equivalent didn't get dropped from *Brad* until Aug issue), but it was replaced in Jun 1869 by a Shelwick Jn stop (as opposed to pass) timing (!). By Jul 1873 (intervening years not checked) there was the 6.25pm Sun Worcester calling at Barrs Court Jn again (the 6.10pm SuX also called but

that was to drop the Mid. portion for Barton – which did not apply on Sundays).[These timings pre- and post-date the dates *U*. quote]. No clue found as to what purpose any of these non-splitting calls served (and several times they disappeared – only for them to reappear).
HEREFORD **general paragraph** (after the BARRS COURT JN entry)**:** the Mid. trains from Worcester, using Barton as terminus, started 1 Jul 1869 *(John Gough* and *GWR Wtts)* Diversion of Hay line services to Barton in 1874 was from **1 Apr** 1874 *(*Mid public tt – as cited by *Mid.),* and of Mid. services to Barrs Court in 1893 was from **2 Jan** 1893 (Mid Rly operating notice bound with *Wtt*s at *RAIL 963/61)*
[HEREFORD] ROTHERWAS FACTORY: ***World War 1:*** Ray Gaston should read Ray Caston – but where are his data published and what is it based upon? what does the fact that he and J Morris were members of the Signalling Record Society prove? (nine words used but they fail to cite meaningful provenance). "Hereford Barrs Court Jn" wasn't a station - perhaps the authors were referring to empty stock movements? Is it claimed that there were three stopping places in WW1 – or just one? *Gloucestershire Echo* 24 Oct 1919 confirms that workers' services were still running at that date. ***World War 2:*** the three stopping places first appear in 6 Oct 1941 *Wtt* (RAIL 937/179) [they were **not** in the previous book nor in May 1941 supplement (RAIL 937/178)] with service only from Ross-on-Wye direction (and intermediate stations). At some stage between 1 Oct 1945 *Wtt* (RAIL 937/190) and 6 May 1946 *Wtt* (RAIL 937/192) "Factory Sidings" was deleted as a calling point leaving only the other two. Service (down to one round trip a day from Ross) still shown in 6 Oct 1947 *Wtt* (RAIL 937/195) but discontinued in supplement dated 8 March 1948 (RAIL 937/195); however, the effective date would have been earlier because BR WR new works form (private collection) confirms (a) that there had been three halts, and (b) that they must have gone out of use **before** the date of the Authority, 5 Feb 1948.
HERON QUAYS: reop 18 December 2002 *(Trams website)*; - https://www.thetrams.co.uk/dlr/stations/Heron_Quays merely says December 2002 – as does https://uktransport.fandom.com/wiki/Heron_Quays_DLR_station - so which site are we to refer to? https://www.davros.org/rail/culg/dockland.html ? I'd rather believe the printed word at *BLN* 937, page 1/03.
HERSHAM: op date specifically given as 28 Sep 1936 in *RCH distance tables advice of 3 Dec 1936 (sig insts sometimes gave date work done, rather than when traffic started, but this confirms w.e.f. date)*
HERTFORD NORTH: new sta op 2 June 1924 - *RCH distance tables advice no. 4/1 of 23 Feb 1925* (*better provenance).* The new through station was nearly ½ mile ***west*** of the original Hertford GN/North terminal station (sometimes dubbed Cowbridge). *It would be clearer with two sub entries: Hertford North (1st) > Hertford North (2nd)*
HERTFORDINGBURY: J R Whittle says *(Cl pap)* first appeared also in GN's own tt Dec 1858 *(better provenance than Brad)*
HESLEDEN: rendered as CASTLE EDEN COL(liery) in Y&NB account book of daily takings (RAIL 772/131) of 1849.
HESWALL [GC]: 7 May 1973 renaming confirmed by LMR WON WE1 16/17 of 21 Apr 1973 *but note the wording at* APPENDIX 1 *(better provenance)*
HETTON: isn't this likely to have been used by the annual Durham Miners' Gala specials to Durham Elvet until 18 Jul 1953?
HEYS CROSSING: 18 Jun 1951 clo confirmed by LMR W1 WON of 16-22 Jun 1951 – **shown as HALT**
HEYSHAM PORT: While the overall port complex was – prior to coming into Peel Ports' ownership – always dubbed Heysham Harbour in railway operating documents, the suffix does not appear *ever* to have applied in *public* timetables (certainly from at least 1938 to 1975 it was plain and suffix-less). Current wording: "but H HARBOUR in *Wtt* …. bore this name." might better read: "The suffix 'Harbour' was applied in railway operating and shipping usage (and generally on tickets) but not in the public tt.s. or advertising". Text from H SEA TERMINAL on should read: "H SEA TERMINAL from 11 May 1987, H PORT from 11 May 1992 tt, temporarily clo. 8 Feb 1994, reop 16 Dec 1994 tt, still open." There is confusion over whether or not it has become Heysham Harbour from the December 2013 public timetable. There is sufficient evidence to question whether this

adoption (only in the station bank of the tabular pages of the NRT – not in its station index nor in Northern Trains no. 7 pocket timetable nor the working timetable) is merely an aberration – refer to *Chron.81/21*. By summer 2017, GBTT, Northern timetable folder 7, Northern's station web page at https://www.northernrailway.co.uk/stations/HHB and Sectional Appendix all agree that it's Heysham **Port** - so it's pretty clear that is what it is ***supposed*** to have been all along since 1992! However, although the *water* itself is labelled Heysham Harbour on their plans, the Statutory Harbour Authority is Heysham Port Ltd and (perhaps much more to the point) the ultimate owners Peel Ports Group call the port **Heysham Port.** The existing text is misleading in implying ocasional boat train services *continued* after 1975 – there was an interregnum until occasional use resumed in **1980** - see *BLN* 406

HICKLETON & THURNSCOE: clo on and from 8 Apr 1929 (LMS *PCC* no. 94)

HIGH HARRINGTON: public passenger services withdrawn 13 Apr 1931 – *LNW Record (better provenance)*

Add: HIGH SOUK - see HIGH STOOP. High Souk was name of a pub (later renamed The Brown Horse).

HIGHBRIDGE [BE;GW] to read **HIGHBRIDGE & BURNHAM** [BE;GW]: any pre-nationalisation addition of "for BoS" was a *Bradshavian* not a GWR touch (certainly not in GWR tts for e.g. 1939 or 1946). West suffix added in *Brad* from Jan 1950 and in WR's tt from 5 Jun 1950. 'Merged' with adjacent SD Jt station, as HIGHBRIDGE & BURNHAM ON SEA (East and West suffixes dropped) from 30 June 1952; "**&** BoS" became "**for** BoS" with tt 9 Jun 1958 tt; whole suffix deleted with tt 6 May 1974 tt; suffix "**& Burnham**" added from 13 May 1991 tt supp (*BLN* 662). Still open.

HIGHBRIDGE [Somerset Central; SD Jt]: is the inclusion of 'Somerset Central' inside the square brackets an abberation? – not included for other SC stations (nor for analogous examples). Op of own station in May 1862 confirmed at co's ½ yearly meeting (*Wells Journal* 30Aug 1862, p.2 *(better provenance)*). East suffix added with tt 26 Sep 1949 *(earlier than West suffix for BE station)* but dropped 30 June 1952 when 'merged' with adjacent BE station and renamed (see above). This ex-SD Jt element of merged station clo 7 Mar 1966 (*Shepton 11th)*.

Delete reference to combined station (see instead HIGHBRIDGE & BURNHAM, above).

HIGHCLERE: Start of regular service 4 May 1885 confirmed by GWR SoL Circ 597 of March 1885.

HIGHTOWN [GW]: add "Wrexham." Op – as HIGHTOWN **HALT** - 9 July 1923 confirmed by Passenger Train Service Committee minutes for summer 1923 (RAIL 250/786)

HILL END: J R Whittle says *(Cl pap) "*GN records" *(unspecified)* give op 1 July 1897 – but elsewhere in *Cl pap* (but in unknown hand) date is given as 1 Aug 1899 with source "*Wtt* supplement".

HILLINGDON: **no** evidence of "(Swakeleys)" or Halt suffix in Met tts 1933 onwards

HILLINGTON EAST: 19 Mar 1934 op date confirmed – as a HALT – by LMS *PCC no. 78*

HILLINGTON WEST: *it is not obvious what the final sentence is intended to convey – the station was open to the public from 1940, regardless of what it served.* During 2025 both platforms were out of use for rebuilding – but consecutively rather than simultaneously, so although the station was served only in one direction at a time it was not *totally* closed for any material period (as *might* erroneously be inferred from a careless reading of BLN 1478.1880).

HILLSIDE Southport: suffix SOUTHPORT properly in parentheses.

HIMLEY: op 11 May 1925 confirmed by GWR CGM/SoL circ R.1639/F.4155 of 9 May 1925 (RAIL 253/482) *(better provenance).* The cited *Dudley Chronicle* report appeared in the issue of **21** May 1925

HINCHLEY WOOD: op date 20 Oct 1930 confirmed by SR *Sig inst*. no.44 (1930).

HINDLEY [LY]: Clo 13 Mar 2023 (electrification works); reop 24 Jul 2023 *(BLN)***HINDLEY SOUTH**: 1952 renaming in LMR WON (undated but *by* Oct 1952 – *slightly better provenance*) specifically stated it applied to both P and G – no reason to think it wasn't effective 11 Aug 1952 as for Hindley North.

HINKSEY: better (GWR specific) sources for 22 Mar 1915 date are: pass tt alterations slip from22 Mar 1915 and *GM's report 12 Jan 1917*

HINTON near Evesham: '-on-the-Green' was journalistic licence – **not** in tt

HIPPERHOLME: retention of platforms for special party and excursion traffic after clo confirmed by BR correspondence at AN13/2308
HIRWAUN: 1928 renaming: *Cl pap* cite GWR Genl. Instns Circ. of 6 Oct 1928 but LMS *PCC* no. 66 (issued 26 Sep 1928, doubtless parroting GWR) said "...has been altered…" – so renaming presumably **Sep** 1928, *possibly with timetable change from 24 Sep 1928.)*
HOCKLEY Birmingham (delete 'near' – it **is** Birmingham)
Add: HOCKLEY GOODS DEPOT Birmingham [GW]: used, during 1855 harvest season (at least), for Irish harvestmen returning to Ireland (*apparently* by goods train) via Birkenhead – see *Co n Wolverhampton Chronicle* 5 Sep 1855. *Not traced in press in other years.*
HOLESHOUSE (JN): no calls shown in public tt 11 July 1921 (service to Rankinston so thin – single in-and-out working a day with Dalmellington – presumably not warranted)
HOLLAND PARK: clo 2 Jan 2016 (lift replacement); reop 31 Jul 2016.
HOLLAND ROAD: LBSC list of halts (produced by SoL's timetable dept dated 15 Aug 1914, reproduced in *The Brighton Circular* Spring 2012) confirmed it a being a HALT from its opening. clo 7 May 1956 (*hbl L52, Apr 1956) (better provenance)*
HOLLINGWOOD COLLIERY: renamed HARTINGTON COLLIERY *by* Jul 1885; in limited use again later – see under HARTINGTON *(Wtt analysis by Glynn Waite)*
HOLLINWELL & ANNESLEY GOLF STATION: appeared in GC public tt (RAIL 931/6) 1 Oct 1901 simply as "Hollin Well & Annesley", with timings plus foot note: "This train will not commence to stop at Hollin Well and Annesley until Friday, November 1st." The GCR timetable 'Notices' for Nov 1901 (bound in with RAIl 931/6) said: "The Hollin Well and Annesley Station will be opened on the 1st November." By Apr 1902 'Notices' suffix "Golf Station" had been added – together with "…Trains call at the Station to take up or set down MEMBERS OF THE GOLF CLUB ONLY" (*so there!*). Station had disappeared from the public tts (such as *Brad*) by 1910. In *Wtt*, Hollinwell had become one word by 1941 and "Golf Station " suffix had gone by 17 Sep 1956 *Wtt (doutbless very much earlier!)* at which date calls were all unadvertised, for staff. The location was served by the unadvertised staff Rail motors (*Annesley Dido)* and the occasional "main line" trains. *Dido* withdrawn http://www.annesleyfireman.com/id8.html (accessed 30 Nov 2021) 10 Sep 1962. Although http://www.disused-stations.org.uk/h/hollin_well_annesley/index.shtml (accessed 22 Jan 2025) asserts 10 Sep 1962 clo., the stops in the "main line" trains were NOT withdrawn before the trains ceased 4 Mar 1963. *Location remained in hb as "Hollin Well & Annesley" (for passenger excluding parcels) until that book expired in 1964 – not even deleted when the other GC stations were closed in 1963!*
HOLME near Burnley: clo. 28 Jul 1930 confirmed by WON M1 of 5 Jul 1930 *(precis in Cl pap)*
HOLMES CHAPEL: temp clo (for resignalling) was from **Sat 10 Dec 2005;** reop Mon 26 Jun 2006 *(Northern Rail leaflet)*. Another period of temp clo was from 2 Feb 2004; reop 22 May 2004
Add: HOLMWOOD COLLIERY [Mid.] – near Clay Cross (close to Heath GC station) : unadvertised workers' service from 1 Jul 1877, withdrawn 1 Jul 1894 *[Wtt analysis by Glynn Waite]*
HOLTBY: opening (as GATE HELMSLEY) authorised to take effect from **1 May 1848** (Y&NM Directors' minute of 20 Apr 1848 (RAIL 770/3)) - hence first appearance in *Topham* of June 1848. Gate Helmsley is **not** included in the table of stations for opening of Market Weighton branch in cited *Co n* in *York Herald* of 2 Oct 1847.
HOLTON VILLAGE: GIC advice of clo 11 Sep 1961 called it Holton Village **Halt** *(when did it become unstaffed?)*
HOLYTOWN (a): Smith, *Edinburgh – Glasgow by Caledonian* in *Railway World* Jun 1975 says that an accident on 22 Jul 1869 occurred to a west-bound train "…preparing to stop at the new Holytown station" *(this was just after opening of new"Cleland – Mid Calder" line via Shotts)*, situated immediately beyond *(i.e. north of)* the junction…" and that the old station had been south of junction. [No doubt fuller details in accident report at Kew or Edinburgh]. This is entirely commensurate with pre-1869 OS maps showing the first Holytown sta. immediately south of Holytown Bridge (now A775), in Mossend, with the branch – by then freight only, serving a number of coal pits – joining the main line between the station and the bridge (jn later named Mossend North Jn.) (The pre-1869 OS map has an indeterminate symbol alongside the branch – possibly the "platform" two decades previously in Wishaw & Coltness days but not *long enough* to be a platform for the new Edinburgh

via Shotts service; no 1871 OS 6"found – only an 1891 surveyed some 30 years earlier). With the first mile or so of the branch forming the start of the Edinburgh via Shotts line, the Cal. clearly decided – in 1869 – to move Holytown (a) sta. north of the junction *and, thus, north of the road bridge*. So the sta. was **relocated** (although the accident report speaks of "old" and "new" stations) on **9 Jul 1869** (or thereabouts - *vide* the accident report). It then got itself ***renamed*** on **1 Jun 1882** - more appropriately to its location as Mossend - and there survived until **closed** on **5 Nov 1962**. Airey and Clinker were not wrong (the latter did not record the station's 1869 re-location, presumably regarding it as less than his 10 chains = 220 yards minimum move criterion). [*Chron. 80/20]*
Was rendered as HOLYTOWN & BELLSHILL in W&C timetables – e.g. *Glasgow Citizen*, 11 Oct 1845

HOLYTOWN (b): In 1880 this op – as CARFIN (it being a toss up whether that or New Stevenston was the more appropriate for this new location – although Stevenston might have led to confusion with the GSW sta., one may doubt whether the Cal. would have let that sway them were they so minded!) and took over the Holytown name in 1882 when that name became available with the renaming (to Mossend) of the (a) sta. [*Chron. 80/20]* Shown op. 1 June 1880 as CARFIN JUNCTION (i.e with suffix, from outset), with other stations on new Carfin Jn – Wishaw Central – Law Jn line, in Cal. Rly. advert in *Glasgow Herald* of 31 May 1880. Renaming to HOLYTOWN JUNCTION confirmed effective from Cal. tt of Jun 1882.

HOLYWOOD: relocated from north side of level crossing to south side ca. 1920 (compare OS plan https://maps.nls.uk/view/82876485 showing station north of the level crossing with https://maps.nls.uk/view/188149920 showing it south; only pointer to date is https://www.railscot.co.uk/locations/H/Holywood_1st / (accessed 22 Jan 2025)) *(Goods yard not affected).*

HONITON: suffix "for SIDMOUTH & SEATON" *(n.b. reversed between index and table!)* added with tt 6 Mar 1967; became "for SIDMOUTH" with tt 1 May 1972; suffix removed with tt 6 May 1974

HOO JUNCTION STAFF HALT: Still in the Sectional Appendix dated 2016.The following appeared in Kent and Sussex WON 08 2024-25 Page C1: FROM 0100 HOURS MONDAY 20 MAY 2024

As part of the Hoo Jn S&C renewal taking place between weeks 8 and week 11. The following will occur:

Hoo Junction Staff Halt (Down) at 27m07ch will be demolished.

HOOK NORTON: op Wed 6 Apr 1887 confirmed by GWR SoL Circ 671 of Apr 1887

HOOKAGATE & REDHILL: it would be helpful to cite provenance – *RM* Sep 1911, p.251 - for statement that 1911 halt was east of previous station (in view of statement to the contrary in Christensen, *The Shropshire & Montgomeryshire Light Railway Under Military Control 1940-1960*, Lightmoor, 2011, p.12).

HOPE FLINTSHIRE: 6 May 1974 gained suffix (Flint) *in index only* , and became (Clwyd) *in index only* with 5 May 1975 tt; CLWYD in *table* from **14 May 1984** tt.

HOPE DERBYSHIRE: gained suffix (Derbys) *in index only* with 6 May 1974 tt

HOPEMAN: Keith Fenwick's source says "I've looked at the notices (or my notes of them) and the interesting info's in circular No.975 (14th - 21st January 1917). It's among the data for Saturday 20th Jan, although the HR tended to put the continuing things at the end of the notice without specific dates. This is the first appearance of this notice, to the effect that the Burghead branch train will run to and from Hopeman Mondays - Fridays inclusive, for scholars. The scholars go Hopeman - Burghead in the morning and the other way in the afternoon. In each case there's a corresponding empty working (propelled), and the guard is instructed to unlock the station gate and the end of the station building at Hopemen to let the scholars in or out of the station." For *G&S* update the following wording has been adopted: "Burghead – Hopeman clo. 1.1.1917 (retained for *unadvertised* schoolday service). reop 2.6.1919" 14 Sep 1931 clo date confirmed by LMS *PCC* no. 215**.**

HOPPERTON: CGM GIC R.1534/177 of 9 Sep 1925 said: "On and after 21st inst *[i.e. 21 Sep]* the…station will be renamed Hopperton, but so far as goods traffic is concerned, this alteration is not to be put into force until October 1st." This surely signifies ***passenger*** renaming date as 21 Sep 1925.

[#10] HOPTON HEATH: in *Brad.* Mar 1861 "Opens 6th inst." (*better provenance*); clo 13 Aug 2020 (flood damage); reop 4 Nov 2020
HORDEN (b): op 29 June 2020 – better, specific provenance is: https://www.networkrail.co.uk/stories/how-we-built-a-railway-station-in-six-months/ (accessed 22 Jan 2025)
Add: HORFIELD non-tt: for the Trial of Implements (ploughing machinery) held on 14 and 15 Jun 1984 in "fields between Horfield and Filton" (*note: **not** at the main showground on Durdham Down)* in conjunction with the Bath & West of England Agricultural Show a temporary platform was erected at Horfield – *Bristol Daily Post* 15 Jun 1864 p. 3. *Surprisingly, no advertising for the facility nor any prior report traced in the press*
HORNBY: 16 Sep 1957 clo date confirmed by LMR W2 WON of 14-20 Sep 1957
HORNSEA TOWN: 1950 renaming advised *post hoc* by ScR comm.circ. FK 25/27 of 22 Sep 1950 ("have been renamed") – *likely 25 Sep (winter t.t.) as many other stations – such as the two Methleys and Redcar which were in this same item in this circ.*
HORSPATH (a)**:** better (GWR specific) sources for 22 Mar 1915 date are: pass tt alterations slip from22 Mar 1915 and *GM's report 12 Jan 1917*
HORTON PARK: J R Whittle says *(Cl pap)* GN records give op. 1 Nov 1880. Opening not reported in local press until a piece specifically about the new station in *Leeds Times* of Sat 6 Nov 1880. However, *Bradford Observer* 25 Oct 1880 reported that although regular service would not start until 1 Nov 1880, **special** trains did serve the station on Sat 23 Oct 1880 for football match.
HORTON-IN-RIBBLESDALE: May 1975 reopening was only for three weekends (six days) of which first was indeed 3/4 May (*Yorkshire Dales National Park Dales Rail '75* public pamphlet - but note –IN-RIBBLESDALE suffix **not** used)
HOTHFIELD: In final parenthesised note, HOTHWELL represented a RCH typo. that did not get repeated – it **was not** a renaming.
HOTWELLS HALT: confusion not understood: notice in *Western Daily Press*30 Jun 1922 is clear that closure was ***after*** 1 July, while closure notice (at RAIL 253/542) wording was "On and after Monday July 3rd 1922 … will be closed" - so that must be the "with effect from date". As the branch had no Sunday service at that stage, the last trains would have run on Saturday 1 Jul 1922. Unecessary verbiage could be removed from current text.
HOUGH GREEN: suffix "for DITTON" deleted with tt **7 May 1973** (***not** 1974)* and confirmed by LMR WON WE1 16/17 of 21 Apr 1973 *but note the wording at* APPENDIX 1.
HOUNSLOW TOWN: source *(ug)* should read *(Ug).*
HOUSTON not clear why there is this extra heading
HOUSTON: suffix "& CROSSLEE" last in 5 May 1975 tt, deleted with tt 3 May 1976 *(despite what BLN 241/243 said).* However**,** announced as to be renamed (dropping 'ROAD') from 5 May 1973 tt by LMR WON WE1 16/17 of 21 Apr 1973 – see APPENDIX 1. *The renaming may have pre-dated the alteration to the public tt .*
HOVINGHAM SPA: last **public** excn *(inward ramblers' excn)* on 3 May 1964 confirmed as last such (note from D S M Barrie (GM Eastern Region)). Excn on 27 Jul 1964 was Sunday School (*outward to Scarborough)* excn – a charter rather than Adex. (*BLN 1285)*
HOWDEN near Hull: not clear why there is this extra heading
HOWDON-ON-TYNE: rendered as plain HOWDON in Y&NB account book of daily takings (RAIL 772/131) of 1849.
HOY: converted to a halt from 1 Jan 1935 according to LMS *PCC no. 116*
HUCKNALL CENTRAL [GC]: TOWN suffix was also in the LNE's first issue of 9 Jul 1923: the change did not get into their timetable until that dated 1 Oct 1923. Curiously, while the new Central suffix was enclosed in parentheses, TOWN was not (before or after its move!). Cited *hbl* of 12 Jul 1923 said it was previously HUCKNALL TOWN, i.e. as in e.g. *hb* 1904 *(it was the GN sta. that had been suffix-less)*
HUCKNALL TOWN [GN]: addition of suffix (no parentheses) confirmed by LNE Chief General Manager circular no. 23 dated 22 Jun 1923 *(although it did not make the LNE's first timetable of 9 Jul 1923 - the change first appeared in their timetable until that dated 1 Oct 1923*
HULL ALEXANDRA DOCK: D R Smith, *The Hull & Barnsley Railway* in *Railway World*, Jun/Jul/Aug/Sep 1960, states that ceremonial opening of dock was 16 Jul 1885, and that Dock

Engineer reported to directors on 7 Aug 1885: “The passenger station is also ready for use.” The report of the Hull & Barnsley directors for the half year to 30 June 1885 includes: "The Alexandra Dock was opened for the reception of vessels on the 16th July” – and, doubtless, the station also.
HULL CANNON STREET: 14 Jul 1924 clo date confirmed by *hbl 52*
HULL MANOR HOUSE STREET: *[Chron. 104/5]*
(a) Why would it have been dubbed KINGSTON STREET before 1853? There was only one station at any one time and therefore no need for a suffix until 1 Jun 1853. Why should we believe *JS*?
(b) *Hull Packet* 3 Jun 1853 (as cited) does show station as 'the Goods station, Manor-House-street' but *subsequent* press references to service from Manor House Street use just ‘Manor-House-street’, not mentioning the goods station.
HULL RIVERSIDE QUAY: for op 11 May 1907, the citation of *Hull Daily Mail* should be to issue dated **8** (not 18) May 1907 (the brief 18 May item does not explain that this was start of new service). It is not immediately clear why *NE* (Tomlinson) described the quay as “partially” into use *(presumably this is what has prompted statement “first portion op.”)* – whether it was awaiting physical works or a further vessel to increase the frequency, for 1908 saw workings increased to six days a week, to similar pattern as that shown for 1907 in NER public tt (RAIL 967/51). . Final season *should* have finished 24 Sep 1939 (RAIL 944/71 and 968/30) but doubtless “suspended” earlier that month on outbreak of war. The post-war reop would be better credited to the ultimate source (rather than the proximate *Chron.* source) – in other words, delete references to *Chron. 105* and *Chron. 108* and cite instead the sources on which those two items actually rely: *An Illustrated History of Hull's Railways* (M Nicholson & W B Yeadon, Irwell Press, 1993) and *More Illustrated History of the Railways of Hull* (W B Yeadon, Challenger Publications, 1995). It is not clear, from them, when the sporadic trooping use ceased – possibly before the end of 1946. Location should also be declared as ‘non-tt’ – services were ‘weekly notice specials’, until pre-WW2 public services.
HULL
BOOTHFERRY PARK: although regular service from Hull ceased after the 1985-6 season (*BLN* 966.147) occasional longer distance excursions continued, such as from Liverpool on 18 Feb 1989 (https://class31gen.co.uk/mainline-moves/special-trains/ accessed 7 May 2025) which is *speculated* to have been the last such. The station seems never to have been through the formal closure process.
Excursion platforms: **HULL (Agricultural Show Ground Platform)** featured on GCR handbill (RAIL 226/100) for Yorkshire Agricultural Show in Jul 1899 for which the site was at far end of the Anlaby Road tram route. Adverts for excursions – returning from show ground platform – can also be found in various north-east newspapers (e.g. *North Eastern Daily Gazette* (Middlesbrough), 14 Jul 1899). Report in *Yorkshire Gazette* 22 Jul 1899, p.6, explains that the facility (presumably actually platforms alongside *both* tracks) was on the Cottingham – Hessle link line at Newington signalbox/level crossing (g.r. TA065286). No sign of platform(s) on OS plans of that era so it really must have been 'temporary'.
HULLAVINGTON: GWR SoL Circ. 1447 of 24 Jun 1903 (RAIL 253/482) confirmed op (Wed) 1 Jul 1903 *(better provenance).*
HUNGERFORD: although reporting of the 1847 opening indicates a temporary station at that date (*Berkshire Chronicle* 25 Dec 1847), there is no hint in the reporting of the opening of the Devizes extension (ceremony 4 Nov 1862, public 11 Nov 1862) that anything other than the then ***existing*** Hungerford station was used – for example, *Western Daily Press* 4 Nov 1862, p.3. If the 1847 Hungerford station was temporary, it was perhaps replaced by a more permanent edifice in the meantime – but in full recognition that it would become a through station in due course: there is no evidence to show that it was ever **relocated** – and certainly it was not subject to replacement or relocation on and from 11 Nov 1862!
HUNNINGTON: *Wtt* suggests clo. for advertised P services 5 May 1919 (date given in *W Mid* was last in co’s tt). Unadvertised services continued after 1919 but did not run continuously through to 1958: in Aug 1922 GWR withdrew service; service reinstated 23 Jul 1923 (LMS/GW Joint Officers’ Conf min 20936) *Same comment for Rubery*
HUNTINGDON [GN]: renaming from Huntingdon North 15 Jun 1964 confirmed by *GIC A2/79 of 18 May 1964 (better provenance)*

HUNTSPILL O D: opening date (a Thursday) given by notice S1851 will be *commissioning of infratructure* rather than necessarily start of passenger train service - train service did not appear until (Mon) 4 Nov 1940 (in *Wtt* supp dated 1 Mar 1941 - RAIL 937/177). Last appearance was in *Wtt* of 5 May 1942 (RAIL 937/180); no longer appeared in next issue (5 Oct 1942 – RAIL 937/181) – hence closed during summer 1942. Ticket exists as HUNTSPILL JN in the Weh-Lyn Collection (at TNA Kew).
HURN: *Southern Rly Magazine* October 1935, p.363, says: "On and from Monday September 30th, the line between Ringwood and Christchurch was closed to all classes of traffic, the points affected being Hurn station and Avon Lodge."
HUTTON GATE: converted to unstaffed halt 11 Sep 1961 *(GIC A/39 15 Jan 1962)*
HYDE CENTRAL: 17 Sep 1951 application of CENTRAL suffix derives from BR Comm.Circ.72 dated 5 Oct 1951 (which – unlike *Cl.* – does not imply different P and G dates)
HYDE NORTH: there is no evidence that there were ever platforms on the GC main lines here – the sta. was south of the jn., on the branch. *(Brad Aug 1863 and old OS maps on National Library of Scotland website).* 17 Sep 1951 application of NORTH suffix derives from BR Comm.Circ.72 dated 5 Oct 1951 (which – unlike *Cl.* – does not imply different P and G dates)
HYLTON: used for Durham Miners' Gala trains on 18 Jul 1964 (Bamlett, *From Sunderland to Durham* in *Railway World*, Aug 1973 – but date of Gala corrected by letter from I S Carr in Jan 1974 issue)
HYTHE near Folkestone [SE]: Name changed from **14 Nov 1931** according to *RCH distance tables advice no.40/5 of 13 Apr 1932.*
I B M: Note that from 9 Dec 2018 services are officially described as "suspended" (rather than station "closed", although the effect is the same). Redcar British Steel and Tees-side Airport are in the same situation – some 'standard' wording would be appropriate….
IBROX [GU]: *Co n* for opening (*Glasgow Herald* 9 Dec 1896) gives the name as COPELAND ROAD but *Co n* in *The Scotsman* 10 Dec 1896, p.1, gave COPLAND ROAD. In that *The Scotsman* managed a typo (see KELVINBRIDGE) perhaps we had better take*The Daily Record* 11 Dec 1896 and *The Scottish Referee* 14 Dec 1896 (which both also gave COPLAND ROAD) – and regard the *hb* pre-1938 version as also being a typo (rather than a renaming situation).
IBROX FOOTBALL GROUND: in LMS Programme of Special Trains N2 (= *weekly notice*) - for example, no. 10 for 16 Mar 1929 - this location was called EDMISTON DRIVE PLATFORM and used for inward special trains from Glasgow Central HL (although the return workings used Ibrox station itself, as did specials from other starting points).
ICKENHAM: halt suffix in Met tt 31 Mar 1913, suffix dropped from Met tt 13 Jul 1914
IDE: GWR SoL circ. of Jun 1909 (RAIL 253/482) confirmed op (Wed) 1 Jul 1903 *(better provenance);* reop 5 May 1919 confirmed by GWR Passenger Train Alterations Committee minutes (RAIL 271/4) and GWR GM Circ. 2663 of 24 Apr 1919 *(at GWTrust archive) (better provenance)*
IFFLEY: better (GWR specific) sources for 22 Mar 1915 date are: pass tt alterations slip from22 Mar 1915 and *GM's report 12 Jan 1917*
IFIELD: LBSC list of halts (produced by SoL's timetable dept dated 15 Aug 1914, reproduced in *The Brighton Circular* Spring 2012) and *West Sussex Gazette* of 25 May 1907, p.5, both confirm it op as IFIELD HALT (there is no mention of Lyon's Crossing in cited press report so discount *SR*).
ILKESTON: op 2 Apr 2017 – better provenance than an unspecified Wikipedia entry is: https://www.networkrail.co.uk/communities/passengers/station-improvements/new-stations-fund (accessed 1 Dec 2021)
IMMINGHAM DOCK: op. date of 5 Dec 1910 as IMMINGHAM WESTERN JETTY (from Killingholme) confirmed by public handbill (at RAIL 931/12)
IMMINGHAM ROAD: This was *not* a Tramway and should **not** therefore be under Tramways (why plural? there was only one). It was the terminus of the **Grimsby District Light Rly**, a steam worked line which had no physical connection with its (passenger) replacement, the Grimsby & Immingham tramway. The line did carry the four special trains for the sod cutting ceremony at Immingham on 12 July 1906 (see *GC* Vol.3, p.231). *If* line was used by contractors' staff from1906, it was without BoT approval for passenger carrying; *GC* – p. 234 – only says the contractors used the line – implicity for materials and makes no mention of workers'. Public op. 3 Jan 1910 confirmed by GC handbill which uses plain IMMINGHAM without suffix "Road" or "Halt" (RAIL 931/12). Apr

1910 *Brad* also had it suffix-less – *when does Brad evidence of suffix first appear?* Clo. immediately G&I tramway op. 15 May 1912.

INCE [LY]: suffix *(which appeared only in index)* gained (Lancashire) when? changed from (Lancashire) to (Greater Manchester) from tt 5 May 1975 (and unchanged still at 1979 tt); clo 2 Jun 2024 (rebuilding); reop 23 Dec 2024 (https://www.networkrailmediacentre.co.uk/news/passengers-advised-of-temporary-closure-of-ince-station-to-allow-for-electrification-upgrade and https://www.recenttraintimes.co.uk/Home/Search?Op=Srch&Fr=Ince+%28Manchester%29+%28INC%29&To=Wigan+Wallgate+%28WGW%29&TimTyp=A&TimDay=A&Days=Al&TimPer=Cu&dtFr=01%2F12%2F2024&dtTo=06%2F01%2F2025&ShwTim=AvAr&MxArCl=50&TOC=All&ArrSta=5&MetAvg=Mea&MetSpr=RT&MxScDu=&MxSvAg=10&MnScCt=2 (both accessed 7 Feb 2025))

INCE & ELTON: 1884 renaming was shown as 'in future will be known as' in *LNW Circ. no. 1916 of 17Apr 1884 – Cl. seems to have adopted the date of the circular which may or may not have been actual date of change.* **INCHLEA CROSSING**: first traced reference is in HR Programme of Special trains (= *weekly notice*) issued 2 Sep 1922, which reads: "GOODS TRAINS TO STOP AT INCHLEA AND KINGUSSIE On Mondays the 4.30am Goods Train from Perth, and on Fridays the 5.35pm Goods Train from Inverness, to stop at Inchlea and Kingussie for Signalman's daughter to and from Kingussie attending school."

INCHTERF PLATFORM: " … (see *Secret Scotland,internet)*;": proper citation https://www.secretscotland.org.uk/index.php/Secrets/Inchterf (accessed 1 Dec 2021); "..… *(Railscot website)*; ": proper citation https://www.railscot.co.uk/locations/I/Inchterf_Gun_Range/ (although it doesn't seem to give much information….) while http://www.railwaystationlists.co.uk/pdfunitedkingdom/railways/scotlandrlys.pdf (that is *JF* of this parish by any other name) calls it 'dubious'

INCLINE TOP near Abercynon: *Brad* used this form; first traced *Co n* – also under this name - is in *Cardiff & M G* 22 May 1847. The alternative form - TOP OF INCLINE - appears merely to be quirk of *Merlin* (first 9 Dec 1848, last 13 Jul 1850). *D&C 12* p.140 gives clo as contemporaneous with op of Quakers Yard (TV), i.e. Jan 1858 – which would seem to be borne out by TV Directors' min 11 Dec 1857 (RAIL 684/4) "Resolved that the Incline Top station be abandoned from 1 Jan 1858." and last appearance in TV tts in *Cardiff & M G* 26 Dec 1857, being replaced by Quakers Yard Junction "on and from 4 Jan 1858" in issue of 9 Jan 1858.

INGESTRE: shown as renamed from "WESTON-ON-TRENT" to "INGESTRE (FOR WESTON)" "since going to press" in foreword of Jan 1870 RCH Distance Table (RAIL 1089/16) – *which makes it sound like the change was at the end of 1869,.*

INGROW: was shown as Ingrow **Halt** in advice of clo (1 Jan 1962) in GIC A1/38 *(when was it unstaffed?)*

INGROW EAST: shown as INGROW & HAINWORTH on 1890 OS plan https://maps.nls.uk/view/125639995 but no other evidence found to support this *(seems unlikely as it would surely have been known simply as Ingrow GN at that era)*

INSCH:clo 15 Jun 2019 (route upgrade work); reop 20 Aug 2019

INSTOW: *N Devon* was published on Thursdays, so cited issue dated "2 Nov 1855" cannot be correct. The line is usually (e.g. *D&C 1*) given an opening date of 2 November 1855. That day was a Friday - and not the first day of the month - which might seem slightly curious for the start of public passenger service.... *N Devon* carried a mention in its issue of 18 Oct. The issue of 25 Oct carrried an advertisement by the railway, including the following wording:

> "The OPENING TRAIN leaves Exeter, the 29th, at 11.10; Crediton, 11.30; arrives at Barnstaple, 1.30, leaves Barnstaple, 1.40; arrives at Bideford, 2. A Train leave Bideford for Barnstaple, at Afternoon; leave Barnstaple for Bideford, at 8 Evening; return at 9 from Bideford to Crediton. Train from the Bideford Ball, in the Morning to Barnstaple. October 30th, leave Barnstaple at 10, return 6. November 2, an Excursion from Bideford to and from Barnstaple, by the regular Trains. Tickets at the Railway Station Barnstaple & Bideford."

A separate report in that same paper - about what it calls '...the "formal" opening of the iron road...on Monday next [29th]...' - includes references to the special opening trains and the dinner at Bideford . Athough there is no specific reference to when *regular public service* was to start, that report did

refer to runing of 'gratis' trains Barnstaple to Bideford and back on Tue 30 Oct, and Bideford to Barnstaple and back on Fri 2 Nov (the trains mentioned in the advert. above). *Trewman* (also of 25 Oct) said: "The line will be opened pro forma on Monday next; and for traffic **on or about** the 2nd of November." *[my emphasis]*. However, *N Devon* of 1 Nov reports the opening "to the public on Monday last *[29th]"* - plus a throw -away note (in a piece about mail services): "…now that the line is opened to Bideford." (recall that two weeks earlier, the paper had envisaged this mail service starting on 1 Nov). Both *N Devon* and *Trewman* carried railway timetables, but neither issue of 1 Nov show s service west of Barnstaple, whereas both had such in their following week's issue. The cited report of the next half-yearly meeting in *T* of 28 Feb 1856 , has an aside about the "... opening of the Bideford line in November last" - but that may simply be a 'rounding' of the 'date'. .. All in all, it is by no means clear which day really should be recorded as the start of "public service ", particularly as the trains on 29 October were (as confirmed in the *N Devon*'s report in its 1 Nov issue) available to all and sundry who had obtained tickets, not merely invited VIPs. [**also** same applies for FREMINGTON and Bideford]. Citation for 12 Sep 1982 excursion to read: organiser's (R N Joanes) handbill and tickets.

INVERBERVIE: commencement 1 Oct 1897 of Cal. service over Bervie branch (from their own station in Montrose) confirmed by notice in Cal. public tt 1 Oct 1897 at RAIL 922/10.

INVERKEITHING: station relocated (it had to be mkoved to be north of the junction of the new Forth Bridge line when that op to replace the line from North Queensferry (1st sta)) **5 March** 1890 (*Co n The Scotsman* 4 Mar 1890, p.1, confirmed *post hoc* by *Edinburgh Evening News* 8 Mar 1890, p.2) (also c.f. Dalmeny and North Queensferry entries)

Add: INVERNESS AIRPORT: (approx 1 mile east of Dalcross). op 3 Feb 2023 (https://www.scotrail.co.uk/brand-new-inverness-airport-station (accessed 7 Feb 2025); cermonial op previous day

INVERUGIE: made unstaffed halt 7 Nov 1960 (*GIC R1534/1052 of 17 Oct 1960)*

INVERURIE:clo 15 Jun 2019 (route upgrade work); reop 20 Aug 2019

IRELAND COLLIERY: renamed from SPEEDWELL COLLIERY, q.v., *by* Jul 1885. Public use ceased 1 Nov 1888. Unadvertised use started 1 Sep 1886 (pick up/set down on main line) until replaced by calls at Netherthorpe station 1 Feb 1890 except for one SO trains which did not cease until 1 Oct 1909. *[Wtt analysis by Glynn Waite]*

IRON BRIDGE & BROSELEY: split of Ironbridge into two words 'forthwith' confirmed by GWR GM circ 1686 of 9 Nov 1895 (RAIL 253/482) (*better provenance*)

IRONBRIDGE GORGE *(despite being under heading IRON BRIDGE this sub-heading represents IRONBRIDGE (sic - one word) GORGE)***:** although this location was in use for 1979 it was advertised as "TELFORD (COALBROOKDALE)" for that single (1979) season - entry here confusedly/confusingly duplicates TELFORD COALBROOKDALE entry (*q.v.*). It was advertised as "IRONBRIDGE GORGE" when reop for 1987 to 1990 seasons.

IRTHLINGBOROUGH [LNW]**:** 1885 renaming was shown as 'in future will be known as' in *LNW Circ. no. 1877 (sic) of 28Apr 1885 – Cl. seems to have adopted the date of the circular….*

ISLEWORTH: renaming from I **&** S G to I (**for** S G) *(including the parentheses)* advised as "have been altered" in *GCR Special traffic arrangements and engineering works* notice N&ED No. 111 for w/e 16 Nov 1912

ISLIP: clo 15 Feb 2014 is not an error as there would have been a service that day (Saturday) had services not been withdrawn for start of engineering works – BLN 1198.1659; reop Sun 25 Oct 2015with proper public service ('low key' service rather than 'test' trains) – see BLN 1246.2224 and http://www.hall-royd-junction.co.uk/Metroland/Oxford-Bicester.html (the following day was the ***ceremonial*** opening - https://www.networkrailmediacentre.co.uk/news/chiltern-railways-and-network-rail-open-groundbreaking-new-rail-line-connecting-oxford-and-london **)**

IVYBRIDGE (a): the 1885 survey 25" OS plan (https://maps.nls.uk/view/106007000) shows only a two-track station (main and passing loop) so there can have been no *additional* excursion platform; perhaps the more westerly platform was regarded as 'inferior' as being used only when passing trains?

JACKAMENTS BRIDGE HALT: initial advertised service restricted to one call in each direction for workmen (SoL *GIC A-/934* of 7 Jul 1939)

JACKFIELD: *John Miller's tour notes for R&CHS 2012 AGM (page 15) might be taken as implying that the previous halt was out of commission from Apr 1952, when serious slippage started to take place - 25ft sideways at the outset, then 6 inches a day. Birmingham Post, 10 Apr 1952, p.5, says halt still in use then – and line did remain open with no report of clo of halt.*
JACKSDALE: Deletion of '& SELSTON' suffix given in Railway Notices in (e.g.) *Brad* Dec 1928 (having not been in equivalent listing in their Jan 1928 issue). LMR Opg.Circ.112 dated 31 Jul 1952 showed renaming from C P FOR I & J (as it appeared in tts 1950-1952). – *no reference to '& Selston'* – to JACKSDALE (public tt not changed until 21 Sep **1953** issue).
JAMES COOK: renamed18 Jul 2014 (when station *ceremonially* op this day, the original signs - in use since public use started 18 May 2014 - had been replaced by the shorter version, which was subsequently adopted in tt)
JEDBURGH: clo. made permanent May 1949
JERSEY MARINE: clo 11 Sep 1933 – *Port Talbot Guardian* 8 Sep 1933 (*better provenance)*
JESSIE ROAD BRIDGE: an RCH 'list of closures' (issued 1921, reported by Bryan Wilson in 1999) gave actual clo as **3** Aug 1914 for East Southsea which must also have applied to this location but *R&TM* Sep 1914 p.180 *(so contemporary, unlike cited RM Jun 1931 article)* says withdrawn w.e.f. **(Thu) 6** Aug 1914
JOHN O'GAUNT: 1883 renaming was shown as 'in future will be known as' in *LNW Circ. no. 1821 of 25 Jun 1883.*
JOHNSTON DYFED: addition of '(Pem.)' suffix - "in future …will be known as" - confirmed *post hoc* by GWR GM circ 3074 of 1 May 1928 (RAIL 253/482) (*better provenance*); suffix altered from (Pem.) to (Dyfed) with tt 5 May 1975 (suffix dropped *only from index* for tt 12 May 1980 but restored 1 Jun 1981 – suffix retained in table)
JOHNSTONE: 10 Sep 1962 renaming confirmed by *GIC A2/36 of 27 Aug 1962 (better provenance)*
JOHNSTOWN & HAFOD: op 1 Jun 1896 confirmed by GWR SoL circ 1034 (RAIL 253/229) *(better provenance)*
JORDANSTON: The outwards Trecwn workers' service was shown in the Sep 1963 and June 1964 *Wtt*s as running **non-stop** from Fishguard & Goodwick (where it started at 0700) to Trecwn **Sidings** (where it was due at 0722). However, the return journey at 1645 from Trecwn **Sidings** was shown to call at Jordanston Halt dep 1657, thence Fishguard & Goodwick and terminate at 1704. The fact that the return journey including the (alleged) stop was booked 19 min whereas the outward journey was booked 22 min might suggest that it was intended to allow for a call at Jordanston in both directions right to the bitter end..... Note inclusion of stop (at least one way…) in Jun 1964 *Wtt* means that while **public** use ceased 6 Apr 1964 (with other intermediates between Fishguard and Clarbeston Road) **non-t.t.** use continued until Trecwn clo. The stop had been included in both directions when the unadvertised service started in summer 1950.
JUNCTION ROAD Robertsbridge: Stops only by request – but not suffixed HALT **–** in 11 Sep 1933 public t.t. leaflet held at NRM, York [to re-emphasise lack of Halt suffix c.f. Frittenden Road comment]
JUNIPER GREEN: see commentary under BALERNO
KEARSLEY: clo 2 May 2015 (Farnworth tunnel work); reop 14 Dec 2015
KEELE: "As from the 8th. inst [Oct 1934] Keele Station is being worked as a Halt" – LMS *PCC no. 105*
KEELE PARK: . Last race 18 Oct 1906 -
http://www.greyhoundderby.com/Keele%20Park%201899.htm (accessed 5 Dec 2021) (?better provenance) .
KEINTON MANDEVILLE: GWR SoL/CGM circ. F.588/R.1270 of Jun 1905 (RAIL 253/482) confirmed op (Sat) 1 Jul 1905 *(fuller provenance).*
KELMSCOTT &7 LANGFORD: op 4 Nov 1907 as a **PLATFORM** (*hence staffed)* confirmed by GWR SoL circ 1757 of Nov 1907 (RAIL 253/482) (*better provenance*)
KELVEDON: the light railway (branch) platform was **not** designated "Low Level" in e.g. *Brad* 1938, 1949 (and at that date was managed as part of the main line sta.)
KELVIN BRIDGE [GU]: *Co n* for opening (*The Glasgow Herald* 9 Dec 1896) gives the name quite clearly as single word KELVINBRIDGE (although *The Scotsman* 10 Dec 1896 misspelled it

KELVINRIDGE - a typo which was repeated even to the day the line op) . This does indicate that the name was rendered – despite what *hb* showed – from the outset as a **single word**; this has been the form repeated by the Subway's maps and station signs ever since.
KEMPSTON HARDWICK: same commentary as for ASPLEY GUISE
KENFIG HILL: renaming from CEFN from 1 Aug 1885 confirmed by GWR GM Circ 1004 of 30 Jul 1885 **KENILWORTH** (b): "op 30 April 2018 *(Wikipedia)*;": better provenance than an unspecified Wikipedia entry are: https://www.networkrail.co.uk/communities/passengers/station-improvements/new-stations-fund or https://www.coventrytelegraph.net/news/coventry-news/kenilworth-railway-station-opening-what-14575085 (both accessed 3 Dec 2021); see 18 Jan 2021**
KENSINGTON OLYMPIA: Commentary on earliest addition of A R suffix (1868) given by H V Borley in letter to *RCHS Journal* Sep 1962 (Vol. 8 no. 5, p. 87). "Used 19 December 1946 *(LNW Record)* until ? for Bertram Mills's Circus *(RM January* 1947), when received present name" means renamed **from 19 Dec 1946** (*Kensington News & West London Times* 6 Dec 1946; beware that *SR* and *BR Magazine Southern Region* Feb 1951 erroneously give renaming year as 1945), **not** that the new name was received after Bertram Mills ended which present wording could imply. Reop for CrossCountry services 12 May 1986 *confirmed by BR InterCity leaflet CAS/P03063A (better provenance than (ug) (which anyway should read (Ug))*
KENTISH TOWN [Nor]: clo 26 Jun 2023 (escalator replacement); reop 20 Dec 2024 (https://tfl.gov.uk/travel-information/improvements-and-projects/kentish-town-station-closure (accessed 7 Feb 2025))
KENTISH TOWN WEST: temp clo from (Sun) 2 Dec 1984, reop. 7 Jan 1985 (*BLN 507,508 etc.) Hampstead tunnel collapse – c.f. Hampstead Heath [LNW] entry*; also temp clo from Sat 20 Feb 2010, reop 1 Jun 2010 – ***included all stas. Kentish Town West to Hackney Wick (both incl.)***
KENTON: 7 May 1973 renaming (deletion of 'for …') confirmed by LMR WON WE1 16/17 of 21 Apr 1973 *but note the wording at* APPENDIX 1
KENTON BANK: clo. "on and from 16 June [1929]" confirmed by LMS *PCC* no. 103 – but that was a Sunday, hence 17 Jun 1929 wef date
KERNE BRIDGE: op date 4 Aug 1873 confirmed by *Co n Gloucestershire Chronicle* 9 *(sic)* Aug 1873.
KERRY: 9 Feb 1931 clo date confirmed by *GWR SoL GIC A/497 of 6 Feb 1931* and *Co n* in *Montgomeryshire Express* 3 Feb 1931. First Sunday school excursion (to Rhyl) was not until Mon 1 Aug 1932 (*Montgomeryshire Express* 2 Aug 1932).
KETTERING: 5 May 1975 renaming confirmed by LMR WE2-16 WON of 19-25 Apr 1975
KEYNSHAM: 1 Feb 1925 renaming confirmed by GWR GM circ. 2945 of 30 Jan 1925 (RAIL 253/482). Beware that 6 May 1974 was first day without suffix, not last day with it.
KIDLINGTON: GWR Board minute of 31 May 1855 (RAIL 250/8) reads: "Reported that the station for Woodstock at Langford Lane is now completed. It was ordered to be op to the public on 1st June and that it be called the Woodstock Road Station, the former Woodstock Road station being henceforth called the Kirtlington station.". *Co n* in *Times* 1 June 1855 *(not traced in 31 May issue)* also makes it clear that the station's name *from the outset* was WOODSTOCK ROAD, and that Langford Lane merely identified its **location** rather than its **name** *(regardless of what Brad may have thought);* renaming 19 May 1890 confirmed by GWR SoL Circ. 783 of 17 May 1890 (RAIL 253/229) *(better provenance)*
KIDWELLY FLATS: clo. 11 Nov **1957** ***(not 1947)*** *(GIC R.1748/ B.457 of 2 Nov 1957).*
KILBOWIE [NB]: there was no Sunday service at all on the Balloch/Helensburgh/Milgavie line in Nov 1907 when the Kilbowie/Singer changeover took place, so the *effective public* date was (Mon) 4 Nov 1907.
KILBURN near Derby: there had been a Sunday service in 1925 - was that still booked in 1930? However, LMS *PCCirc* no. 150 (and fortnightly M1 notice) specifically said "on and from Sunday June 1st" for service withdrawal (so presumably it did not run on 1 Jun and that date must be w.e.f. date); excursions continued until *at least* 13 Sep 1952 *(RM*, Jan 1953, p. 63)
Add: KILBURN [LNW]: Royal use of a **temporary** facility (so presumably not the public station) 5 Jul 1879 – *Bolton Evening News (hence report same day)* 5 Jul 1879.

KILCONQUHAR: insert space after first semi-colon; suffix "& ELIE" dropped with op. of eponymous sta. on extension to Anstruther, 1 Sep 1863. (*Fife Herald* 3 Sep 1863).
KILGERRAN: op Wed 1 Sep 1886 confirmed by GWR SoL Circ 652 of Aug 1886 *(provenance)* – but with spelling CILGERRAN (spelled KILGERRAN in opening *Wtt*)
KILMARNOCK [GSW]: citation should read **RAIL**1110/149
KILLAMARSH CENTRAL and **WEST**: 25 Sep 1950 renamings confirmed by ScR comm. circ. FK22/29 of 1 Sep 1950 *(better provenance)*
KILLAY: see opening day comment under GORSEINON
KILLINGHOLME: op. date of 5 Dec 1910 from Immingham Western Jetty confirmed by public handbill (at RAIL 931/12)
KILNHURST CENTRAL and **WEST**: 25 Sep 1950 renamings confirmed by ScR comm. circ. FK22/29 of 1 Sep 1950 *(better provenance)*
KILWINNING EAST: see observation under ARDROSSAN NORTH; clo date (4 Jul 1932) source was CGM GIC R.1534/359 of 18 Jul 1932 *(better provenance)*
KINALDIE: made unstaffed halt 3 Oct 1960 (*GIC R1534/1052 of 17 Oct 1960)*
KINETON: same commentary as for BLAKESELEY
KINGHAM: 1 May 1909 renaming confirmed by GWR GM circ. 2166 of 22 Apr 1909 (RAIL 253/482) *(better provenance)*
KINGS CROSS ST. PANCRAS [Met.]: was plain "KC" in Met tt 14 Jul 1924 but "KC&SP" in Met tt 2 Nov 1925; ampersand was present *at least* until LPTB tt 30 Sep 1935 but gone by 5 Aug 1940 . Temp.clo. for electrification 14 May 1979 (BLN 372 and 373) ; reop 11 Jul 1983 (BLN 470, p.168 (the re-closure there mentioned was only very temporary!))
KING'S FERRY BRIDGE (a) Temporary HALT (non-tt): this appears on the OS 1" Popular map 116, published in 1932. This was still essentially the "3rd revision" of 1914-1919 with "railways inserted to 1922" *(i.e. the pre-grouping names replaced!)* and "Minor revisions 1931". This shows a halt at about 46m 65ch - in the middle of the marshes with no road or foot access - which has clearly been added to the map's plate, for its style is subtly different from Kemsley Halt. It is at about the spot where the Ridham Dock (Lloyds) siding left the single line at a ground frame, so it represented the original temporary halt of 1913 for the construction workers building Ridham Dock. It was shown as KING'S FERRY HALT in SER *Wtt* notice for Jan 1919 at RAIL 975/20. By the map's publication date, however, the halt must have been out of use by construction workers for at least a decade. Perversely, despite the dock (and the Lloyds' narrow gauge line) being shown, Lloyds' private siding from the SR line is not shown, nor is the public Swale Halt – by then open and hard by the bridge at 47m 23ch! 'Bureaucratic lethargy' seems to have failed to recognise *some* of the changes – yet another warning that OS maps and plans have to be used with caution as 'dating' tools. Such larger scale OS plans as are available online offer no help. [*Chron. 107/2*]
KINGS HEATH: 'promoted' to full pass sta from 4 Nov 1844 (*Co n Aris* 11 Nov 1844). Reop (Tue) 7 Apr 2026 (https://www.wmca.org.uk/news/west-midlands-rail-revolution-continues-as-mayor-announces-opening-dates-for-five-new-stations accessed 12 Mar 2026)
KINGS NORTON: stations signs (at 2025) include "for Cotteridge".
KINGS NYMPTON: Other renamings at the beginnning of March 1951 were from (Fri) **2** Mar (as confirmed in some cases by BR circulars as cited) – wonder why this is shown as (Thu) **1** Mar? - did *RM* really single out this one for a different date from the others?
KING'S WORTHY: op 1 Feb 1909 confirmed by GWR SoL circ. 1827 of Jan 1909 (RAIL 253/482) *(better provenance) Note the apostrophe.*
KINGSBRIDGE: op 19 Dec 1893 confirmed by GWR SoL Circ 904 of 14 Dec 1893 (RAIL 253/229) and GWR two-page leaflet in RAIL 937/58 (*better provenance)*
KINGSLEY [LSW**]:** *R&TM* Sep 1914 p.181 says Bordon branch clo w.e.f. **(Thu) 6** Aug 1914 *so need reop date*
KINMEL BAY: For 1938 reop para from LMS *PCC no. 284* makes clear it is Foryd that was reop and renamed:

RE-OPENING OF FORYD STATION (BETWEEN RHYL AND ABERGELE) UNDER THE NAME OF KINMEL BAY HALT, SUMMER SEASON, 1938.

In order to cater for local excursion traffic from the adjacent holiday camps, Foryd Station will be re-opened under the name of Kinmel Bay Halt as an experiment, from July 4th to September 2nd, both dates inclusive. **The halt** will be staffed and **will be open daily except on Saturdays.** Apart from the acceptance of P.L.A. orders, passengers only will be dealt with.

A limited number of trains will call at the Halt. The stops are not shown in the Summer time table but will be advertised locally, by handbills and posters. Passengers for Kinmel Bay from stations which are not in possession of details of the service should be booked to Rhyl or Abergele as the case may be when they will be excessed on arrival at the Halt if able to complete their journey by rail. The ordinary fares formerly in operation to Foryd will apply to the Halt, subject to the authorised increase as from 1st October, 1937.

BP1/.S

For 1939 reop para from LMS *PCC no. 328*:

RE-OPENING OF FORYD STATION (BETWEEN RHYL AND ABERGELE) UNDER THE NAME OF KINMEL BAY HALT. SUMMER SEASON 1939.

In order to cater for local excursion traffic from the adjacent Holiday Camps, Foryd Station will be re-opened for passengers only and the acceptance of P.L.A. Orders, under the name of **Kinmel Bay Halt** from Monday, June 19th to Friday, September 8th, 1939 inclusive. The same arrangements will apply as last year, i.e. the Halt will be staffed and **open daily except on Saturdays.** Trains will not be booked to call there on Sundays but during the operation of the summer time table the Halt will be open to deal with special parties as may be required.

The limited number of stops will not be shewn in the Spring and Summer Timetables but will be advertised locally, by handbills and posters. Passengers for Kinmel Bay from stations which are not in possession of details of the services should be booked to Rhyl or Abergele as the case may be when they will be excessed on arrival at the Halt, if able to complete their journey by rail. The ordinary fares in operation to Foryd will apply to the Halt subject to the authorised increase as from 1/10/37.

BP.1/Che.6.M.

4 July 1938 reop date derives from LMS Press Bureau press release (*Cl pap 14/99*) which categorically stated it was the re-op Foryd station (rather than site thereof) and made no mention of reop being "experimental" (unlike Edzell of same date which **was** stated to be experimental); it must have been staffed as notice said it would deal "with passengers and **orders** for luggage in advance". It was to operate summer only (but ***not*** *Saturdays* - one can understand LMS not wanting stops on Saturdays when the line would be running at capacity) from 4 July until 2 Sep 1938. Although the halt did not appear in the summer 1938 or 1939 LMS system public tts, it was **not** unadvertised and **did** run in 1939 – for example, the 1939 summer *Wtt* (from 3 Jul) showed each call (several each way Mon to Fri, one each way on Sun – but again none on Sats) with note "stop specially advertised" *(thus implying that it was advertised locally – although it was not in the local timetable for the north Wales coast that was issued each summer as this merely replicated what was shown in the main public timetable).* Last calls were shown to be **on** Fri 1 Sep 1939 (last Sun calls specifically shown as 27 Aug). Thus it is questionable what the "w.e.f." date should be: certainly 2 Sep 1939 does not meet the criterion of being the next date on which service would have been provided but for the closure, so "last used on…" .

KIRBY PARK: clo 17 Sep 1956 confirmed by *LMR WON W2 of 8 Sep* 1956 with the endorsement: "Already closed for passengers (except for certain school children) parcels and passenger train merchandise." *(better provenance).* Wording "use continued to" wrongly implies use that date.

KIRKBY: suffix *(which appeared only in index)* changed from (Lancashire) to (Merseyside) from tt 5 May 1975 (and unchanged still at 1979 tt)

KIRKBY ROYAL ORDNANCE FACTORY: op.date 9 Dec 1940 confirmed by LMS Optg Dept list A86/1 Sep 1945 (see APPENDIX 4) - doubtless the ultimate source of *LNW Record.*

KIRKBY STEPHEN: 1975 reopening was only for three weekends (six days) of which first was indeed 3/4 May (*Yorkshire Dales National Park Dales Rail '75* public pamphlet)

KIRKBY STEPHEN EAST: goods depot was renamed EAST in 1950; both goods **and passenger** shown with the suffix in 1956 *hb*; pass. renaming advised post hoc by BR Opg. Circ. 404 dated 28 Aug 1958, but public tt not altered until 5 Jan 1959 *(despite the fact that the Mid. sta. had been so suffixed since Jun 1953 tt) - so was there a 1950* ***pass****. renaming or not?* Where there is confusion that ought to be recorded so that others may come along later and resolve it; if it is not so flagged up, they are unlikely to so do.

KIRKBY-IN-ASHFIELD CENTRAL: *presumably* addition of suffix (with parentheses) confirmed by LNE Chief General Manager's Circular no. 23 dated 22 Jun 1923 *(although it did not make the LNE's first timetable of 9 Jul 1923 - the change first appeared in their timetable dated 1 Oct 1923).*

KIRKBY-IN-FURNESS: LMS *PCC* no. 38, issued 14 Mar 1928, said "in future this station will be…" so renaming date to read Mar 1928
KIRKHAM & WESHAM: clo 11 Nov 2017 (electrification works); reop 29 Jan 2018.
KIRKINCH: to read "probably clo **1 Aug** 1847 (see 1837 B**)"
KIRKINTILLOCH
KIRKINTILLOCH [NB]: op Wed 5 July 1848 (postponed from 3 July 1848) (*Glasgow Herald* 8 July 1848) *(better provenance)*
KIRKINTILLOCH BASIN: [Monklands] should read [MK].
KIRKINTILLOCH alias KIRKINTILLOCH JUNCTION: [Monkands] should read [MK]. Mon 26 July 1847 was date of clo (not 'last use') for gauge conversion which took place on 26 and 27 July 1847 – *MK* p. 108) but because Martin *The Monkland & Kirkintilloch Railway in the 1960s* (2025) pp.17 and 18 puts this interchange station's terminal platform for MK trains alongside (rather than at right angles to) the E&G line, it seems likely it was retained when the curve from Garngaber Jn was regauged and so used by through trains between Airdrie and Glasgow E&G; therefore clo would be **1 Dec** 1847 on diversion of such trains to Cal. route (when they resumed briefly from 10 Dec 1849 to 10 Dec 1851 [*MK* pp. 108/9], Campsie/Lenzie Jn sta. would have been available to them).
KIRKLEE: shouldn't reop source read *(RCH)* as for the others Bryan Wilson reported (e.g. Kelvinside)?
KIRKLINGTON: 1 Apr 1904 was **not** by *hbl* (they didn't start until 1910) but by RCH Goods Manager's Conference min. 7476 b of 28 Apr 1904 (RAIL 1080/188).
KIRK SMEATON: another football special ran 11 April 1953 (BLN 1473.1222 has photo of poster)|
KIRTON LINDSEY: reop 10 May 1992 (source: BR Train Times booklet "Bridging the Gap at Gainsborough" DE0620/A61/1.92-5.92 (E42), which originally had resumption 6 Apr was over-labelled that work on Gainsborough Trent river bridge would continue until the end of the timetable (10 May 1992)). Clo.: had been Saturdays only, which last ran 1 Jan 2022; reop scheduled 17 Dec 2022, actual 14 Jan 2023 *(BLN)*
[#10] KNIGHTON: in *Brad.* Mar 1861 "Opens 6th inst." (*better provenance*); *Brad.* added "FOR PRESTEIGNE" June 1867 to Sep 1867, then suffix (PRESTEIGNE), in parentheses, from Oct 1867; clo 13 Aug 2020 (flood damage); reop 4 Nov 2020
KNITSLEY: shouldn't 1915 clo read 1 Dec **1916** *(not 1915)* and source ***(RCH)*** – c.f. others Bryan Wilson reported (e.g. Kelvinside); 1 May 1939 clo date confirmed by LMS *PCC no. 325 (better provenance)*
KNOWESIDE: 1 Dec 1930 clo date sourceconfirmed by *SoL GIC A/488 of 28 Nov 1930* (*better provenance)*
KNOWLE near Fareham: The transition from Knowle Platform to Knowle Halt is *believed* to have been 5 Oct 1942. The halt did actually close on Mon 12 Aug 1963 – but had to be reop the following day as an objection had been received; after going through TUCC procedure definitive closure was (as shown) 4 Apr 1964. *Recorded at the time, and Course 'Branch Lines' p. 212 also confirms it.*
KNOWLTON: wording *Co n EK* seems to have been superfluously repeated, and T in first line should be spelled out as TILMANSTONE. Renaming to plain KNOWLTON minuted – with no 'effective date' - by RCH Goods Managers' Conference min. 8210 (RAIL 1080/188) of 29 Jan 1920 *(dilatoriness on the part of Col. Stephens & co.)*
[#10] KNUCKLAS: there is no entry in Section 5 for 1 Dec 1865**; first appears *Brad.* Dec 1865 "opening this month"; no press report of op traced; clo 13 Aug 2020 (flood damage); reop 4 Nov 2020
LADBROKE GROVE: addition of suffix "& L G" from 1 Sep 1880 confirmed by GWR SoL Circ 417 of 27 Aug 1880 (RAIL 253/228).
LADE: Clo. by the time D & B Smith, *The Romney Hythe & Dymcurch Railway - A Visitors Guide...*, RH&DR, 1987, was published.
LAKE (b): clo 12 Jan 2015 (storm damage); reop 20 Mar 2015; clo 4 Jan 2021 (new Brading loop), reop 1 Nov 2021 *(same provenance as Ryde Pier entry)*
LAKE [LSW: add: near Hamworthy; for use by workers at Gardiner Shipbuilding & Engineering Co – *R&TM* Jan 1920

LAMBETH NORTH: 16 Apr 1917 renaming (**not** 15th given by *L.*) confirmed by *T.* 3 Apr 1917, page 3 Clo 13 Jul 2016 (engineeering work); reop 13 Feb 2017.
LAMBS COTTAGE: location {Astley – Barton Moss} at grid ref SJ709972.
LAMESLEY: clo 4 June 1945 given at *SoL GIC A/1226 of 1June 1945* (*better provenance)*
LANARK RACECOURSE: first use - for airshow - was (**Sat) 6** Aug 1910 *(Bellshill Advertiser* 5 Aug 1910, *Edinburgh Evening News* 8 Aug 1910), then 8 to 13 Aug 1910. See also CR leaflet publicising trains to Lanark Racecourse for the airshow with timetable showing trains all those dates (*but not Sunday 7th)* reproduced in *The True Line* (journal of Caledonian Railway Society) no. 31 (Nov 1990). Subsequent citation *race* should read *Race*.
Non-tt excursion platform is the same location, so sentence can be deleted.
LANCASTER [LPJ]: in post-passenger freight use was referred to by the railway as Old (usage by historians of Greaves or Penny Street was never official).
LANCASTER GATE: clo 4 Jan 2017 (lift work); reop 26 Jun 2017.
LANCHESTER: 1 May 1939 clo date confirmed by LMS *PCC no. 325 (better provenance)*
LANCING WORKS PLATFORM: according to cited *Railway World,* Dec 1964, page 454: ".. .the initial labour force was largely recruited from Brighton Works… throughout its life … a daily workmen's special train ran … between Brighton and Lancing in both directions. …"
LANDORE: there was, at opening in 1850, no junction for the original platform to be in the fork of. Are there any grounds for thinking it was located anywhere *other than* just northeast of what became the junction points? Trains from 11 Oct 1852 (tt in *Silurian* 20 Nov 1852) called inbound and outbound from Swansea whether going east or west so that would be the logical place for the station once there was a junction.
LANDYWOOD (b): *BLN* reference for op should be 608 **and** 609 – but better provenance given under HEDNESFORD (b).
LANGLEY-on-Tyne: LMS *PCC no. 193* of 13 Aug 1936 (in connection with parcels) advised that "The name of Langley Station (Northumberland), L&NE Railway, has been altered to Langley-on-Tyne" – *thus it never carried the suffix in passenger days.* Cited source *N'humb* should be rendered *Nhumb* followed by a closing parenthesis.
LANGLEY near Slough [GW]: a number of papers – apparently erroneously – give Thu 30 Apr 1846 as op date – and call it LANGLEY MARSHGATE. Neither 'fact' is borne out by *Co n* in various papers from 27 Apr onwards, over C A Saunders's name, which gives date as 1 May and STATION name as LANGLEY MARSH. Addition of 'Bucks.' suffix from 1 Sep 1920 confirmed by GWR GM circ. 2736 of 16 Aug 1920 (RAIL 253/482) *(better provenance)*
LANGLEY GREEN: *Cl pap* give deletion of "OLDBURY &" prefix as 7 Nov 1884 citing unspecified RCH document *(Clinker does **not** conflate this renaming with sta. relocation in May 1885, nor does he in source W Mid)*. Justification for ignoring alleged renaming is GWR SoL Circ 596 of 28 Apr 1885 which refers to it as OLDBURY & LANGLEY GREEN in advising its clo (replaced by new LANGLEY GREEN station at the junction). The addition of "& ROOD END" suffix was from **1 Jan 1904** (GWR GM circ no. 1946 of 16 Nov 1903 (RAIL 253./482)) *(better provenance than a secondary source listing)*.
LANGSTON: see comments under HAYLING ISLAND
LARGOBEATH COLLIERY The workers' service between Cameron Bridge and Largobeath (for the colliery) started *prior to* Feb 1913 (shown in Feb 1913 *Wtt* notice at RAIL 965/60 among "Alterations already in force") and ceased *by* Dec 1913 (shown in Dec 1913 *Wtt* notice at RAIL 965/60 among "Alterations already in force"). The service called intermediately for passenger purposes only at Kennoway – the timings shown at Montrave and Largoward for the workmen's trains were *passing* times (**not** departure times as given in *E of F C*).
LARGOWARD: the use by the military for their summer camp 15 to 30 July 1910 should be heavily qualified – see *RHRG 212/6* or https://branchline.uk/rail_chronology/East%20Fife.pdf – at least their outward movement involved a route march from Kilconquhar station to the camp at Largoward.
LARKHALL EAST: "…has on and from 1st March 1938 become an unstaffed Halt." – LMS *PCC no. 271*
LAUNCESTON: the suffixes (albeit applied only to **goods depots**) were from **1951** *(i.e.pre-date hb. 1956 cited) according to ScR comm circ FK of 10 Aug 1951 (already operative). As an aside:*

Clinker's date (intended date of summer t.t.) is questionable because t.t. was postponed to start 2 Jul 1951 – and why would that be relevant to goods depots?
LAUNCESTON [GW]: mention of **ticket platform** – *Exeter & Plymouth Gazette* 20 Mar 1868
LAURENCEKIRK: op 17 May 2009 (http://news.bbc.co.uk/1/hi/scotland/north_east/8055093.stm (accessed 25 Feb 2025) *(better provenance)* (ceremony following day)
LAVANT: at clo had no Sun service - *would normally use the Mon w.e.f. date.* Although clo date specifically given as Sun 7 Jul 1935 in LMS *PCC no. 135*, note that *West Sussex Gazette* 25 Jun 1935 (clearly based on SR press notice) gave closure "as from Jul 8" (i.e. Monday)
Add: LAWRENCE HILL near Bristol [Mid]: Midland Traffic committee15 May 1866 Min 13846: "Bristol, the desirability of provision being made at the **Lawrence Hill ticket platform** to admit of passengers leaving the train at that place. Alterations to be carried out." Queries to be resolved: *when did this ticket platform come into use; did it come into **public** use as envisaged in the minute, and if so when?*
LAWRENCE HILL [GW]**:** "Bristol" prefix was firm in GW tts *by* 1939, deleted from tt 6 May 1974 *(i.e. as Stapleton Road, with which it is entirely analogous)*
LAXFIELD [**also** intermediate stations on the Mid Suffolk Light Rly: STRADBROKE, HORHAM, WORLINGWORTH, KENTON, ASPALL & THORNDON (FOR DEBENHAM), BROCKFORD & WETHERINGSETT, MENDELSHAM, HAUGHLEY MSLR *(trains did not use GER station)*]: opening date 29 Sep 1908 confirmed by coy's handbill (ZSPC 11/364). One wonders what the Board of Trade Railway Inspectorate made of those prior "excursions"! (and don't they come in the same sort of grey area of ceremonial openings at which the hoi polloi were not permitted?)
LAYTON LANCS.: 4 Jul 1938 renaming date derives from LMS Press Bureau press release which gave new name as: "Layton" (Lancs.) *(shown exactly so)* (*Cl pap 14/99***) –** although July 1938 LMS public tt showed it (of course!) as: Layton (Lancs.). From some date *between* 1992 *and* 2003, county suffix (which had always been superfluous) was deleted. Clo 11 Nov 2017 (electrification works); reop 16 Apr 2018.
LEA BRIDGE(b): reop. ca. 2000hrs Sun 15 May 2016 confirmed by BLN and *Chron.87/17 – despite press and internet showing Mon date (and eNRT public t.t. showing opening from earlier in the day)*
LEAMINGTON SPA:
"(SPA added 26 Jul 1913)" does not square with GWR advice for their own station – see next item – while LNW applied the suffix from **1** Jul 1913 – see below. (*Leamington Spa Courier* 18 July 1913; *Kenilworth Advertiser* 19 Jul 1913).
LEAMINGTON SPA [GW]: GWR GM Circ. 2344 of 6 Aug 1913 (RAIL 253/482) gave addition of suffix SPA as 'forthwith' whereas District Superintendent, Plymouth circular of 1 July 1913 (cited in *Cl pap* but not found therein) gave operative date as 12 July 1913. However, the GWR's Birmingham District was advertising excursions using the SPA suffix from as early as *Leamington Spa Courier* 27 June 1913.
LEAMINGTON SPA AVENUE *and* **MILVERTON**: Three variants of station name for Milverton station are offered in the timetable pages of the L&NWR's public timebook for summer 1882 (for example). However, of the 18 page references to "Leamington" in the index all but one are for connecting services - an index which also includes "Milverton - see Warwick" and "Warwick - see Leamington"! The relevant local service table (Leamington - Kenilworth - Coventry) uses "Leamington Avenue" and "Milverton (for Warwick)" respectively, which is what Charles Clinker adopted for this date in his *Clinker's Register.* In his much earlier *Railways of the West Midlands* he makes (page 14) the following pertinent observation: "*The numerous changes made in the names of the LNW stations at Warwick and Leamington provide one of the most remarkable examples of station nomenclature in the country. Much of the difficulty in deciding the correct names of the two stations seems to have been due to the railway company finding itself involved in a domestic tug-of-war between the ancient county town and the contiguous place of resort. ... [The] original L&B "Leamington" station (situated at Milverton) has borne no less than nine names in 110 years [this was written in 1954]; the later Leamington station at Avenue has been known by six different names in 100 years."* Faced with this degree of uncertainty it is appropriate to refer to the railway's working timetable, where (fortunately) there is no such equivocation: the July 1882 issue (source*: RAIL*

946/9) uses "Leamington Milverton" and "Leamington Avenue" on both the Rugby - Leamington and the Leamington - Nuneaton service pages (discounting the fact that it manages to slip "Milverton station, Leamington" into a footnote!). Thus, we should take these as the official names at that date, rather than Clinker's conclusions. Likewise, it will be prudent to cross-check with the working timetables for other periods the multiplicity of name changes that Clinker adopted: So far as AVENUE is concerned, he gave from official public tts: Leamington (Avenue) RN Leamington Jul 1856, Leamington (Avenue) Feb 1857, Leamington Spa (Avenue) 9 Jul.1913, Leamington Spa Aug 1918. The objective of any research is to try to table the result with the best provenance – or to flag up doubts for further research. Which of the LNWR's manifold variations was regarded as "official"?
LEAMINGTON SPA AVENUE: *Leamington Courier* (several times cited) was actually *Royal Leamington Spa Courier.* and this was also the title of the unspecified "Paper of 3 March 1860". The new "Temporary station at Avenue Road" had still not appeared in "Railway Tables" by the time the last one appeared in their issue of 9 Oct 1852. Op of 'permanent' sta was Sat **2 Jun** 1860 (*Leamington Advertiser* 7 Jun 1860) – *by no means clear that this represented a relocation of the station but merely a new (and decent!) building.* Ticket collecting arrangements for down trains prior to 1899 seem to have required use of the girders of a bridge on the approach to the station (*Rugby Advertiser* 26 Nov 1898) – does that count as a ticket platform? LNW applied the SPA suffix from 1 Jul 1913 (*Leamington Spa Courier* 18 July 1913 and *Kenilworth Advertiser* 19 Jul 1913); both papers (so clearly based on LNW press release) indicated dropping the Avenue suffix contemporaneously. Leamington Spa, Avenue 27 Jun1951 *(confirmed by an unidentified BR circ. and 1954 letter from BR* - see Suffixes)
LEAMINGTON SPA MILVERTON: Op of second sta (on opposite side of Rugby Road) was Tue **1 May** 1883 (*Coventry Herald* 4 May 1883 and various other local papers) *(shouldn't this attract (a) > (b) entries?.* LNW Officers' Meeting minutes October 1885 (RAIL 410/596) recommended **Leamington (Milverton)** to become **Warwick (Milverton).**
LEASON HILL: to read "probably clo **1 Aug** 1847 (see 1837 B**)"
LEDBURY: op Fri 13 Sep 1861, as *Co n Hereford Times* 14 Sep 1861 was correct – do not be confused by the adjacent second advert! All is explained by *Bell's Weekly Messenger* 14 Sep limited service 13 & 14, increased service from 16th as shown in *Co n Worcester Journal* 14 Sep
LEDSHAM: quadrupling (the driver for the station's remodelling) of the Birkenhead line north of Ledsham Jn was carried out during 1902 (not 1891 (the old layout is still on OS plans revised 1897) - *Chron 101/20 is in error over dating)*: the section between Hooton and Ledsham Junction was recorded as having been brought into use on 30 Nov 1902 (by LNWR Locomotive Committee minute 20034 (RAIL 410/260)). It is, of course, quite possible that Ledsham had been relocated during the course of the works and might well have been brought into public use before the extra tracks were brought into use. But at least it can be said that it was relocated by 30 Nov 1902. Note that Hooton was not relocated in consequence of these particular works.
LEEDS [LMS/LNE]: dropping of CITY suffix confirmed by LMR WE2-16 WON of 19-25 Apr 1975
LEEDS CENTRAL: the cited piece by David Joy about the early years of Central station appeared in *Journal* no. 105 of July **1977** (discounting a piece by R A Cook which had appeared in *Journal* 101 of March 1976). Closed after departure of 1810 to Harrogate on 29 April 1967 (source: *BLN* 81) so **discount** a NE Region timetable supplement which says otherwise!
LEEDS HUNSLET LANE: withdrawal of L&Y passenger trains from Hunslet Lane (to Central instead) from 1 Mar 1851 confirmed by L&Y advert in *Leeds Mercury* 22 Feb 1851 It is not clear what the * (after *Mid.)* is intended to signify.
LEEDS MARSH LANE: *Marsh Lane suffix not added until 1850 reop.?* It is not clear what the * (after *Cl.)* is intended to signify.
LEEDS NEW and **LEEDS WELLINGTON:** "Commencing with the Spring issue of the Time-tables which come into operation on Monday May 2nd, 1938, the present Leeds (Wellington) and Leeds (New) stations will be designated LEEDS (CITY). For working purposes only, the present Leeds (Wellington) will be known as LEEDS (CITY) NORTH and Leeds (new) will be known as LEEDS (CITY) SOUTH." – LMS *PCC no. 274* dated 7 Apr 1938 (*better provenance; also note specially the use of the word **designated** rather than **combined**....)*

LEEK: despite statement in Divisional Manager Stoke letter PO of 3 Jan 1968: "Stoke Wakes Holiday trains operated from Ford Green in 1963 and Leek in 1964. No trains since these dates.", BLN 162, p.121 recorded Leek as used by two trains during 1969 Stoke Wakes (dates not recorded). Line officially closed for all traffic 6 Jul 1970 (but regular freight traffic had already ceased before then) so they must have been the last pass trains there.
LEEK BROOK: "main line platforms" to read "Stoke line platforms.
LEIGH near Manchester**:** 1876 renaming was shown as 'in future will be known as' in *LNW Circ. no. 1292 of **25** Aug 1876 (question whether Cl. had any other source)*
LEIGH KENT: no suffix up to tt 7 May 1973; (Kent) added to index (*but not table)* in tt 6 May 1974 and also to table in tt 12 May 1980 ***(not 1976** – still only in index then)*
LEIGHTON BUZZARD: although press reports of line opening used LEIGHTON BUZZARD – as did *Co n* in *Morning Advertiser* 31 May 1838 -- it was certainly rendered as plain LEIGHTON in *Co n* in *Morning Herald* 4 Sep 1840. Relocation date of 14 Feb 1859 is from *The History & Topography of Buckinghamshire* (J J Seaham, Dec 1861) cited by Geoffrey Webb in *RCHS Journal* Nov 1963 (who put distance between old and new as ca. 250 yds (rather more than 8ch)). Despite *Bicester Herald* of 18 Feb 1859 giving date as **15** Feb 1859, a fuller report in *Bucks Chronicle* of 19 Feb gave Mon 14th – with which the *Bucks Herald* of same day agreed.
LEITH
North British
NORTH LEITH: traps for the unwary! C J A Robertson (*The Origins of the Scottish Railway System 1722-1844* page 101) gives op 10 May 1846; *D&C 6* p.258 gives only the month but on p.299 gives 20 May 1846; *Co n* in *Caledonian Mercury* 18 May 1846, front page, is definitive for **20** May 1846, as plain LEITH. clo temp 16 Jun 1947, made permanent by end 1947, confirmed by BR correspondence at AN13/16429 *(provenance).*
LELANT: *R Cornwall Gaz* 25 May 1877, p.5 reporting branch opening previous day (24 May) added "During the afternoon the special train ran at intervals excursion trips between St.Ives and St.Erth (late St.Ives Road), taking…hundreds of persons over the new line." (i.e. not limited to VIPs) **[presumably applies also to Carbis Bay and Lelant]**. Same paper 1 Jun carried *Co n* advertising start of regular service at both intermediate stations that day *(simpler provenance)* .
LEMAN STREET: OS 6" plan http://maps.nls.uk/view/102345964 surveyed 1868-73 and 1:1056 plan dated 1875 show a station immediately east of Leman Street bridge (*not one of the goods branches*). J R Whittle (notes in the *Cl pap* at Brunel University) recorded a RCH Distance Book amendment dated 16 December 1875 advising closure of Leman Street station (effective date not stated). No reference found in the "usual sources" to this station being in use earlier than 1877, although Connor & Halford (*The Forgotten Stations of Greater London*, 1991) state that a station built in 1872 was refused opening by the BoT until rebuilt. Whittle's notes have Leman Street station **reop** 1 June 1877, on the strength of a further Distance Book amendment dated 5 October 1877 - although it is not clear whether the description "reopened" (as opposed to simply "opened") derives from Whittle or from RCH.
Add: LENNOX CASTLE HALT: "temporary halt" removed *by* end of March 1936 (LNER Southern Scottish weekly M notice no. 6678, 2 Apr 1936, noted that "The temporary Halt has been removed..."). *Is this merely an alternative name for existing entry CRAIGEND? – Craigend Wood is part of the Lennox Castle estate as well as being a farm in the Campsie Glen – Strathblane section (see relevant OS plans).*
LENZIE:
KIRKINTILLOCH (3rd entry): under usual convention, this would be listed under its latest and current name of **LENZIE**. The through MK trains between Airdrie and Glasgow E&G were **not** running at July 1848 date (had been diverted 1 Dec 1847 to Cal. route but resumed for two years from 10 Dec 1849) [*MK* pp. 108/9]. 'Junction for Garngaber' suffix still in 1956 *hb*; deletion - "have been renamed" - advised by *GIC A2/31 of 18 Jun 1962*
LEONARD'S BRIDGE: a cogently argued article in *RHRG 34* concludes that this and WEST MOORS are essentially the same location, at different eras.
LESBURY: First para. does suggest that Bilton (later Alnmouth) was not ready for use when the branch op - inviting tenders on 15 June to have Bilton built and opening it for use on 19 Aug 1850

seems ambitious (even for 19thC) and (see under ALNMOUTH) no station was ready at the junction so obviously – rather than use a builiding site - it was thought best to receive the Queen at Lesbury (and, given the amount of detail in *Newcastle Journal* 's report of 31 Aug 1850, it would surely have been mentioned if Bilton was the location used….). Appears as LESBURY in Y&NB account book of daily takings (RAIL 772/131) of 1849 – and continues even after Alnwick op. (19 Aug 1850) with traffic receipts. However, **there is no entry for 'Bilton' or junction station for Alnwick** in entries through Sep 1850. *Further research in RAIL 772/131 and succeeding volume to 1855 could prove useful….*

LETCHWORTH GARDEN CITY: Use by workmen from 1903 given in H V Borley's additional chapter to Grinling *History of the Great Northern Railway* (1966 edn), p.460. Borley in letter in *RCHS Journal* May 1961 (Vol. 7 no. 3 p. 58) explains that 1913 resiting was: ceremony Fri 16 May *(which would explain Luton Times, and is also confirmed by Leicester Daily Post's London Letter and Manchester's Daily Citizen),* public Sun morning 18 May *(which would explain Cl.)* - but alas he provides no specific provenance. Whittle's date seems an abberation.

LETTERSTON: the 1895 opening was advertised in *Western Mail* of **8** (not 9) Apr. See also comment under Maenclochog about WW1 clo on 8 Jan 1917.

LEUCHARS: announced as to be renamed (dropping 'Junction') from 5 May 1973 tt by LMR WON WE1 16/17 of 21 Apr 1973 – see APPENDIX 1. *The renaming may have pre-dated the alteration to the public tt.* because suffix in place up to and incuding tt 7 May 1973, deleted with tt 6 May 1974 *(BLN 241 implies a between-tts change, by Dec 1973)*

LEVEN

Initial advertising of services used name LEVEN (Burnmill or Burn Mill is merely the name of the locality) and it was not regarded as 'temporary' (report *Fifshire Journal* 10 Aug 1854) . There is no evidence at time of opening of line to Kilconquhar (1857) of new station. Circumstantial evidence - viz. a (non-railway) advert (*Fife Herald* 22 Sep 1864) refers to "Burn Mill is near the Leven Station of the East of Fife Railway" – which the later station is not….. and another (*Fife Herald* 15 June 1871) refers to Duniface as 1½ miles from Leven station – which would fit the first station but be a stretch for the second..... The 1854 terminal station must have been modified for the line's extension 11 Aug 1857; in that the 1857 station was adjacent to (but immediately west of) the Glenlyon road overbridge as shown on OS plan it may well have been slightly east of the original 1854 station (rather than on exactly the same site), although there is no suggestion of such movement in reportage of the extension – e.g. *Fifeshire Journal* 13 Aug 1857. But it certainly was **not** at the site used from 1885. It must have been in operation from 11 Aug 1857 when the line to Kilconquhar op (even though the joint working of the two railways did not commence until 1 Oct 1857 - *Fifeshire Journal* 22 Apr 1858). Leven station was moved to its ultimate site – ca. ¼ mile north of Glenlyon Road – with an opening date of Mon 7 Dec 1885 (*Fifeshire Journal* 10 Dec 1885, *Fifeshire Advertiser* 12 Dec 1885). Therefore:

Delete **BURNMILL** and **LEVEN** subsidiary entries, and substitute:

LEVEN (1): op 10 Aug 1854 (*Fifshire Journal* 10 Aug 1854); modified as through station (and *possibly* moved slightly, although there is no suggestion of such movement in reportage of the extension e.g. *Fifeshire Journal* 13 Aug 1857) *by* 11 Aug 1857; clo 7 Dec 1885 and replaced ca. ¼ mile east >

LEVEN (2): op 7 Dec 1885 (*Fifeshire Advertiser* 12 Dec 1885); clo 6 Oct 1969 *(BR leaflet 273)*

LEVEN (3): op (on completely different site) 2 Jun 2024 (https://www.networkrail.co.uk/stories/reopening-the-railway-in-levenmouth/ (accessed 7 Feb 2025))

LEWES PINWELL: No reason to think they carried name Pinwell but, rather, that they were merely additional platforms of the 1846 terminal station, nor that they went out of use before the 1 Nov 1857 station op.

LEWIEFIELD: provided with booking office and staffed from 1 Jun 1938 *(hence ceased to be a halt)* – LMS *PCC no. 281*

LEWISHAM [SE**]:** despite dropping JUNCTION suffix in tts from 1929 *(presume source of Cl. date),* sta. did not *officially* drop suffix until 1 Apr 1952, according to LMR Opg.Circ. 98 dated 10 Apr 1952

LEYTON MIDLAND ROAD: clo 6 Jun 2016 (electrification work), reop 27 Feb 2017; clo 19 Nov 2017 (electrification); reop 15 Jan 2018.
LEYTONSTONE HIGH ROAD: clo 6 Jun 2016 (electrification work), reop 27 Feb 2017; clo 19 Nov 2017 (electrification); reop 15 Jan 2018.
LICHFIELD [LNW]: suffixes HL and LL did not feature in the LICHFIELD TRENT VALLEY station's (for it as *only* a single LNW station) name, as evidenced by *Brad* and public tts over the years since 1871. High Level clo 1 May 2022 (unsafe platform); reop 5 Jun 2022 (https://www.londonnorthwesternrailway.co.uk/about-us/news-desk/lichfield-trent-valley-platforms-reopen-following-works (accessed 7 Feb 2025); clo 15 Jul 2023 (unsafe platform)(https://www.networkrailmediacentre.co.uk/news/six-month-platform-upgrade-starts-at-lichfield-trent-valley-this-weekend (accessed 7 Feb 2025)); reop 30 Dec 2023 (https://www.networkrailmediacentre.co.uk/news/impressive-time-lapse-video-released-after-major-christmas-upgrades-at-lichfield-trent-valley (accessed 7 Feb 2025))
LIDLINGTON: same commentary as for ASPLEY GUISE
LIFFORD (a): there is a reference to Lifford station in *Birmingham Journal* 25 Oct 1845 which very strongly implies that the station was still 'open' at that date.
LIFFORD (b)**:** the station was on the *original* Birmingham West Suburban line (which, after 1885, became the Lifford Canal branch – *calling it simply "Selly Oak line" is poentially misleading*)
LIGHTMOOR (a): the 1 Nov 1864 clo date *(same day as opening of Coalbrookdale)* is confirmed by *Co n* in *Bridgnorth Journal and South Shropshire Advertiser* of 29 Oct 1864 . *As an aside: the station existed for those five years for reversing trains between Wellington and Shifnal via Ketley and Madeley – a task which ceased with the opening of the line from Lightmoor to Buildwas etc.when its 'local' role was overtaken by Coalbrookdale (John Norris, "Lightmoor Junction" in RCHS Journal Mar 1977) GWR Circular 2672* is GWR GM Circ. 2672 of 20 Jun 1919.
LIMPET MILL: this temporary station closed 1 **Feb** 1850 when the railhead was extended to Portlethen (*Co n AP&J* 30 Jan 1850)
LINCOLN
LINCOLN [GN] [**CENTRAL]** and **ST.MARKS** [Mid]: 25 Sep 1950 renamings confirmed by ScR comm. circ. FK22/29 of 1 Sep 1950 *(better provenance)*
LINDAL: for 1 June 1851 op better local provenance is *Co n Soulby's Ulverston Advertiser* 29 May 1851.
LINGS COLLIERY: was never actually served by unadvertised workers' services – detail refers to LING'S CROSSING, a location ca.¾ mile away, adjacent to (and doubtless actually serving) ALMA COLLIERY (q.v.).
LIPSON VALE: station not used by LSW **until** 1 Aug 1910 *(GWR Wtt supp RAIL 937/102)*. Up platform removed 22 Mar 1942, Down platform removed 29 Mar 1942 – because of fire risk and to reuse scarce timber - *GWR Dis Tfc Mgr letter 1 Jan 1945 in Cl pap)*
LISKEARD [GW]: this was two stations, of which the Looe line station was op by the Liskeard & Looe Railway on Wed 8 May 1901 (*Western Morning News* 9 May – also confirmed by statement by traffic manager Holbrook towards end of report in same paper of 16 May; 15 May was purely *post hoc* ceremonial event).
LITCHFIELD: Start of regular service 4 May 1885 confirmed by GWR SoL Circ 597 of March 1885. GWR GM Circ. 2171 of 7 Jun 1909 gave addition of "(Hants.)" suffix as 'forthwith'. Beware that 13 Jun 1955 would have been first day without suffix, not last day with it *(and presumably derives from timetable resissue date)*.
LITTLE BYTHAM [E&LB]**:** see comments below under 1857 Dec 8
LITTLE EATON: there had been a Sunday service in 1925 - was that still booked in 1930? However, LMS *PCCirc* no. 150 (and fortnightly M1 notice) specifically said "on and from Sunday June 1st" for service withdrawal (so presumably it did not run on 1 Jun and that date must be w.e.f. date); excursions continued until *at least* 13 Sep 1952 *(RM*, Jan 1953, p. 63)
LITTLE MILL near Alnwick: appears in Y&NB account book of daily takings (RAIL 772/131) of 1849 *but was **not** listed with those three Newcastle – Morpeth intermediates which **did** op with line, so must have op. between 1847 and 1849.*.
LITTLE MILL near Pontypool**:** *should not this heading be underlined?*

LITTLE MILL JUNCTION: op 1 May 1883 (as LITTLE MILL) confirmed by GWR SoL Circ 505 of May 1883 (RAIL 253/228); renaming (addition of JUNCTION suffix) was GWR GM Circ **818** of 25 Jun 1883; became unstaffed 21 Apr 1952 *(unspecified BR Comm Circ*.)
LITTLE SOMERFORD: op (Wed) 1 Jul 1903 confirmed by GWR SoL Circ. 1447 of 24 Jun 1903 (RAIL 253/482) *(better provenance).*
LITTLE SUTTON: 1886 renaming was shown as 'in future will be known as' in *LNW Circ. no. 2066 of 19 Oct 1886 – Cl. seems to have adopted the date of the circular….*
LITTLEHAVEN: LBSC list of halts (produced by SoL's timetable dept dated 15 Aug 1914, reproduced in *The Brighton Circular* Spring 2012) and *West Sussex Gazette* of 25 May 1907, p.5 (which cites a LBSC handbill for its info) both gave it simply as Littlehaven Halt - **no** mention of "Rusper Road Crossing"– so discount *SR* and *Cl* .
LITTLETON & BADSEY: Pre-opening was known as BLACKMINSTER – *Co n Worcestershire Chronicle* 6 Jan 1883 *(better provenance).* Op confirmed as 21 Apr 1884 by GWR Worcester Division Notice No. 418 (RAIL 937/40) *(better provenance)*
LIVERPOOL
CENTRAL, LIME STREET, MOORFIELDS: neither low level nor deep level suffixes appear in – e.g. – 1992, 2004, 2007, 2020 public tts, nor in *Wtts* – e.g. 2009: *they were simplydescriptors to distinguish them from other platforms in the same locales, **not** part of stations' names.* The only one currrently given such a suffix is Liverpool Lime Street **Low Level** - and that is **only** by Merseyrail on some of its webpages (e.g. https://www.merseyrail.org/plan-your-journey/stations/lime-street-low-level.aspx) – but **not** in its online public tts or maps. Moorfields (like James Street) is **not** prefixed 'Liverpool'. The 'deep level' line is a single track (hence single platform at each of the three relevant stations) clockwise circuit known either as the loop line or Wirral Line. The 'low level' line is known either as the link line (linking the ex-L&Y and ex-CLC) or Northern Line.
All three were again clo 3 Jan 1917 (engineering work), reop 19 Jun 2017
LIVERPOOL CENTRAL LOW LEVEL: op as part of loop line/Wirral Line *but did it ever carry suffix other than plain Central?*
LIVERPOOL LIME STREET LOW LEVEL: op **1200 noon** 30 Oct 1977, as LIME STREET (**WIRRAL LINE**) – advert *Liverpool Echo* 27 Oct 1977 – op as part of loop line/Wirral Line. Only use of suffix is by Merseyrail on its website - Liverpool Lime Street **Low Level**
[LIVERPOOL] MOORFIELDS: loop line/Wirral Line platform op 8 May 1978 – *Liverpool Echo* 5 May 1978 (*better provenance)*; this platform (only) was temp clo 21 Apr 2007, reop 29 May 2007, for engineering work *(Merseyrail pamphlet)*. Clo 13 Apr 2015 (refurbishment); reop 24 Aug 2015. Does **not** carry 'Liverpool' as prefix.
Add: LIVERPOOL EXHIBITION: *Co n Carnarvon & Denbigh Herald* 1 Jul 1887 and *Wigan Observer* 11 Jun. As the Exhibitions at that era were held in the Wavertree Botanic Gardens, on the north side of Edge Hill station, that is almost certainly the so-called 'Exhibition station'.
LIVERPOOL RIVERSIDE: first trains ran 15 June 1895 (*Neele* p. 432)
LIVERPOOL ST JAMES: was shown as LIVERPOOL ST JAMES**'S** in *Brad* in e.g. 1887 and 1910 (*Cl.* also had this wrong)
LLANABER: source for 14 Aug 1911 op. date is Cambrian Tfc Mgr's Report 11 Aug 1911 (RAIL 92/86) ; first in Cambrian's own tts Jul 1914. Clo 4 Jan 2014 (storm damage); reop 1 May 2014 See **17 Oct 2020****
LLANBEDR [GW]**:** add "near Barmouth". Op 9 July 1923 confirmed by Passenger Train Service Committee minutes for summer 1923 (RAIL 250/786) where shown as TALWRN BACH **HALT**. Clo 4 Jan 2014 (storm damage); reop 1 May 2014. See **17 Oct 2020****
LLANBEDR GOCH: 22 Sep 1930 clo date confirmed by *hbl L77 (better than a source that doesn't include it!)*
[#10] LLANBISTER ROAD: first appears in *Brad.* Apr 1867 (Thursdays only); clo 13 Aug 2020 (flood damage); reop 4 Nov 2020
LLANBRADACH: for Pwyllypant read Pwllypant *(delete the surplus 'y')*
LLANBRADACH COLLIERY: the platform was inside the colliery curtilage. Reference to it still appeared in Sectional Appendix dated 1 March 1950; colliery itself closed 29 Dec 1961.

Add: LLANBRADACH COLLIERY HALT [BM]: (non tt) miners. Authorised by BM minute of 1 June1904 (RAIL 65/9); *Cardiff Times* 30 July 1904 reported nearly complete. Believed removed 1924. Shown on 25"OS plan revised 1915, at grid ref ST156908, but not shown on revision of 1939. {Bedwas – Ystrad Mynach (2 miles north of Bedwas)}
LLANCAIACH: GWR GM Circ. 2288 of 15 Jun 1912 (RAIL 253/482) gave clo as 1 Jul 1912.
LLANDAF: although RCH Goods Mgrs Conference min. 6972 of 24 Oct 1896 (RAIL 1080/187) noted an advice by TVof name change from 26 Oct 1896 (as given in *hbl*) it seems to have been overtaken by an internal TV memorandum (RAIL 1057/2855) from their Outdoor Superintendent dated 26 Nov 1896 which states that the addition of 'for Whitchurch' (and also change of Aberdare Jn to Abercynon) would be effective from **1 Dec** 1896.
LLANDANWG: op. date 18 Nov 1929 stated in *GWR Dist Tfc Mgr letter 6 Apr 1945 in Cl pap* Clo 4 Jan 2014 (storm damage); reop 1 May 2014 See **17 Oct 2020****
LLANDARCY: op 22 Sep 1924 confirmed by Section 10 Service (=working) tt (RAIL 937/139), and GWR public tt (RAIL 936/57). *(better provenance than third-party).*
LLANDARCY PRIVATE PLATFORM: clo **22 Sep 1924** [with op of new GWR Llandarcy platform this date, workmen's trains from/to East Dock terminate/start instead at new platform *(even though trains continue to run empty to/from private platform to run round: perhaps this misled (U).)* (RAIL 937/139)].
LLANDDERFEL: GWR GM Circ. 2145 of 27 Oct 1908 gave revised spelling as 'forthwith'.
LLANDECWYN: See **17 Oct 2020****
LLANDEILO: clo 27 Aug 2020 (derailment near Llanelli); reop 8 Mar 2021**LLANDOUGH:** Llandough motor car platform "… has been closed for traffic since 3 June 1918…" (TV Traffic Committee minute of 23 Sep 1920 – RAIL 684/21) *(better provenance than third party)*
LLANDOVERY:clo 27 Aug 2020 (derailment near Llanelli); reop 8 Mar 2021
[#10] LLANDRINDOD: there is no entry in Section 5 for 1 Dec 1865**; first appears *Brad.* Dec 1865 "opening this month"; no press report of op traced; (WELLS) (in parentheses) added from *Brad.* June 1867; clo 27 Aug 2020 (derailment near Llanelli); reop 14 Nov 2020 *(sic – not 4 Nov)*
LLANDUDNO: "new" station op Easter Monday 18 Apr 1892 (*North Wales Chronicle* 23 Apr 1892) – the report *might* suggest this was the inauguration of the **Excursion platform.**
LLANDUDNO JUNCTION: resiting 1 Nov 1897 confirmed by *North Wales Chronicle* 30 Oct 1897.
LLANDYBIE:clo 27 Aug 2020 (derailment near Llanelli); reop 8 Mar 2021
LLANDYSSUL: GWR GM Circ. 2644 of 17 Dec 1918 gave revised spelling: 'will take effect immediately'.
Add: LLANERCHRUGOG HALL LODGE (grid ref SJ288468, north end of Rhosllanerchrugog village) non-tt: Sunday school excursion 4 July 1870 (*Wrexham Advertiser* 9 Jul 1870). *Shropshire Union Rly provided the train although Rhos(llanerchrugog) was GW.*
LLANELLY [Llanelly; GW]: the extension from the Llanelly's Dock sta to their new sta alongside the GW sta op **1** Apr 1853 – *The Welshman*, 8 Apr 1853. The *South Wales Daily News* item of 1 Sep 1879 did **not** suggest that a separate Llanelly Rly & Dock station adjoining the GWR main line station closed on that same day. Indeed, the Llanelly's station had already been subsumed into the GW station by track layout change completed 31 Aug 1877 (see *Cooke TLD* 57/15) – and is likely to have been closed (to enable the works to be undertaken) ***before*** that earlier date, i.e. well in advance of the diversion of trains off the route via Dock station. From *South Wales Daily News*, Monday 1 Sep 1879: "CLOSING LLANELLY DOCK PASSENGER STATION. On Monday, the Llanelly Dock Passenger Station will be closed by the Great Western Railway Company, and, in future passengers will only be booked at Llanelly Station. This will be a convenience as far as booking per London and North Western route is concerned, as, previously, passengers had to proceed to the dock to get their tickets, but passengers to and from the dock will, in future, have to tramp it, unless some of our buses take up the matter and run down there. Here is a good opening for a tramway." *Presumably "Monday" refers to the day of publication rather than week hence…*
LLANFAIR CAEREINION: 9 Feb 1931 clo date confirmed by *GWR SoL GIC A/497 of 6 Feb 1931* and *Co n* in *Montgomeryshire Express* 3 Feb 1931

LLANFAIR: 29 May 1970 and 31 Jan 1972 dates derive from LMR operating notices. LMR Traffic Circular 426 30.10.1970: "There are no fares in operation to or from Llanfair P.G. which is merely as temporary bus/rail interchange point." Pre-reop 7 May 1973 intention had been to use LLANFAIR (and this variant *may* be found in some operating publications), according to LMR WON.
LLANFAIRPWLL [BR] should be a sub-heading rather than buried in text – or the line of entry should run on without carriage return from the **LLANFAIR** [LNW] item.
LLANFECHAIN: unstaffed (hence worked as a halt) from **1 April 1940** (SoL GIC A/966)
LLANGADOG: spelling change was from **15 Sep 1958** *(hbl L.5 of Sep 1958 and unidentified notice of Dec 1958)* clo 27 Aug 2020 (derailment near Llanelli); reop 8 Mar 2021
[#10] LLANGAMMARCH: line through here did not op until **6 May**1867 so sta not op until some date between then and late Aug 1867; addition of Wells suffix (1883): "has been renamed" – *LNW Circ. no. 1821 of 25 Jun 1883*; clo 27 Aug 2020 (derailment near Llanelli); reop 14 Nov 2020
LLANGENNECH: new sta formally op 22 Feb 1909 (*Llanelly Mercury*, 25 Feb 1909) Clo 27 Aug 2020 (derailment near Llanelli); reop 8 Mar 2021
LLANGOLLEN: date of new station should read (Mon) **2** Oct 1865 [16 Oct is a misreading of *Eddowes's* report - the meeting was on Sat 30 Sep where it was announced that "It was proposed to open the new station on Monday next" – i.e. 2 Oct. The confusion has arisen because *Eddowes's* report did not appear until 11 Oct. See piece headed Inferred Dates at *Chron.104/20]*.
LLANGOLLEN ROAD: it might be more helpful to say that the later Whitehurst was at the **opposite end** of Whitehurst Tunnel.
LLANGORSE LAKE: Op 9 July 1923 confirmed by Passenger Train Service Committee minutes for summer 1923 (RAIL 250/786)
LLANGYBI near Pwllheli: GWR DTM Oswestry notice 145, 5 Apr 1933: "LLANGYBI **HALT**: On and from Monday, next, 10th April, the above Halt will only be staffed daily from 12.40pm to 2.11pm. Passengers joining at, or alighting from trains stopping at Llangybi ouitside thes hours must in future be dealt with by the Guard." *(note the designation as a Halt!)*. Temporarily clo. (because of storm damage to line) 24 Jun 1935 (*Liverpool Echo*, 24 Jun 1935); reop. 13 Jul 1935 (LMS *PCC no. 141* of 11 Jul 1935)
LLANGYFELCH: Op 9 July 1923 confirmed by Passenger Train Service Committee minutes for summer 1923 (RAIL 250/786) *(better than thrid party provenance)*.
[#10] LLANGYNLLO: first appears *Brad*. Mar 1866 as LLANGUNLO; no press report of op traced (did not open as Llyncoch as sometimes asserted); spelling LLANGUNLLO from Jul 1866; clo 13 Aug 2020 (flood damage); reop 4 Nov 2020
LLANGYNWYD: from LVR Engineer's Report for half year to 30 Jun 1865: "A station has been provided for the district of Llangonoyd." [*The fact that the station had been 'provided' does not necesssarily mean it had op for traffic, of course….*]. 1935 renaming: *CGM GIC R.1534/427* of 8 Apr 1935 "has been renamed" – *delete wording "cited Cl pap".*
LLANHARAN (a**):** An application from Mr. Masters, proprietor of Meiros Colliery, for the running of a daily train between Llantrisant and Llanharan for his colliers was agreed (he would cover the cost of providing a platform at Llanharan) according to GWR Traffic Committee min. of 30 Jul 1890 *[Platforms on branch – see Cooke TLD 49/9]*
LLANHARRY: clo 1 Dec 1875, reop 13 Dec 1875 – *see item under COWBRIDGE*
LLANHILLETH (b): op (Tue) 1 Oct 1901 confirmed by GWR SoL Circ. 1341 of 24 Sep 1901*(better provenance)*.
LLANHILLETH (c): "op Sunday 27 April 2008 *(Arriva Trains Wales*, via internet and M Preskett);": better provenance https://www.southwalesargus.co.uk/news/2228749.new-valleys-station-open-for-business/ (accessed 1 Dec 2021)
LLANSAMLET: 1994 sta is at 212m **08** ch (not as shown) – as given in WR K2 WON at opening and in current Sectional Appendix p. 437. *The platforms are staggered – this is mid-point distance.*
LLANSANTFFRAID [**also** other Llanfyllin branch stations**]:** op **1** *(rather than 'in')* Jul 1863 - *Cambrian News* 11 Jul 1863 (note: *17 Jul was only a ceremony)*
LLANSAINTFFRAID: amend to read: see GLAN CONWY (Denbighshire) and LLANSANTFFRAID (Powys)

LLANSTEPHAN: op 6 Mar 1933 confirmed by *GWR official source via Cl pap* Two photographs (undated) exist of the halt, with the nameboard showing "LLANSTEPHAN RADNOR HALT" *(not clear why the county suffix was necessary when the Carmarthenshire Llanstephan was served by Ferryside)*
LLANTARNAM (a): to be pedantic, the *line* was not diverted – the *trains* were diverted to another route. Wording similar to CWMBRAN entry ("replaced on new line") might be better.
LLANTRISANT [GW]: alteration of spelling (deletion of one S) confirmed as "will in future be" by GWR SoL circ 1030 of 1 May 1896 1895 (RAIL 253/229). The present day Pontyclun station occupies virtually the Llantrisant sta site: old sta midpoint 181m37ch, current sta 181m40ch – should it not be shown as a reopening?
LLANTRISANT [TV]: From GW GM's report dated 10 Feb 1892 (at RAIL 250/406): "Prior to 1 Jul 1890, Taff Vale Co's passenger trains used a platform at our station, which had been partly erected by that company and they also found their own staff. Since that date TV have used this Co's station." *[Where that text has been quoted it should be in inverted commas – and effective date of 1 Jul 1890 also should be quoted]*. That rather sounds as though it wasn't ever really a separate station, even before 1 Jul 1890. Indeed, 1876-7 survey OS and *Cooke TLD* plans show it as one side of a (shared) island platform. Colin Chapman *Cowbridge Railway* (OPC, 1984, p.24) explains that "The building of the Cowbridge Railway involved the reconstruction of the 'down' [SWR] platform as an island, serving both the SWR 'down' line and the terminating line from Cowbridge. In the process, the 'down' side waiting room of the SWR was removed and a new one provided by the Cowbridge Company at the Cardiff end of the platform." Contrary to final sentence, the Down GWR platform face and Ely Valley branch platform face were **always** opposite sides of an **island** platform – the island platform was **not** replaced. The reference should not be to *Cooke atlas* (which is not explained but would be taken to mean *RAC,* which refers specifically to his 1947 Atlas) but to *Cooke TLD* pp. 44/11 to 44/14.
LLANVAIR: op 2 Jan 1854: cited provenance of *Hereford Times* 24 Dec is **not** a "*Co n*" but part of the paper's "Railway Time Tables" compilation (page 3); the company's own advert for the opening did not appear until *Hereford Times* **31** Dec 1853 (although that did not list all the stations). Closed (Mon) **2** Oct 1854 (*Co n Hereford Times 30 Sep 1854);* reop (Tue) 1 May 1860 (*Co n Hereford Times 28 Apr 1860*) *(appeared in their railway timetables for Jul 1860)* – and closed again (Thu) 1 Nov **1860** (*Co n Hereford Times* 27 Oct 1860)
LLANVIHANGEL MON: op 2 Jan 1854: cited provenance of *Hereford Times* 24 Dec is **not** a "*Co n*" but part of the paper's "Railway Time Tables" compilation (page 3); the company's own advert for the opening did not appear until *Hereford Times* **31** Dec 1853 (although that did not list all the stations). GWR GM Circ. 2211 of 1 Dec 1910 gave addition of "(Mon.)" suffix as forthwith *(better provenance)*
LLANWERN: a curious announcement in *Merlin* of 1 Sep 1855 – under the heading Bishton Fair: "A new station has just been opened at Llanwern" - suggests station op **earlier** than date declared in *Co n* cited of 29 Sep 1855. No other evidence traced. *WRRC* draft catalogue of its collection at Rhiwderin contained the following entry: Series ref: **WC/2/8 sub-series: Operating documents, Great Western Railway** Item ref: 2/8/1 Scope: Circular; Opening of Llanwern station Date range: 15 Apr 1901 Creator: GWR Extent and form: 1 leaflet Stored: Box 010 GW [item not examined but its date appears to suggest some change in status (if not opening) at this date].
LLANWRDA: clo 27 Aug 2020 (derailment near Llanelli); reop 8 Mar 2021
[#10] LLANWRTYD: op confirmed by LNW co report in *T* 15 Aug 1867; clo 27 Aug 2020 (derailment near Llanelli); reop 14 Nov 2020
LLANYBLODWELL
During PSNWR/Cambrian period, Llanyblodwell (both old and new) and Blodwell Jn were spelled either -wel or -well with no apparent rhyme or reason (so no "official" version can be adduced because no source is consistent); only from absorbtion by GWR did it become consistently -well. *(I suppose this is what existing text is trying to say…)*
LLANYCEFN: . *Some Co n used style LLAN-Y-CEFN – with hyphens – it makes a difference when using OCR searching.*
LLWYNGWRIL: See **17 Oct 2020****

LLYSFAEN: 5 Jan 1931 clo is from LMS *Passenger Train Service Alterations* notice for Jan and *SoL GIC A/491 of 19 Dec 1930 (better provenance)*

River Dulas viaduct collapse, Aug 1879: Although the *Wrexham Guardian* (actually *North Wales Guardian*) 23 Aug talked of construction of a 'platform' and *foot* bridge no such facilities were brought into use and the suggestion of passengers crossing on foot appears to be a complete fabrication or misunderstanding, for *Irish Times* 26 Aug – in report datelined "Chester, Monday night" - made clear that on Mon 25 passengers were still being conveyed by road between adjacent stations. A *temporary rail* bridge (with on each side a new steeply graded alignment [perhaps the word 'platform' meaning 'track bed' may have confused the *Guardian*'s correspondent?]) was completed and tested on Sun 24 and op for goods on Mon 25 Aug, according to *Manchester Evening News* and *The Globe* 25 Aug – but both papers reported need for BoT inspection - *expected* that day - before line could open for passenger trains. *Manchester Evening News* 26 Aug reported that passenger train service over the temporary bridge and alignment started "yesterday afternoon", i.e. Mon 25. The reference to inspection and opening of new *permanent* bridge also seems a complete fabrication – particularly as citation '*ibid 27th*' cannot be correct for paper cited published only on Saturdays – and issue of 30 Aug carried no reference to the matter. **All of this must mean that alleged temporary platforms should best be totally disregarded.** *Bear in mind that, at that date, Llandulas station was at what (in 1889) became Llysfaen. Crewe Chronicle* 23 Aug gives a good (if not better) account of the flood and its consequences up to 20 Aug. Many papers carried an LNW advert dated 19 Aug. *The permanent viaduct and original alignment came into use on 24 Sep 1879 for Up trains, full use 27 Sep (North Wales Express 26 Sep)*

LOCH AWE (b): 1985 (re-)op. date **11** May 1985 according to BR leaflet *Come to the Ceilidh at Oban* – in particular a note against Loch Awe times reading "from 11 May" (the *forecast* in BLN 508 – written in Feb 1985 – was either a typo or over-optimistic).

LOCH TAY: the source of the 1939 withdrawal date was Gerald Aston in a note ("service off w.e.f. 9.9.39") of 29 Jul 1945 to Clinker *(so why not credit "G J Aston"?)*; the passenger service to Loch Tay was seasonal, and anyway booked to ***last run*** on Sat 9 Sep 1939 (as in previous years) so that was last day, **not** w.e.f. date.

LOCHANHEAD: clo date 25 Sep 1939 advised by LMS *PCC no. 340 (better provenance)*

LOCHBURN: Clo. Dec 1928 according to LNER Press Relations Officer (G Dow) letter 13 Aug 1945 in *Cl pap so presume reop. after WW1 (until this date) - possibly continued throughout unadvertised?*. SM appointed 19 March 1923 *(St Andrew's Citizen 17th)*; transfer of one hence reported in *Dundee Courier 31 December 1928*. Location continued in goods use until 1955 – although by then the ironworks had been long gone - 6" OS 'Revision of 1932' does not include Lochburn station or the works.

LOCHEARNHEAD: Both *Edinburgh Evening News*, 1 May 1905, and *Dundee Courier*, 2 May 1905, reported the opening as 1 May 1905. Shouldn't reop source read *(RCH)* as for the others Bryan Wilson reported (e.g. Kelvinside)

LOCHSKERROW: signal box carried nameboard "Loch Skerrow" (source: photo in *The Signalling Record* #109, p. 19).

LODDISWELL: op 19 Dec 1893 confirmed by GWR SoL Circ 904 of 14 Dec 1892 (RAIL 253/229) and GWR two-page leaflet in RAIL 937/58 (*better provenance)*

LOFTHOUSE & OUTWOOD [Methley Joint]: Large scale maps strongly imply that the GN and Joint stations were a single physical entity, despite what *hb* shows.

LOFTHOUSE-IN-NIDDERDALE: statement "used by reservoir workmen from 14 July 1904 *(U)*" is highly questionable as *Bradford Daily Telegraph* of 13 Jul 1904 reported that the cutting first sod of the light railway railway (and of Angram reservoir) would take place that day (and the following day confirmed that it had happened). By that date, the contractor had completed a 3ft gauge line between Angram reservoir site and Lofthouse – and the paper reported that this was used on 13 Jul 1904 to get worthies between these two points. At that date, no work had started on standard gauge line between Lofthouse and Pateley Bridge so this 'usage' by workmen (a) would have been *above* Lofthouse (i.e. not the section of line involving the above named stations), and (b) probably started earlier, piecemeal, as part of the construction of the 3ft line itself. A sometime-advertised service (but for Scar Village residents only) between Scar Village and Pateley Bridge (initially Tue Thu & Sat,

latterly Saturdays only) continued until 'probably 1932' (Bowtell, *Lesser Railways of the Yorkshire Dales* (1991), p. 133) – unlikely that this involved use of intermediate stations (Lofthouse-In-Nidderdale, Ramsgill, Wath-In-Nidderdale) [but who knows at this remove….]. *[Note specially that the Bradford Daily Telegraph of 11 Sep 1907, reporting formal opening of the light railway between Pateley Bridge and Lofthouse that day, incorrectly gave 14 Jul 1904 as the date of the cutting of the first sod – is this perhaps the source of U's use of this date for opening of 'stations' at Lofthouse and Scar Village? Note also that U desdo* ***not*** *claim that Pateley Bridge, Ramsgill or Wath-In-Nidderdale were involved in any 'untimetabled' operation – they refer* ***only*** *to the section of line between Lofthouse and Scar Village – although the latter 'village' did not exist until later].*

LOGIERIEVE: made unstaffed halt 7 Nov 1960 (*GIC R1534/1052 of 17 Oct 1960)*

LONDESBOROUGH: was originally rendered as SHIPTON & LONDS'BRO (that's if cited cource – *Co n York Herald* 2 Oct 1847 – is to be believed).

LONDON:

BLACKFRIARS [LCD]: clo 17 Apr 1941 reop 1 Jun 1941 on account bomb damage to Southwark Road bridge (https://blackfriarsbridge.wordpress.com/2015/07/15/the-strategic-importance-of-the-metropolitan-widened-lines-and-blackfriars-bridge-in-wwii / quotes *London Main Line War Damage* by B W L Brooksbank (Capital Transport Publishing, 2007) . Temp clo 20 Nov 2010 to 16 Jan 2011 (https://web.archive.org/web/20101016183430/http://www.thameslinkprogramme.co.uk/cms/pages/home accessed 25 Feb 2026)

BRICKLAYER'S ARMS: "Last in *Brad* 1852" –should read …**Jan** 1852. "present in April tts *South Eastern Gazette*" – indeed it was (issue of 20 Apr 1852) but the block of text incorporating the wording relating to Bricklayer's Arms (for North Kent trains only) seems to have been handed down from (much) earlier issues so should not be relied upon as being 'current'; *Globe* of 7 May 1852 said, of BA station, "now unused (excepting for goods transit)" which makes one doubly suspiscious of cited *SE Gazette* entry of only a few days earlier, and that location should be shown as (non-tt) status for all subsequent items until 1932. In view of the alleged pressure for space, do all the intervening Royal and other specials really need to be listed? If so, add the French emperor in Apr 1855 (*Star of Gwent* 28 Apr 1855).

CANNON STREET: confirmation of 5 Jun 1926 clo. given in SR *Sig.inst* 17 (1926).

CITY THAMESLINK: replacement for HOLBORN VIADUCT (LCD)

EUSTON: a notice from relevant 1892 L&NWR public timetable almost makes the "new west departure platform" sound like a separate station

HOLBORN VIADUCT [LCD]: clo 17 Apr 1941 reop 1 Jun 1941 on account bomb damage to Southwark Road bridge (https://blackfriarsbridge.wordpress.com/2015/07/15/the-strategic-importance-of-the-metropolitan-widened-lines-and-blackfriars-bridge-in-wwii / quotes *London Main Line War Damage* by B W L Brooksbank (Capital Transport Publishing, 2007) Clo Jan 1990 (as shown) "in order to facilitate construction" of ST PAULS THAMESLINK (now CITY THAMESLINK) station (Network SE leaflet W22232/A 150/0290).

KINGS CROSS YORK ROAD: The LNER service to Moorgate was suspended from 11 Sep 1939, restored 1 Jan 1940, suspended again 6 Jan 1941, restored (to Aldersgate) 1 Oct 1945 – it is not clear from *Brad* whether York Road remained in use (perhaps setting down, then trains empty along the Widened Lines to run round) or (more likely) trains diveted to use main line platforms , leaving York Road out of use for the duration.

The use in 1977 (during King's Cross area remodelling/resignalling) applied from **31 Jan to 4 Mar 1977** (both dates inclusive) by trains running thence empty to Moorgate to run round - *see BLN 315, p. 21. (the dates given by Cl. are in error).*

LONDON BRIDGE: It might be helpful to note that the original L&C sta. was *north* of the original L&G sta.; this involved an unfortunate flat crossing at the stations' throats, which 1850/1 remodelling and ownership swap eliminated. *RM* July 1902, p.92, says: "The South-Eastern and Chatham Railway, on June 2nd [1902], recommenced to use for passengers traffic what is to be known as the low-level station at London Bridge, occupying the site of the old London and Greenwich terminus, op in 1838 (*actually 1 Dec 1836)* ." The "separate SE (low level section..)" - of 1851remodelling on site of 1836 sta. - closed 11 Jan 1864 (or possibly 1 May 1864? – *vide* Jackson) upon the opening of the SER's high level station, the low level being converted to a continental

goods depot. After that depot moved (in 1899) , the site of L&G 1838 terminal station reop as four platformed low level sta 2 June 1902 (Jackson, *London's Termini* (1969), pp. 158/9) .
LONDON BRIDGE [Nor]: see 15 Jan 2022**
MINORIES: presumably the two references to 'Cl.' should read '*Cl.*' (i.e. in *italics*).
PADDINGTON: resited from 'temporary' station (not complete until Dec 1844 despite traffic having started from an even more 'temporary' facility in 1838!) *west* of Bishop's Bridge Road (partly on site of later goods depot) to *east* of Bishop's Bridge Road (original goods depot site and site of current station) in 1854. See Michael Tutton, *Paddington Station 1833-1854* (R&CHS, 1999) for pre-1854 station layout etc.
VICTORIA: in inserting new text in v5.03, the original early history "got lost" – the following text needs to be restored: " op [LBSC] 1 October 1860 *(Co n T 1st).* Also used by [LCD] until they op their own, 25 August 1862 *(Co n T 23rd).* Two stations amalgamated 1924 to form one that is still open. " "Often 'West End Terminus' added in Bra" should read: "Often 'West End Terminus' added in *Brad*" Renumbering of pfms from 21 Sep 1925 confirmed by *SR Magazine* Oct 1925, p.267.
WATERLOO EAST: 1935 renaming confirmed as same date (Sunday) as start of SR summer tt by LMS *PCC no.129.*
LONDON & THAMESHAVEN OIL WHARVES: was rendered in LMS Mid. Div. April 1923 *Wtt* notice (RAIL957/1) as "L. & T. H. OIL WHARVES" *(sic – "L & T H" was not explained!)*
LONG EATON (a): renaming (from Toton) doubtless co-terminous with 1 May 1862 clo of Long Eaton Junction and op of TRENT.
LONG EATON JUNCTION: add "replaced by TRENT (q.v.)"
LONG MARSTON:
Non-tt Platform at north end removed by 2026, and replaced by:
LONG MARSTON RAIL INNOVATION CENTRE: new platform (featuring that name on its nameboard) at Porterbrook's Long Marston Rail Innovation Centre, used during official opening of new test track 4 June 2026 (https://www.porterbrook.co.uk/rail-minister-launches-uks-first-electrified-testing-loop/ accessed 22 June 2026).Also on 17 and 18 June during the annual Rail Live rail industry trade show for demonstration trips round the test track, and for one round trip daily arrival from/departure to London Paddington formed of HST set.
LONGBRIDGE (a): 'promoted' to full pass sta from 4 Nov 1844 (*Co n Aris's Birmingham Gazette* 11 Nov 1844).
LONGBRIDGE (c): This location was simply **HALESOWEN JUNCTION** in w.t.ts.
LONGDON ROAD: op 1 Jul 1889 confirmed by GWR SoL Circ 725 of 1 Jul 1889 (RAIL 253/229)
LONGDOWN: GWR SoL circ. of Jun 1909 (RAIL 253/482) confirmed op (Wed) 1 Jul 1903 *(better provenance)*
LONGFIELD: renaming of Fawkham was ***by*** **Apr** 1961 as *GIC A2/3 of 24 Apr 1961* implied already in force
LONGHAVEN: delete spurious leading zero
LONGRIDGE near Wishaw: there were two stations here: a dead-ended one (from the west) for the initial 1845-1848 service and a through one (slightly to the north of the earlier one – see *Chron 111-13, 111-13.1,* and OS plan https://maps.nls.uk/view/228779191) for the 'through' service 1850-1852.
LOOE: unstaffed 30 Sep 1968 *(but not designated halt)* (Messenger *Caradon & Looe – The Canal, Railways & Mines (4th edn),* Twelveheads, 2019, p. 90). See 2 Dec 2025**
LORDS: 11 Jun 1939 renaming confirmed by LMS *PCC no. 330 (better provenance)*
LOSTOCK
That **LOSTOCK LANE** and **LOSTOCK JUNCTION** were two very distinctly different locations is borne out by on OS 6" Lancashire sheet LXXXVI https://maps.nls.uk/view/102344021 , the former at grid ref SD651087, the latter at SD673085 – about 1½ mi apart.
LOUDOUN ROAD: "reop as SOUTH HAMPSTEAD" – cite *hbl L.44 of Jul 1922*
LOUDOUNHILL: Clo 11 Sep 1939 in *hbl L10 (and only the Co n in Motherwell Times of 8 Sep 1939 is needed)*
LOUGHBOROUGH DERBY ROAD: why is citation for opening not the same as for the other stations on the line (c.f. Shepshed)?

LOUGHTON: the location of the original station, its opening and closing are dealt with in an admirable booklet, H W Paar et al., *Loughton's First Railway Station 1856-1865,* Loughton & District Historical Society, 1996. The current (third) Loughton station relocation north of the second - from 28 April 1940 - affirmed by H V Borley in *Chron. 2/8.*
Add: LOVER'S WALK: see REDLAND
LOVESGROVE: 1910 usage confirmed by *Cambrian News* 12 Aug 1910. Boyd *NGR in Mid Wales* (1965), p.199, has the location "closed in 1914" and loop removed.
LOW MOOR (b): "op 2 April 2017 *(Wikipedia)*;": better provenance than an unspecified Wikipedia entry is this:
https://www.modernrailways.com/article/low-moor-and-ilkeston-stations-open (accessed 1 Dec 2021)
LOW STREET: "…. Wikipedia item 'Low Street Station – Disused Stations' …,": proper citation http://www.disused-stations.org.uk/l/low_street/ (accessed 1 Dec 2021) (this is nothing to do with Wikipedia). Note also that Peter Kay*The London Tilbury & Southend Railway*, vol. 5, page 426, adduced evidence that sta. *predated* first *Brad* entry by at least two years – possibly back to line's op. in 1854.
LOWER EDMONTON LOW LEVEL: used for engineering diversions for a period from Apr 1957 (http://www.disused-stations.org.uk/l/lower_edmonton_low_level/index.shtml (accessed 27 Feb 2026), supported by *The Sphere* 6 Apr 1957)
LOWER PENARTH: beware *Barry Dock News* 8 Jan 1897: "The new station at Lower Penarth … was formally opened on Saturday last [i.e. **2 Jan** 1897] and the 'golfers' had a lunch to celebrate the event" – this was only a cermonial. For better provenance of actual public op see *Co n* in *Evening Express* 1 Feb 1897.
LOWER PONTNEWYDD: shown in list of wartime closed stations in Jan 1917 GW public tt and in GWR Circular F.3483/G.B.407,275 (30 Dec 1916) (RAIL 253/482) as "Pontnewydd (Lower)" – was this its proper name at this time? Reop date 5 May 1919 confirmed (but simply as "Pontnewydd") by GWR Passenger Train Alterations Committee minutes (RAIL 271/4). Addition of prefix *(as opposed to suffix)* LOWER was from 1 **July** 1925 (**not** April) – GM's Report to Traffic Committee 25 June 1925 (RAIL 250/452) and GWR GM Circ.2964 of 29 Jun 1925 (RAIL 253/482) *(better provenances)*
LOWSONFORD: rather more substantive demolition of this myth was at *Chron. 58/18, 59/20 and 60/16* – or https://branchline.uk/rail_chronology/Lowsonford.html (accessed 24 Mar 2025)
LUDGERSHALL: troop platform was located in site that became goods yard between Winchester Street and Butt Street overbridges, north of station – *later* than report in *Hants & Sussex News* 20 July 1898 but *before* Sep 1898 (MT6/926/4) [although report in *Salisbury Times* 7 Apr 1899 might suggest provision for that season, MT6/926/4 indicates track serving it had been provided by Sept.1898]; out of use by 8 Dec 1899 (MT6/926/4) (need for it probably overtaken by station remodelling including lengthening of platforms at that era but the new goods yard might still have been available for troops if necessary).
LUFFNESS: location appears in LNER *Wtt* for (e.g.) 1 May 1924 where certain trains…. "Call at Private Golf Club Platform. (which is situate between Aberlady and Gullane) but only for the accommodation of Members of Luffness New Gold Club."
LUGTON HIGH: see observation under ARDROSSAN NORTH - clo date (4 Jul 1932) source was CGM GIC R.1534/359 of 18 Jul 1932 *(better provenance)*
LUIB HOUSES: supplement to 10 Sep 1951 *Wtt* confirms commencement of calls at LUIB **HOUSES** from 3 Dec 1951 by 1045 SO Kyle – Inverness and 1700 SO Inverness – Kyle, for wives of rly employees *(RAIL917/24) – so LUIB SUMMIT did not apply "initially" because no earlier use identified.*
LUTTERWORTH: should be space before [GC]
LUXULYAN: renaming from BRIDGES confirmed as effective from **1 May** 1905 by GWR GM Circ 2012 of 13 Apr 1905 (RAIL 253/482). *The circular is quite explicit about effective date – someone has confused the issue date with the effective date….*
LYDBROOK JUNCTION: op date (as plain LYDBROOK) 4 Aug 1873 confirmed by *Co n Gloucestershire Chronicle* 9 *(sic)* Aug 1873

LYDD TOWN: addition of 'Town' suffix 4 July 1937 confirmed by *RCH distance tables advice no ??/11 of 5 Jan 1938 (better provenance)*
LYDD-ON-SEA: For avoidance of doubt: the FOR DUNGENESS suffix applied from op date (LMS *PCC no. 233).* SR *Sig inst* no. 32 (1937) carried layout changes from 4 Jul 1937. According to unidentified BR(ER) Circ. 342 renamed LYDD-ON-SEA **HALT** FOR DUNGENESS 20 Sep 1954 *(better provenance)*
LYDSTEP: *Tenby Observer*11 Jul 1872 mentioned request stops available here for parties of six or more. *GM's report* gave WW1 clo. date of (Tue) **22** Sep 1914. SoL GIC A/650 advised: "On and from 22 Jan 1934 Lydstep will be closed and the 4.5pm Pembroke Dock – Whitland and 6.5pm Tenby – Pembroke Dock will cease to call." *Not clear what is the significance of this, nor when it may have reop.*
LYE: no reason to suppose that the provenance given for opening of Cradley (Heath & Cradley) did not also apply to Lye. Even though that station was not specifically mentioned in WMR's advert in *Birmingham Daily Gazette* of 27 Feb 1863, the press would surely have commented had it not op.
LYMINGE: clo 16 June 1947 – *Co n* in *Dover Express* 13 Jun 1947 contained no suggestion that pass clo (Cheriton Jn – Lyminge + Cheriton Halt) was temporary. However, despite what *Sig inst* may have said, goods continued until withdrawn 1 Oct 1947.
LYMINGTON PIER: 1 May 1884 op. date confirmed by LSW Instruction No. 185, 1884 *(better provenance)*
LYMINSTER: LBSC list of halts (produced by SoL's timetable dept dated 15 Aug 1914, reproduced in *The Brighton Circular* Spring 2012) states "Closed October to May" - *not clear whether that was since opening or merely at date of compilation – but may account for its disappearance from Brad in winter 1914/5 – SR gives its last appearance as* ***Sep*** *(rather than Nov) 1914*. The LBSC list of halts entry has been endorsed: "Abolished July 31 1915" - *so is there any supporting evidence of it being in use in May/June/July 1915?*
LYMPSTONE VILLAGE: "Village" suffix added **13** May 1991 (*according to cited source Chron 8 (Friday3 May is a mistranscription of source AB's date) – but better vouchsafed by a contemporaneous source: BLN 662).*
LYONSHALL: the provenance cited for op 3 August 1874 does **not** specify an opening date (n.b.: a superfluous character appears between *T* and *9)*- cite instead report of Leominster & Kington company in *Western Mail* 1 Sep 1874 which **does** specify the 3 Aug date. 11 Dec 1922 reop date confirmed by handbill (RAIL 253/482); 1 Jul 1940 clo date confirmed by handbill *(better provenance)*

LYTHAM

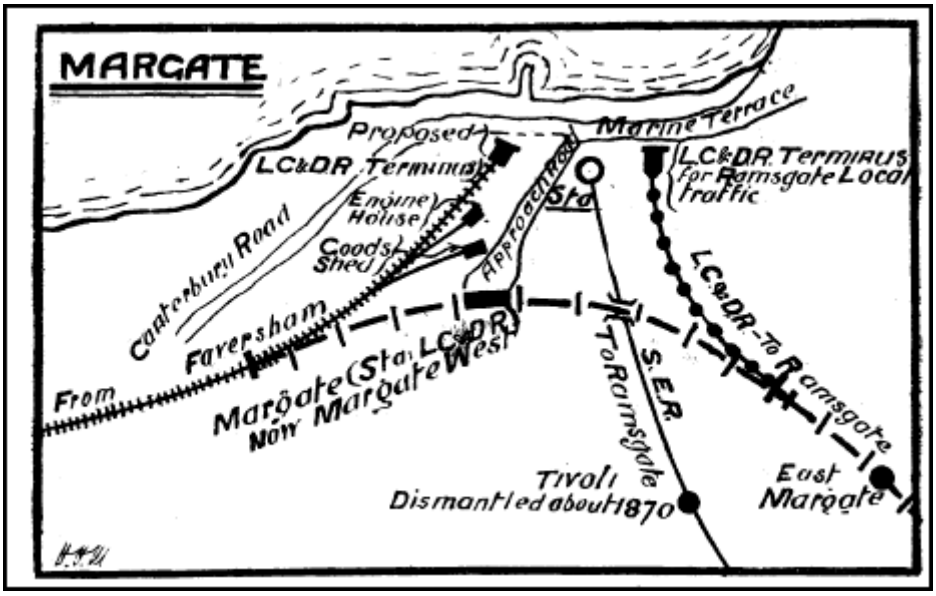
Appendage of STATION ROAD to 1863 sta was misleading because Station Road actually passes the 1846 (Preston) station.
LYTHAM Through station: clo 11 Nov 2017 (electrification works); reop 29 Jan 2018.
MACCLESFIELD HIBEL ROAD *(presumably!)*: use of 'coal yard' for excursions on 21 Jun 1873 – *Staffordshire Daily Sentinel* 26 Jun 1873.
MACCLESFIELD [GC/NS]*:* add: see 18 May 2003**
McCLAREN COLLIERY: B.&M. minute of 28 Apr 1899: Terms agreed for colliers' trains now arranged with Tredegar Iron & Coal Co. Colliery Co. finding coaches and platform at McLaren Colliery No. 1. Clearly in use at time of 1902 explosion (*Pontypool Free Press* 5 Sep 1902). In use in B. & M. colliers' trains tt dated 20 Jun 1910. . Did it clo 14 Apr 1930 (along with GWR pass service) in consequence of landslip south of New Tredegar Colliery or did the colliery coys'. trains continue on their isolated section of line?
MACHEN: The unadvertised Newport – Caerphilly Works workmens' trains (which were not withdrawn until 1 Jul 1963) used to call here. The stops were still existing in the Sep 1962 *Wtt* (RAIL 921/105) and were *not* withdrawn at 31 Dec 1962 (because their withdrawal is **not** shown in the Brecon line closure Trains Alterations Notice) and would thus have continued to clo 1 Jul 1963.
MACHRIHANISH: *Camp* (third ed.- 2000) implies trains ran for a couple of months in 1932 – but had (indeed) ceased by May.
MACHYNLLETH [Corris]: *SoL GIC A/489 of 5 Dec 1930* said: "The name of Machynlleth Station on the Corris Branch has been altered to "MACHYNLLETH (LOW LEVEL)". *Bit late in the day!*

MADDAFORD MOOR SIGNAL BOX: The signal box was reported 'Ready for Inspection' (by Board of Trade) on 1 Feb 1900 (TNA file MT6/946/4) – which means it would have been op soon after. The box was taken out of use by L&SW Notice No. 8, 1919, dated 3 May 1919 so there would have been no futher use by signalmen's families once they had been rehoused and speculation about survival until 1926 is in error.
MADDIESONS CAMP: since some date after 1983 has reverted to ROMNEY SANDS.
MADELEY near Telford:
MADELEY [GW]: Reports of the General Manager (a printed, bound volume, issued privately by GWR) page 127 confirms closed 22 March 1915 (*in Cl pap at Brunel Univ.*); both there and in list of wartime closed stations in Jan 1917 GW public tt it is suffixed "(Salop.)" – presume this was part of its proper name. Final clo confirmed as 21 Sep 1925 in Passenger Train Service Committee minutes for winter 1925 (RAIL 250/786), where it is shown as MADELEY **(SALOP),** and *Wellington Journal* 12 Sep 1925 *(better provenance)*.
MADELEY near Stoke-on-Trent
MADELEY ROAD: 20 Jul 1931 clo date confirmed by LMS WON W1 of 15 Aug 1931
MAENTWROG ROAD (b): may not have been advertised in public tt but certainly advertised by its sponsor, Gwynedd County Council, in 1990 publicity leaflet, as MAENTWROG ROAD HALT. It is confirmed that in 1990 there was no facility for passengers alighting or joining at either Maentwrog Road or Trawsfynydd (to which points services were extended that year).
MAERDY: op 18 Jun 1889 – *Co n* in *South Wales Daily News* 15 Jun 1889 (*Co n better provenance than mere report)*
MAESBROOK: for op., might be better to say "op 13 August 1866** which see for other relevant information." as for other stations.
MAESMAWR: provenance for op 30 Oct 1840 and clo 20 Apr 1841 is W R B Page's notebook (held by *WRRC*); reop 1845: TV min. 14 Apr 1845 ordered arrangements for booking passengers at Maesmawr on Saturdays as an experiment; TV min. 8 Jul 1845 ordered that the station be discontinued [*the minute also noted that it had been open for 11 weeks*]; TV min. 11 Nov 1845 "Ordered that the passenger trains stop at Maesmawr Incline on Sundays for the purpose of receiving passengers." (*no further information available*). The TV minutes are at RAIL 684/2. Delete *(RAC)*.
MAESTEG [GW]: relocated ca. 10 chains north ca. autumn 1896. RAIL 253/805/50 gives 'additional lines *[at site of old sta.]* opened Dec 1896', so new station must have been op *before* then (from Tony Cooke – so this amends *Cooke TLD* 49/5)
MAESTEG EWENNY ROAD: op date confirmed by BR leaflet DW0419/A40/09.92-05.93/DEL1
MAGHULL NORTH: op 18 Jun 2018 - better provenance for op date: https://www.merseyrail.org/news/june-opening-date-confirmed-for-new-maghull-north-station.aspx (accessed 5 Dec 2021)
MAGOR: op ***by*** 19 Sep 1851 – *Co n,* dated that day, in *Bristol Mercury* 20 Sep 1851.
MAIDEN LANE [NL]: 1 Jan 1917 clo. confirmed by *T 22 Dec 1916*
MAIDENHEAD: the *Bucks Herald* continued to show the 1871 station as "Maidenhead (New Station)" in their timetable section until April 1882 (!)
MAIDENS [**also** other intermediate branch stations]: 1 Dec 1930 clo date confirmed by *SoL GIC A/488 of 28 Nov 1930* (*better provenance)*
MAIDSTONE WEST: is there any reason to suppose clo of terminal sta and replacement by (present) through sta was not co-terminous with opening of extension to Strood on Wed 18 June 1856? (*Kentish Gazette*, 17 Jun 1856).
MAINDY: op 1 Dec 1906 (*Co n Western Mail*, 28 Nov 1906, p.1 – where given as MAINDY (NORTH ROAD). *See Eric Mountford's article in Rly Observer Sep 1958, repeated in WRRC Newsletter no. 172 Winter 2022/3. Service reduced to single train SSuX from 30 June 1958.*
MALDON WEST: 1 Aug 1919 reop given in *hbl* dated 10 Jul 1919*;* clo date confirmed by *hbl L15 (better provenances)*
MALINS LEE: clo. 1 Apr 1917 (*RCH Supplementary Notice no. 2 (Apr 1918)) (fuller provenance)*
MALMESBURY: a public (not just v.i.ps) special (for 250 people) ran on Mon 17 Dec 1877 – *Swindon Advertiser* 15 Dec

MALPAS: 16 Sep 1957 clo date confirmed by LMR W2 WON of 14-20 Sep 1957 *(better provenance)*
MALVERN WELLS: R A (Tony) Cooke advises that the Hospital siding and platform provided Oct 1944 (had been authorised 25 May 1944 - New Works Order Book Vol 38).
MANCHESTER ART TREASURES: a great deal of peripheral information when space is allegedly at a premium
MANCHESTER EXCHANGE: despite the 'part' op observation, **all** LNW services were booked to use the new sta. from 30 Jun 1884, according to the LNW's NE Division weekly notice no. 47 *('part' op presumably meant not all facilities were available from then)*
MANCHESTER EXHIBITION: *Co n Wigan Observer* 11 Jun 1887 and *Carnarvon & Denbigh Herald* 26 Aug 1887. Held at Botanical Gardens, Old Trafford, so the LNW seem to have used Cross Lane as its so-called 'Exhibition station'. Not clear how a "fast train" between Wigan and "Exhibition Station, Old Trafford" by the LNW could have used an MSJA 'Cricket Ground / Warwick Road' facility….
MANCHESTER LONDON ROAD [MSJA]: its (then) three platforms were brought within the London Road numbering from 20 Sep 1954 *[BR LMR W1 weekly notice of 11 Sep 1954: this brought the former GC lettered platforms, the former LNW numbered platforms and former MSJA numbered platforms into a single sequence] (this citation is missing from text)*; thereafter, sta. was not in any way distinguished in later BR LMR public tts [although it continued to be designated "London Road S(outh) J(unctio)n Plat(forms)" by *Brad*]; that was therefore the "merge" date. The three MSJA platforms were closed from 15 Sep 1958 for rebuilding/electrification work; they were replaced by a new island platform (present day pfms 13 and 14) which op 25 Apr 1960.
(MANCHESTER) UNITED FOOTBALL GROUND: *CLC* (1984) states the facility was "actually only ever named 'United Football Ground'" - MANCHESTER was not part of the name (as attested by a photo of 13 Nov 1982), even though 1956 *hb.* has it under Manchester. *BLN* 809.727 (of Aug 1997) reported nameboard had (presumably recently – i.e. for new football season) become MANCHESTER UNITED FOOTBALL GROUND. Services were suspended (on "security" grounds) - following the Stade de France incident - from 25 Nov 2015 until resumed 23 Jan 2016 *(Northern Rail announcements):* v5.05 has abridged this to *N Rail notice* – which can only lead to confusion between Northern Rail and Network Rail - *N Rail* is not listed in text as a recognised abbreviation; also 'notice' is not what I wrote – 'announcements' is what I said and meant. See *Chron.87/16.* Despite *NR* being a recognised abbreviation (albeit one with potential to be confused with Northern Rail), v5.05 does spell it out in full for 2017 clo.
MANCHESTER VICTORIA: provenance for 1 Jan 1844 opening is implied rather than specified. "report of inspection on 3 May (for opening from Liverpool) described this as new station at Hunts Bank recently named Victoria": 'recently' meant that the word 'Victoria' had been appended in the last days of December, immediately prior to opening of the M&L section: compare the two versions of coy notice (both allegedly issued 14 Dec 1843) at APPENDIX 5.
Report of Special Meeting of Proprietors of M&L Railway held on Thu 28 Dec 1843 (from *The Manchester Courier,* 30 Dec 1843) included: "THE CHAIRMAN read a letter from a proprietor, suggesting that the new station should be designated 'Victoria station'. A motion to this effect was ... agreed to." This shows that the change of new station's name from Hunt's Bank to Victoria was a last minute one. Presumably the approval of both the Palace and the L&M (the station was to be joint with that company) had been sought….. *Post hoc* reports spoke of "the New Victoria Station at Hunt's Bank" (*The Sun*, 5 Jan 1844, quoting from *The Manchester Guardian*).
MANCHESTER ROAD, Bradford: GCR circular *(RAIL 226/111)* dated 21 Dec 1915 says: "The Great Northern Company give notice of the closing of [this sta.] for Passenger and Parcels traffic until further notice, and such traffic must not therefore be sent to that station." *This strongly implies that station had* ***already*** *closed.* GCR circular dated 7 Jan 1916, referring to previous circular, says: "…this station has now been entirely closed for Passenger Train traffic…." – *which may or may not validate the 1 Jan 1916 date.*
MANOD: op date 10 Sep 1883 confirmed by GW Supt's notice 1808 of 5 Sep 1883, bound in RAIL 937/39; reop date 5 May 1919 confirmed by GWR Passenger Train Alterations Committee minutes (RAIL 271/4) . Reop 5 May 1919 confirmed by GWR Passenger Train Alterations Committee

minutes (RAIL 271/4) and GWR GM Circ. 2663 of 24 Apr 1919 *(at GWTrust archive) (better provenance).* In its own entry, "Tyddyn Gwyn" is rendered as one word.
MANOR WAY: see observations above under GALLIONS
MANORS EAST: Beware early references to N&NS 'Manors' station which mean their 1839-1850 'Newcastle' station at Carliol Square – e.g.*NE* (Tomlinson) p.326 note ‡ refers to "the railway station and the coal depot at the Manors" which op in spring 1842. While there seems to be no suggestion of a passenger station (only 'Manor Goods depot' – later Trafalgar goods) on the 1858 OS 6" survey, *Durham Chronicle* 13 Sep 1850 reports appearance of a new station "a little to the south of the old Manors station *(i.e. 'Newcastle' or Carliol Square)*" which suggests there was indeed continuity after 30 Aug 1850 - accompanied by relocation and a name change from NEWCASTLE to MANORS although main (Berwick) line trains did not call for many years – certainly not before 1887. *NE* (Tomlinson) p. 699 reports a new station op here 13 June 1887 but this appears to have been a new *building* on existing site (*Newcastle Daily Chronicle* 10 June 1887).
MANSFIELD: this was really **re**op 20 Nov 1995 - confirmed by Notts. County Council tt leaflet for new service. Leaflet also confirmed op. of MANSFIELD WOODHOUSE and SUTTON PARKWAY same date (but did not mention "fun day").
MANSFIELD CENTRAL: , BoT report MT6/29/78 folio 4 of inspection 3-4 Jan 1917 authorised pass use of new Mansfield Rly at 25mph (in advance of the public services at higher speeds from Apr 1917) with no mention of prior workers' service (although it is, of course, just possible workers' service had started at an earlier date without BoT authority….). Station was suffixed "L&NE" from their 9 Jul 1923 public timetable.
MANSFIELD WOODHOUSE (b): op 20 Nov 1995 confirmed by Notts. County Council tt leaflet for new service. Leaflet also confirmed op. /re-op. of MANSFIELD (former Town) and SUTTON PARKWAY same date (but did not mention "fun day").
MANSTON CAMP: add: non-tt: unadvertised service for RAF personnel over "Manston Camp Light Railway" – branch from Birchington A Jn. See also R M Lyne *TheMilitary Railways of Kent* in *RCHS Journal* Nov 1982 p.170 (presume precursor to the book). He reckons passengers had to change trains – but that presumably only represented position *before* SECR took over working). Note from the other attachment that SECR called it MANSTON AERODROME PLATFORM.
MARAZION: with others "have been altered" (from MARAZION ROAD) by GM circ 1718 of 24 Jun 1896 (RAIL 253/229) *(so earlier than shown in text, with better provenance)*
MARCHWIEL: public closure date (10 Jun 1940) derives from GWR Oswestry District Notice dated 6 Jun 1940 (RAIL 279/46) and GM's Report of 28 Jun 1940 *(better provenance)*
MARGAM Yard locations: unadvertised workers' services started 7 Mar 1960 with new Margam marshalling yard. They were for BR staff – quite separate from the Margam Halt for the steel works. "HALT (ticket *JB*)" refers to the steel works platform, and should appear immediately after "…via RSB line". All the text thereafter refers to BR staff stopping places.
Add: MARGAM SIDING [Pt Talbot Rly]: used for Grand Fête at Margam Park on Thu 29 Aug 1901 for Soldiers' and Sailors' Families' Association (*South Wales Daily News* 30 Aug 1901, p.5).
MARGATE
So far as the east-facing terminal sta. on Marine Terrace is concerned - shown on Map 131 – Dr Edwin Course's *The Railways of Southern England: The Main Lines* (1973), p. 104 unequivocally states that "the earthworks were completed" (*implying no track laid?*) by 1864 and Parliamentary powers were obtained *retrospectively* in 1865 - but that **it was never used.** Discount Gray *London Chatham & Dover Rly* (1984), p.135 (although based solely on Course, Gray manages to conflate the terminal sta. with the Ramsgate Road sta. and thus reach an invalid conclusion) and discount http://www.kentrail.org.uk/Margate%20(2).htm (probably based on second hand research, such as Gray) which credit it with a short-lived service in summer 1864. The suggestion that the Marine Terrace station op possibly stems from misreading of the piece in *Illustrated London* News of 23 Jul 1864 (which clearly refers to the through station – later West). Because the reports of the Kent Coast Railway company's half-yearly meetings in *The Times* covering the 1864/5 period make no mention of the Marine Terrace **branch** (nor of obtaining an Act for it) it must be concluded that no scheduled train service ever ran to it. *Times* 29 Aug 1864 carries the half-yearly report including the cited Engineer's report of 15 Aug [copy also at RAIL 333/1] that a new station "has also been opened at

the East End of Margate": this, however, refers to Ramsgate Road (see below). There was no mention of the mythical Marine Terrace station reported at the meeting!
Sketch of relationship of various Margate station locations from *R&TM* Jan 1920 (with Sekon/Noakes article on history of LCDR):



Sekon/Noakes also states – unequivocally (Feb 1920 issue) that the east facing station (shown here "for Ramsgate local traffic") "was never used". Map 131 requires revision.
MARGATE: refer to on-line 6" OS maps at http://maps.nls.uk/os/ website. For example, http://maps.nls.uk/view/102343507 shows "Buenos Ayres" as the area alongside the LC&DR's goods depot at West sta. – which itself was the Margate Rly/Kent Coast Rly intended *west-facing passenger terminal* sta. that was superseded ***before*** op. by the *through* sta. on present site on the extension to Ramsgate – BUENOS AYRES was thus a reference to the West sta. itself, as asserted by Dr Edwin Course (*op cit*, p. 298) who explicitly shows B A as synonymous with West through sta. The Buenos Ayres suffix only became necessary when Ramsgate Road op in August 1864; during the three months (Sep, Oct, Nov 1864) that Ramsgate Road appeared in *Brad* in a supplementary Margate ⇔ Ramsgate table only, the suffix Buenos Ayres was added to the 'main' station *in that table only* – the suffix was never added in the main LCD table. No Buenos Ayres suffix appeared in *Brad* in summer 1865. Incidentally, although the intended west-facing *terminal* sta. never op. for pass. it remained the goods sta. until largely removed to make space for enlarged road access for the 1926 modernisation of the pass. sta. But not to forget that the "West" suffix was not deleted until 11 Jul 1926 (as shown) (*rather than 2 Jul 1926 when the other Thanet changes all took place)* - as confirmed by CLC Coaching & Goods Circ. no. 22 of 29 June 1926 (which is clearly based on SR advice).
MARGATE EAST: op Mon 1 Aug 1864 (*Thanet Advertiser* 6 Aug 1864) as RAMSGATE ROAD. In *Brad* in 1864 for months of Sep, Oct and Nov only (although the last may have been overtaken by

clo for winter). Use in summer 1865confirmed by its appearance - as EAST MARGATE - in *Brad* for July, Aug and Sep 1865 (when it was shown with only for four trains, in Up direction only apparently).
MARGATE SANDS: clo. after last train on 1 Jul 1926 confirmed by SR notice No. 24 ST(E) and clo from 2 Jul 1926 according to *hbl 60*
MARINE COLLIERY: shown as MARINE COLLIER'S PLATFORM in July 1921 *Wtt* (*RAIL 937/129*) and MARINE COLLIERY PLATFORM in supp to *Wtt* 7 Feb 1927 *(RAIL937/146*)
MARKET HARBOROUGH: Mid.handbill cited by *Mid*. gives old sta. closed and new one op. 14 Sep 1884.
MARKHAM VILLAGE: was already carrying suffix HALT **before** 30 Sep 1935 but was staffed part time (0830 to 1820) – LMS *PCC no. 150 amended by no. 16.* Worked as unstaffed halt from 5 May 1941 (SoL GIC A/1021 – *although the item – based on an LMS advice - actually spoke of 'Markham Village station').*
MARLBOROUGH LOW LEVEL: GIC advice of clo 11 Sep 1961 gave no suffix
MARLOW: resited slightly south (in former goods yard) and nearer Bourne End 10 July 1967 (*WR WON K2-25/1967(8 to 14 Jul 1967)(better provenance)*
MARSDEN near South Shields
MARSDEN (b): According to W J Skillern in *SLS Jour* May 1970, the deviation of the line westwards by about 100 yards, *north* of Marsden (which precipitated this) was authorised by Light Railway Order SR&O 1926 no. 1066 of 1926, and brought into use in 1929. The relocation of the station could have been at any date between the two (correspondents at *Chron. 2/4* had differing views…). Later OS maps (while showing the new coast road which required the deviation) still show Marsden station in the same location – and no "station" or "platform" at Whitburn Colliery; nevertheless, Skillern affirms that "passengers were carried the ½ mile or so extra to the platform at Whitburn Colliery, the running time being increased [by 2 mins.]" and that "Marsden station … was demolished" – *Brad* still referred to Marsden although the platform sign remained WHITBURN COLLIERY to the end.
MARSDEN COTTAGE: according to W J Skillern in *SLS Jour* May 1970 this was op. between 1905 and 1910 (correspondents at *Chron. 2/4* had differing views, of ca.1903 and ca.1910) and was sometimes known as Salmon's Hall or Salmond's Hall. Shown as MARSDEN COTTAGE *PLATFORM* on 6" OS published 1921. *Chron. 85/23*
Add: MARSH BARTON: op. 4 Jul 2023 (ceremony previous day) (https://www.gwr.com/stations-and-destinations/stations/new-stations/marsh-barton (accessed 7 Feb 2025)) {Exetere St Thomas – Starcross}
MARSTON MAGNA: addition of MAGNA suffix confirmed as "has been altered" *(note tense)* by GWR GM Circ 1666 of 9 May 1895 (RAIL 253/229)
MARTEG HALT: op date 18 May 1931 confirmed by *SoL GIC A/509 of 8 May 1931 (better provenance)*
MARY TAVY & BLACKDOWN: addition of "& BLACKDOWN" suffix "in future" confirmed by GWR GM Circ. 2070 of 7 Dec 1906 (RAIL 253/482) *thus pre-1907 – and provenance;* converted to halt 11 Aug 1941 –*SoL GIC* A/1037 of 15 Aug 1941
MARYHILL PARK: At its end, the Singer workers' service *did* have a Saturday service so last day was Sat 29 Feb 1964 (or describe it as "withdrawn w.e.f. 2 March 1964") .
MARYLEBONE [Bak]: 1917 renaming (16th, Apr, not 15th given by *L.*) provenance by *T.* 3 Apr 1917, page 3
MATHRY ROAD: op. date 1 Aug 1923 confirmed by GWR Section 10 *Wtt* dated 9 Jul 1923 (RAIL 937/135) and Passenger Train Service Committee minutes for summer 1923 (RAIL 250/786) where it is shown as plain MATHRY (no suffix) from the outset. However, GWR handbill (RAIL 253/482) and *SoL GIC* 118* of 27 Jul 1923 (RAIL 253/482) both show it as "MATHRY (for St. David's)". GWR GM Circ.2883 of 15 Oct 1923 (RAIL 253/482). said "The name of Mathry Station has been altered to MATHRY ROAD (for St. David's)" *(note tense)*.
MATLOCK: Clo 25 Aug 2018 (remodelling of Derby station); reop 8 Oct 2018
MATLOCK BATH: Clo 25 Aug 2018 (remodelling of Derby station); reop 8 Oct 2018

MAWCARSE: was shown in *hb.* (e.g. 1904 edition) as plain MAWCARSE until a *hb.*amendment in ER Comm.Circ. 309-12 of Jan 1954 added the "Junction" suffix. 'Junction' still in 1956 *hb.* Removal of suffix from ScR public tts: suffix **was in** table and index of 9 Jun 1958, **in index only** of 15 Sep 1958, in neither from 15 Jun 1959. Deletion (eventually…) advised by *GIC A2/31 of 18 Jun 1962* "have been renamed"
MAXWELLTOWN: "As required" football calls still shown in 8 Jun – 20 Sep **1953** *Wtt* (RAIL 917/33)
MAYBOLE:same commentrary as for GIRVAN
MAZE HILL: renamed MAZE HILL FOR NATIONAL MARITIME MUSEUM **27 Apr** 1937 – LMS *PCC no. 225* and in *RCH distance tables advice no. ??/11 of 5 Jan 1938*
MEDBOURNE [GN/LNW]: clo 1 apr 1916 confirmed by *hbl* (25) of 27 Apr 1916 *(better provenance)*
MEDSTEAD & FOUR MARKS: renamed 1 Oct 1937 – *RCH distance tables advice no. ??/11 of 5 Jan 1938 (better provenance)*
MEIGLE: op (as FULLARTON – do not confuse with the Meigle station which became Alyth Jn in 1876) **12 Aug** 1861 (after ceremonial 10 Aug) – *Co n Dundee Courier* 13 Aug. *The cited Co n in Dundee Advertiser of 2 Sep is a* ***revised timetable*** *from that day,* ***not*** *the opening notice.* Cal GM's circular of 3 Oct 1876 advised name change from Fullarton to Meigle from 1 Nov 1876 *(better provenance)*
MEIGLE JUNCTION: the 1848 sta. – referred to in some press timetables as Meigle (Dundee Junction) (e.g. *Dundee Advertiser* 20 Jun 1861) was superseded as interchange sta. between the Perth – Kinnaber line and the Newtyle line, by ARDLER [Cal.] from 1 **Jul** 1861 – *Montrose Standard* 28 Jun – *vide* also complaints in press during July (e.g. *Dundee Advertiser* 6 Jul) about the new arrangements.
MEIROS COLLIERY: delete entry. There was no GWR branch here – only a narrow gauge tram-road – and a report in *Glamorgan Gazette* 22 Feb 1918 seems to make pretty clear that men walked to/from the colliery anyway.
[#10] MELCOMBE REGIS: op date (Sun) 30 May 1909 confirmed by Bristol Div Annual Report 1909 (RAIL 253/530); *the cited newspaper source not traced in BNA online.*
MELDRETH: "to March 1971**" should read: "renamed MELDRETH March 1971**"
MELLS ROAD: some support for the use of 'Babington' in GWR notice about their forthcoming Bill in *Bath Chronicle*16 Nov 1865 (and elsewhere); op 1 Mar 1887 confirmed by GWR (?GM) Circ 665 (RAIL 253/229).
MELTON MOWBRAY [Mid.] renaming confirmed (without start date – but doubtless intended to be **with** 16 Sep 1957 tt) by LMR Opg. Circ. 358 dated 12 Sep 1957 *(that circular does* ***not*** *mention the North station….).*
MELTON MOWBRAY [GN/LNW]: renamed NORTH for freight 1 Jul 1950 (source: *LMR Optg. Circ. 11 of 29 Jun 1950)* and for pass 16 Sep 1957 t.t.
MENSTRIE & GLENOCHIL: renamed – from MENSTRIE FOR TULLIBODY to M & G in 1954 *by unidentified Circ. of 30 Jul 1954 – c.f. Cambus (bit late in the day!!)*
MERIDIAN WATER: op 3 June 2019 better provenance https://new.enfield.gov.uk/news-and-events/meridian-water---londons-newest-station (accessed 5 Dec 2021)
MERRYLEES: clo 1 Mar 1871 could cite Alterations Notice in the Midland's March 1871 Public tt
MERTHYR TYDFIL
MERTHYR TYDFIL [GW]: **Ticket platform:** BoT report on 16 May 1874 accident (RAIL 1057/77) includes "about 10 of (*the passengers*) had got out on to the platform when the train first stopped to collect tickets in order that they might catch a Taff Vale train." Clearly, some form of exit for members of the public from the far end of the inbound platform must have been available in order to make a short cut to the TV station (and one must infer it was a regular occurrence). The outer end of the GW station's inbound platform stretched some considerable distance beyond the relatively short covered portion and the cited reference in *Western Mail* of 13 July 1877 leads to the conclusion that ticket collection must have been undertaken there. Also, there seems to have been no suitable site for an independent ticket platform further out. Thus, the inference of collection being undertaken at an *independent* "ticket platform" becomes untenable and the reference to a ***separate*** ticket platform

should be discounted, the outer portion of the long station arrival platform being used for such purpose, with trains thereafter drawing forward to the stop blocks.
MERTHYR [TV]: TV Directors' min. of 21 Aug 1877 (RAIL 684), regarding diversion to GW sta (hence clo of their own sta) from 1 Aug 1877 refers to *possible* use of GWR ticket platform as setting down platform – this appears to refer not to a *separate* GWR ticket platform but to the outer end of the GW station's platform as explained in cited *Western Mail* report of 13 July 1877. TV Traffic Committee min. 26 Jan 1915 (RAIL 684/20): "Request from Town Clerk of Merthyr, that the workmen's train leaving Merthyr (T.V.) at about 6.00am and 3.00pm daily, be run from and to Merthyr (G.W.) station, declined."; this might appear to imply some continuing passenger use after 1877 but TV *Wtt* 14 Jul 1916 shows Pentrebach ⇔ Pontypridd workmens' trains running as empty stock Merthyr TV ⇔ Pentrebach.
MERTHYR TYDFIL [GW]: GWR GM Circ. 3011 of 17 Sep 1926 gave alteration from MERTHYR PASSENGER to MERTHYR as 'forthwith'. The change in 1971 did **not** involve longitudinal relocation of station but a new building at the original John Street site (*BLN 191, p.165*). The relocation to present site (which would be better described as **off** Court Street) from 14 Jan 1996 involved a shortening of the line and a movement of the station centre line of about **100** (not 200) yards (*BLN 770.70* and *BLN 774.253*).
DOWLAIS JUNCTION: entry is under DOWLAIS (despite location being between Merthyr Tydfil and Pentre-bach)
METHIL: The reference to non-tt workmen's services via Kirkland Yard is in error (esp. as Kirkland Yard did not open until 29 May 1911). Such services only ran from 21 Sep **1925** until ceased wef 1 Dec 1934 – see *RHRG 212/23.* They served both Kirkland Yard and Methil East signal box – neither of which was actually in Methil – and were for railway (rather than dock) workers. The penultimate sentence about military summer camp movement in 1910 (which seems misplaced here – it had nothing to do with Methil) should be heavily qualified – see commentary under LARGOWARD, above, and *RHRG 212/2*
MEXBOROUGH…. "*Wikipedia* items refer to M (FERRY BOAT) HALT but state that no clear source has been cited;": proper citation https://en.wikipedia.org/wiki/Mexborough_(Ferry_Boat)_Halt_railway_station – but that offers no *explicit* provenance, apart from a general reference to Franks, *The South Yorkshire Railway* (Turntable Enterprises, 1971); the latter **doesn't** support such claims – it would be better to refer to Andrew Overton's piece in *Chron. 102/20* which pretty roundly rubbished the notion!
MICKLE TRAFFORD: op 2 Dec 1889 confirmed by GWR SoL Circ. 766 of 18 Dec 1889 (RAIL 253/229)
MICKLEFIELD: *Leeds Mercury* 27 Sep 1834 renders it as Mickleford (?merely a typo?)
MICKLEHURST: *RM* Jul 1957 p. 521 *The Why & the Wherefore* answer gives clo. as (Fri.) 12 Jul 1907 *(possibly last day rather than wef)*. However, while RAIL 1005/289 simply quotes Officers Conf. min. 41935 of of 18 Dec 1906 without giving date of clo., *Manchester Courier and Lancashire General Advertiser* of 26 Jan 1907 p.3 states that "the LNW has decided to close the Micklehurst station" – without specifying date (but implicitly sooner rather than later). 1 May was possibly next public tt thereafter? or had sta. clo. even earlier?
MICKLEOVER: LNE emergency service started 11 Sep 1939 – service retained a single Stafford – Derby round trip until withdrawn and sta. clo**. 4 Dec** 1939 **[**Higginson *The Friargate line* (1989) - per *Chron. (first series) 3/17*; relevant working timetables incl. LNE Emergency tt 2.10.39 (*RAIL* 943/33); and info from G J Aston]
MICKLETON [GW**]:** add: near Honeybourne *(to distinguish from the other Mickleton).* Location to read {Chipping Campden- Honeybourne}
MIDDLESBROUGH: add {map 43} For observations on early stations here see https://branchline.uk/rail_chronology/Middlesbrough's%20early%20stations.pdf - accessed 26 Feb 2026
MIDDLETON ROAD: mentioned in report of new 'motor train service' from 11 Jul 1904 in *Lancaster Standard & County Advertiser* 15 Jul 1904. Significant train service alterations in the area (albeit not specifically mentioning Middleton Road – but it would obviously have been from the same date) effective from 1 June 1905 were reported in same paper of 26 May 1905.

MIDDLETON-ON-LUNE: *LNW dates* and *PCC 192* should be distinguished as two separate sources.
MIDDLEWOOD: as the stations were M HIGHER and M LOWER at closure, surely the [GC/NS] one should have a sub-heading **MIDDLEWOOD HIGHER** and the [LNW] one a sub-heading **MIDDLEWOOD LOWER**, thus:**.**
MIDDLEWOOD HIGHER: clo date 7 Nov 1960 confirmed by *GIC R1534/1052 of 17 Oct 1960*
MIDDLEWOOD LOWER suffix not added until 20 Aug 1951 (LMR Opg.Circ.68 dated 6 Sep 1951)
MIDFORD [GW]**:** 22 Mar 1915 clo date *GM's report 12 Jan 1917 (better provenance)*
MIDSOMER NORTON & WELTON [GW]**:** transposition of names from 1 May 1904 confirmed by GWR GM Circ. 1960 of 21 Mar 1904 (RAIL 253/482) *(better provenance*); clo 2 Nov 1959 confirmed by BR Alterations to Passenger Services leaflet P11-449 – but "& Welton" ***not*** used in that leaflet *(renamed when?)*
MILES PLATTING: for evidence for *official* inclusion of 'JUNCTION' in station name from 1 Jan 1844 opening date see *Co n* under MANCHESTER VICTORIA entry
MILFORD [NE]: Lt.-Col. Sir Frederick Smith's report on the accident on 11 Nov 1840 refers to the junction as both TAYLOR'S JUNCTION and SOUTH MILFORD JUNCTION (Taylor's Wood was presumably the wood on the down side between Ingthorns Lane and the junction). However, in the subsequent correspondence (published with Smith's report) the Y&NM company consistently refer to the location as MILFORD JUNCTION so it would be as well to discount Smith's usage. OS 6" 1845 to 1848 survey, published 1850, shows MILFORD JUNCTION station just south of point of bifurcation at grid ref SE503305 whereas 25" survey 1890 published 1891 has moved the station ca.11chains north to g.r.SE503307, to be between the bifurcated routes; the dating (attributed to Cobb but presumably deriving from his comparison of these OS plans) should arguably be "from some date between 1845 and 1890".
Beware: Wilson *Milford Junction* in *Railway World* Apr 1961, p. 129 says: "Milford Junction was closed to passenger traffic on 3rd September 1904, the closing coinciding with the provision of four tracks from Burton Salmon to Milford South box." **but this was not correct.**
MILFORD & BROCTON: LMS *PCC 78* of 15 Mar 1934 said "…the words 'FOR CANNOCK CHASE' are being added…" – so date was **March** 1934 (same as for Hednesford)
MILFORD HAVEN: *hba* **1865** already lists it as 'OLD MILFORD - G.W. - Branch from Johnston'. Station resited laterally ca. Nov 1890 (GWR records and MT6/532/1) *(not clear whether new platform brought into use in Nov – or if it had to await BoT inspection*). *Do not take use of 'Old Milford' as indicating that was what the documentation actually said* . Apr 1892 renaming: delete *Cl pap*, merely cite "Burnell's Bible" (*RAIL 1014/59*); renaming from 30 Aug 1906 confirmed by GWR GM Circ. 2059 of 15 Aug 1906 (RAIL 253/482) *(better provenance*)
Non-tt: **DOCKS**: The dock, railway and the Newton Noyes pier were formally op Thu 19 Jan 1882, and a train left from a temporary platform erected at what was intended to be the site of Milford Docks station. (*Cardiff Times* 21 Jan 1882, p.8). First commercial use 24 Oct **1889** – *South Wales Echo* 23 Oct (which seems to be cribbed from *Western Mail* 21 Oct). Elsewhere in press (and by GWR GM's internal report) call was described as "experimental". Full details of the actual arrival of *City of Rome* on 24th given in *Western Mail* 25 Oct 1889, p.2. **n.b.** If the reference to 1898 event is to be retained, amend "if *S S Gaspesia*" to read "of *S S Gaspesia*"
Perhaps DOCKS warrants a discrete entry of its own.
MILKWALL [SW Jt]: see **1933 ****
MILL HILL BROADWAY: 25 Sep 1950 renaming date confirmed by LMR Opg.Circ. 21 of 14 Sep 1950 and *Daily Telegraph*; county suffix *(which appeared only in index)* **unchanged** from (Middlesex) in tt 5 May 1975 (and unchanged still at 1979 tt)
MILL HILL EAST: LNE emergency service started 11 Sep 1939 confirmed by *hbl L15 (no provenance given at present – unless it's Borley's letter). Doesn't inclusion of bus replacement open up a whole need for 'consistency' elsewhere?*
MILL HILL THE HALE: LNE emergency service started 11 Sep 1939 confirmed by *hbl L15 (no provenance given at present – unless it's Borley's letter). Doesn't inclusion of bus replacement open up a whole need for 'consistency' elsewhere?*

MILL HILL LANCASHIRE: suffix *(which appeared only in index)* changed from (Lancashire) to (Greater Manchester) from tt 5 May 1975 (and unchanged still at 1979 tt)
MILL STREET (b): see also **1904 June 1** (as amended, below). The late Colin Chapman (an assiduous TV researcher) recorded that Mill Street and Commercial Street closed 'on 1 Jun 1912' – that being a Saturday, presume it to have been the last day – hence clo. w.e.f. 3 Jun 1912. The unadvertised miners' use (to/from Nantmelyn) continued, as evidenced by entry in TV Appendix of May 1913. Given as MILL STREET PLATFORM in a TV handbill of Dec 1921.
MILLBROOK (BEDFORDSHIRE): same commentary as for ASPLEY GUISE
MILLERS BRIDGE: clo. not advised for RCH Distance Books until Jul 1883 *(bureaucratic inertia?)* (per J R Whittle - *Cl pap)*
MILLHOUSES & ECCLESHALL: clo 10 Jun 1968 confirmed by GIC 184 of 1 Jul 1968 *(better provenance)*
MILLTIMBER: op 2 Jan 1854 (comparison of Dec 1853 tt in *Aberdeen Herald* 17 Dec 1853 and 2 Jan 1854 tt in same paper **31 Dec 1853**)
MILLWAY: Op as RADWAY GREEN (MILLWAY) (Sun) **29 Mar** 1942 given in *LMS Div Supt of Ops, Crewe letter 29 May 1945 in Cl pap and LMS Optg Dept list A86/1 Sep 1945 (*see APPENDIX 4). This location was shown as "Mill Lane" (timings shown alongside Radway Green but with "M = Mill Lane" note) in LMS *Wtt* 4 May 1942 *Wtt* . "Mill Lane" was a misnomer (they picked the wrong mill) so amended to "Millway" (timings shown alongside Radway Green but with "M = Millway" note) in LMS *Wtt* 5 Oct 1942 and subsequently. Referred to as "Radway Green (Millway)" in *Wtt* supplements. Location {Radway Green – Alsager}
MILTON near Stoke on Trent [NS]: see commentary under ENDON**.**
MINETY & ASHTON KEYNES: addition of '& ASHTON KEYNES' suffix "in future" confirmed by GWR GM Circ. 2028 of 18 Aug 1905 (RAIL 253/482) *(better provenance)* although GWR public tt Oct 1905 carries renaming as new event but *may* merely mean it happened since previous tt issue.
MINFFORDD: early spelling of MYNFFORDD is confirmed by 1873 *Wtt* (*RAIL923/2)* – so not merely a *Brad*-ism as text currently implies) See **17 Oct 2020****
MINSTERLEY: report in *Shrewsbury* of 15 Feb 1861 of trains on Wed 13 Feb strongly implies – by the reference to 'tickets' – that they were more than VIP specials that day i.e. public (c.f. Cannock 'introductory' service of 1989)
MITESIDE: ! there should be opening inverted commas before word 'an'
MOCHDRE & PABO: 5 Jan 1931 clo is from LMS *Passenger Train Service Alterations* notice for Jan and *SoL GIC A/491 of 19 Dec 1930 (better provenance)*
MOELWYN: *hbl L72 of Aug 1929* recorded it as "reopened" (rather than 'opened') – but no date given
MONKHILL: being one word, this entry should appear *after* MONKS RISBOROUGH?
MONKTON & CAME: clo date specifically shown as **Sunday 29** Apr 1917 (by public notice (RAIL 253/537))
MONKTON COMBE: Clo 21 Sep 1925 confirmed by Passenger Train Service Committee minutes for winter 1925 (RAIL 250/786) and GWR Bristol Diary (RAIL 253/545) *(either is better provenance than Cl.)*
MONMOUTH TROY: both *Monmouthshire Beacon* and *Monmouthshire Merlin* of 4 Apr 1857 confirmed that the judiciary had also arrived by train on Sat **28 Mar 1857**, arriving at 'temporary platform'. For the next Assizes a train ran to the temporary platform on Sat 1 Aug 1857 (as stated); reporting that event, *Star of Gwent* 8 Aug 1857 added that "On the subsequent days on which the assizes were held trains were run on the line from Usk for the use of the public." These would, of course, only have reached the temporary platform.
For counter evidence of opening of station see **1857 Oct 5** commentary, below.
MONTROSE The 1952 addition of suffixes (CENTRAL for NB and EAST for Cal.) was **purely** for **goods** depots - as shown in *hb* 1956 edition. The reason the addition of the suffix for the NB goods depot was not included in *Clinker's Register* is because neither that passenger station nor its goods depot closed during Clinker's period, therefore did not qualify for a renaming footnote. Clearly, it would have been at the same date as East, presumably in May 1952

MONTROSE [Cal]: The most likely location for the temporary station of 1848/9 – which the contemporary local press reported as a marquee at Rotten Row (*Montrose Standard* 28 Jan 1848) or at the Links Toll-Bar (*Arbroath Guide* 29 Jan 1848) - might seem to be the main road crossing *(ideal for interchange with road coaches onward to Aberdeen)* in the vicinity of the later Broomfield junction. It is evident from OS maps surveyed in 1862 https://maps.nls.uk/view/74947360 and 1902 https://maps.nls.uk/view/82883442 that the Cal. station was on the same site as the old one; the 1863 change was merely that a new main *building* was slightly to the east of the old one, the station's overall footprint being unchanged.

MONTROSE [NB]: *Chron. 104*/5. Saturday 1 Oct 1881 was the day the North British took over - from the Caledonian - the working of the Montrose & Bervie Railway. In consequence, it was Bervie (later Inverbervie) trains which from that date started to use the new NB station, a couple of years before the NB's Arbroath - Kinnaber passenger trains started (goods working was already in force). As the only other rail egress at the time from Montrose was the Caledonian's branch to Dubton, this meant passengers from the Bervie line had to change stations - the 'Montrose Notes' in the *Dundee Evening Telegraph* of 30 Sep 1881 fully set out the new arrangements - and the reaction of locals to the inconvenience.

MONUMENT London: deletion of "The" was post Nov 1887, but by 1912

MONUMENT LANE Birmingham:

The first portion of a new goods warehouse brought into use 3 Aug 1886 – Clinker (note of 9 Jul 1954) did not disagree that the P sta. move ***could*** have been around the same period

MOORGATE [Met. – Widened Lines]: temp.clo. for electrification 14 May 1979 (BLN 372 and 373) ; reop 11 Jul 1983 (BLN 470, p.168 (the re-closure there mentioned was only very temporary!))

MOORGATE near Oldham: add location as {Delph Jn (or Delph, if preferred) – Greenfield}

MORBEN JUNCTION: why the cross-ref to Dovey Jn? – the latter entry makes no mention of Morben Jn. No press ref to Morben in railway context 1866 to 1906 and no mention of this name traced once the legislative process had given way to actual operation of the railway.

MORDEN ROAD: the *"Co n"* is more expliclity identified as LBSC Supplementary Train Notice for Nov 1918 (RAIL 951/49). *From ScR Comm. Circ FK57/4):*"On and from **18th June** 1951, the following Southern Region Station will be renamed as shown below:-

Present name	**Section**	**New name**
Morden Halt	(LBSC)	Morden Road Halt "

and confirmed by LMR Opg.Circ. 55 dated 31 May 1951.

MOREBATH: reduced to unstaffed halt 3 Jun 1963 *(GIC A2/54 of 6 May 1963)*

MORECAMBE

Midland: According to cited source *Morecambe*: the locality of Morecambe was known as Poulton-le-Sands until 1889. The station known as Harbour ceased to be used for passengers in 1857; the station at Northumberland Street replaced by a new station on approximately the same site about 1873. *Clearly, there is some disagreement amongst sources. It is questionable whether it is appropriate that two separate sites (pre 1907+ post 1994 and 1907-1994) should be lumped together as they have been in this entry.*

The correct citation for the **Tue** 8 Feb 1994 closure date (last trains **Mon** 7 Feb) should read simply *BLN* 724 p.57/94-50; that item cited as *its* source: Regional Railways' leaflet, *Relocation and Reconstruction of Morecambe Station*. (all the other *BLN* pages cited are irrelevant or incorrect – or were corrected by *BLN* 751 p.103/95-46)

MORECAMBE EUSTON ROAD: presumably citation *CW* should read *C/W* (although the relevant public tts would be a better, primary source! *Mid.* would be better that *C/W*). Note also that *U* asserts that Euston Road was used for public excursions during summer 1963.

MORETON near Oswestry: location (if it qualifies for entry at all) should be {Gobowen – Weston Rhyn}. Noted in *Wtt*s (e.g. March 1866, Jan 1871 and July 1872) but entry is only freight (goods) trains. Noted in *hb* from 1862 as MORETON, but from Appendix 1875 through until last appearance in 1895 *hb* given as MORETON HALL. An undated RCH Jcn diagram gave Moreton as 1m39ch from Gobowen while a later diagram gave Preesgweene (later renamed Weston Rhyn) 1m66ch from Gobowen; hence Moreton would have been just over ¼ mile **south** of Preesgweene. **However,** no entry for Moreton (Hall) traced in *Brad.* **It is highly questionable that this was ever a passenger**

facility, and almost certainly refers only to siding (probably private) for Moreton Hall colliery - see 1874 OS 6" plan; no obvious public access.
MORETON MERSEYSIDE: suffix *(which appeared only in index)* changed from (Cheshire) to (Merseyside) from tt 5 May 1975 (and unchanged still at 1979 tt)
MORFA CROSSING: Morfa Crossing deserves a full antry in its own right and should not be linked with the Old Dock – Cribbwr Fawr workers' service, having been for a quite separate such service: an unadvertised service from ca. 1914/5 from the WW1 PoW camp at site of English Celluloid Works on Port Talbot Rly's main line near Duffryn Mills (for POWs building Margam steel works). The PTR working timetable dated July 1920 (RAIL 981/408) shows no service to Morfa Crossing Halt (as it was for workers in a POW camp that is not surprising!). The halt was **not** used by the Port Talbot Docks – Cribbwr Fawr service (*vide* Simmonds *A History of the Port Talbot Rly & Docks Co and the South Wales Mineral Rly Co* (Vol. 2, p. 431) for detail).
MORFA MAWDDACH: Barmouth Junction op. (*vice* Barmouth Ferry) Wed 5 Jun 1867 [full exposition at *Chron. 88/24*]. See **17 Oct 2020****
MORLEY [LNW]: "to March 1971**" should read: "renamed MORLEY March 1971**" Clo 17 Jun 2023; reop 26 Jun 2023 (relocated 75 metres north east) (https://www.networkrailmediacentre.co.uk/news/transpennine-route-upgrade-completes-latest-phase-of-work-at-morley (accessed 7 Feb 2025))
MORMOND: 1 Jun 1939 conversion to halt confirmed by LMS *PCC no. 333and SoL GIC A/933 of 30 Jun 1939*) *(better provenance)*
MORNINGSIDE [Wishaw & Coltness]: op mid-June 1844 *[see reasoning in comment under **1835 C**, below]*
MORNINGSIDE [Cal]: Shouldn't reop 2 Jun 1919 source read *(RCH)* as for the others that Bryan Wilson reported (e.g. Kelvinside)? 1 Dec 1930 clo date confirmed by *SoL GIC A/488 of 28 Nov 1930* (*better provenance)*
MORPETH [BT]: diversion of NB trains to NE station from Fri 3 May 1872 confirmed by report (dated 11 May 1872 at MT6/ 87/8) of Board of Trade's inspecting officer and by NBR *Co n* in *Newcastle Daily Journal* on Fri 3 May 1872.
MORRIS COWLEY: op date 24 Sep 1928, confirmed by SoL GIC 378 (28 Sep 1928) – " is now open" - so **discount** *Wtt* supp (RAIL 937/151) which gives 8 Oct 1928; no press ref traced. *Birmingham Daily Post* (cited for clo) had been, since 21 May 1918, simply the *Birmingham Post.*
MORTON PINKNEY: the section of line which op on 5 June 1871 did **not** include this location. An E&WJ map (from a prospectus?) at Taylor, *The Stratford-upon-Avon & Midland Junction Railway, Vol. 1* (2017) , p.65, shows CANON'S ASHBY as a (?prospective) station, apparently at MortonPinkney site, so it seems quite likely that Canon's Ashby was the name used prior to opening. Also same commentary as for BLAKESELEY.
MORTON ROAD: 22 Sep 1930 clo date confirmed by *hbl L77 (better provenance)*
MOSELEY: later reop as MOSELEY VILLAGE >
Add (under MOSELEY heading): MOSELEY VILLAGE: Op (Tue) 7 Apr 2026 (https://www.wmca.org.uk/news/west-midlands-rail-revolution-continues-as-mayor-announces-opening-dates-for-five-new-stations accessed 12 Mar 2026)
MOSES GATE: clo 2 May 2015 (Farnworth tunnel work); reop 14 Dec 2015
MOSS [GW]: unstaffed *(which would usually have made it a Halt rather than a Platform under GW nomenclature)* **31 May 1925** according to *hbl 56*
MOSS SIDE (b): clo 11 Nov 2017 (electrification works); reop 29 Jan 2018.
MOSSBAND [Cal**]**: Pratt *British Railways and the Great War* (vol. 2, p.856) says two plat sta built by Cal for the Gretna munitions factory complex was op. **early 1916**. *Where is the "1916 poster for workers' trains" to be found (otherwise this is no help as provenance)*
MOSSEND: Renaming from HOLYTOWN confirmed effective from Cal. tt of Jun 1882.
MOSSLEY near Stoke-on-Trent: although *Cl.* gives clo 13 Jul 1925, Jeuda *(The North Staffordshire Railway in LMS Days,* Vol. I, p. 14*)* gives 13 **Apr** 1925 – both dates are Mondays (nothing traced in on-line newspaper archive)
MOSSLEY GREATER MANCHESTER: suffix *(which appeared only in index)* changed from (Lancashire) to (Greater Manchester) from tt 5 May 1975 (and unchanged still at 1979 tt)

MOSSLEY HILL: to read "re-sited on south side of Rose Lane bridge when"; "lie" to read "line".
MOSSPARK: suffix "West" last in 5 May 1975 tt, deleted with tt 3 May 1976 *(despite what BLN 241/243 said)*.
H**owever,** announced as to be renamed (dropping 'Road') from 5 May 1973 tt by LMR WON WE1 16/17 of 21 Apr 1973 – see APPENDIX 1. *The renaming may have pre-dated the alteration to the public tt*
MOTTINGHAM: "Eltham &" deleted 26 Sep 1927 - *RCH distance tables advice no.21/3 of 30 Jan 1928 (better provenance than L. What does 'RM ref October' signify?).*
MOTTISFONT & DUNBRIDGE: renamed 10 Dec 2006 (source: confirmed by FGW Customer Services Team email 6 Dec 2006 ref. 2653760)
MOTTRAM STAFF HALTS: Mottram marshalling yard was built by the LNER and op towards the end of 1935. Apparently the Dec 1935 *LNER Magazine* carried an article on the new yard. The halt would have op then.
MOULSFORD: . Suffix 'Junction' *may* have been used in the 1870s – *Faringdon Advertiser & Vale of White Horse Gazette* raft of dates 30 Oct 1869-24 Dec 1870, *Southern Times & Dorset County Herald* and others reporting fatal accident Jun 1874, and, last but not least, *Reading Mercury* 27 Dec 1884
MOUNT PLEASANT Stoke-on-Trent**:** for what it's worth, A C Baker & M G Fell *The Railways at Trentham* Part 2, in *Railway Archive* no. 50 (2016), p. 14 support the *Cl.* 30 Sep 1918 clo date
MOUNT PLEASANT ROAD HALT: SR *Sig inst* no.1 (1928). p.6, explicitly says: "This halt will be closed to traffic **on and from Sunday 1st January** [1928]". Date also confirmed by *Western Morning News* 22 Dec 1927 (a paper that is more relevant to the area than the Suffolk one cited (in which, incidentally, no such report is readily apparent)).
MOUNTAIN ASH: clo 14 Apr 2023 (electrification work); reop 29 Jun 2023 *(BLN)*
MUCH WENLOCK: Surely the Shrewsbury – Buildwas section was just as "unauthorised" as the Buildwas – Much Wenlock section at the date of the special on 23 Oct 1861? 'Resiting'could/should make clear that previous dead-ended station was replaced by through sta. some 400 yards east thereof.
MUMBLES ROAD [LNW]: shown in station bank but no timings in railway timetables for January in *The Welshman* of 3 Jan 1868 but timings are shown in timetables for February *(ibid., 31 Jan)*
MUNCASTER: Despite all trains being shown 'pass' at Muncaster in *Wtt* 22 Sep 1924 (reproduced in 1968 edition of *Raven*), it does appear in *Brad* in winter 1924/5 (e.g. Jan 1925 *Brad*) and summer 1925 as a request stop. Thereafter, it was still in the station bank (albeit neither service nor 'on request' note) until summer 1930 but had been totally deleted by Jan 1931 (and did not again appear in the 1930s - 1950s). Hence dates required for (a) cessation of winter service here (possibly wef Sep 1925?), and (b) cessation of last summer service here (presumably also wef Sep 1925). Believed that Muncaster remained an unadvertised request stop whenever the line was open (akin to Miteside) and reappeared in timetables in the post WW2 era. Davies makes no suggestion to the contrary in his 2000 edition of *Raven.*
Add: MURRAYFIELD [NB]: temporary facility for Royal Scottish Volunteers' Review on 25 Aug 1881 (*(Edinburgh) Daily Review* 26 Aug 1881).
NAILBRIDGE: see **1933 ****
NAILSEA & BACKWELL: addition of '& BACKWELL' suffix from 1 May 1905 confirmed by GWR GM Circ 2012 of 13 Apr 1905 (RAIL 253/482) *(better provenance)*.
NANCEGOLLAN: op 9 May 1887 confirmed by GWR SoL Circ 674 of May 1887 (RAIL 253/229)
NANTEWLAETH: not shown in 5 Feb 1940 *Wtt* (RAIL 937/175) but was in 28 Oct 1940 (RAIL 937/177) (no intermediate supplements available) with three round trips. **Suggest use the** *Wtt* **piece numbers as provenance**.
NANTGARW: HL dropped "after summer **1939 (not 1949)** *co tt* but before/with by summer 1946 *co tt* "
NANTMELYN: see observations under **1904 June 1**. Clo date - given in 4th edn as 1 Apr 1949 - has disappeared; that date was a Friday (so Mon 4 Apr was presumably the wef date).

NANTWEN: company to read [TBJ]; workmen's calls in *Wtt*s from *at least* July 1897 until *at least* Jul 1929 but gone by Jul 1932. *Last Nantwen colliery site closed 15 Jan 1931 so calls would have ceased by then.*
NANTYDERRY: op 2 Jan 1854: cited provenance of *Hereford Times* 24 Dec is **not** a "*Co n*" but part of the paper's "Railway Time Tables" compilation (page 3); the company's own advert for the opening did not appear until *Hereford Times* **31** Dec 1853 (although that did not list all the stations). The omission from *Brad* during 1859 appears to be an error - the year must have been mistaken for 1860 *(read on),* for the station continued to be included in *Hereford Times*'s monthly time tables supplements (still shown as 'Nantyderry or Goitre' *('or' not 'for', of course!)*) during 1859 and in *Co n Hereford Times 1 Oct 1859* for services in Oct 1859 with no suggestion that it was 'new' or 'unusual' for trains to call there; closed (Tue) 1 May **1860** (*Co n Hereford Times* 28 Apr 1860) – and reop (Thu) 1 Nov **1860** (*Co n Hereford Times* 27 Oct 1860)
NANTYFFYLLON: renaming 1 Jan 1903 confirmed by GWR GM Circ. 1906 of 28 Nov 1902 (RAIL 253/482) *(better provenance)*
NANTYFFYN: company to read [TBJ] if pre-1923; no workmen's calls in July 1897 or 1914 *Wtt*s (where spelling was NANTYFYN) but calls *by* Jul 1928 *Wtt* to *at least* Jun 1956. There were no platforms here: 1 July 1934 Appendix states "Workmen may detrain and entrain from the permanent way at Nantyffyn."
NANTYMOEL: 12 May 1873 opening was given in ***co.½*** **(not** *Co n*) in *Times* of 12 Aug 1873, page 6 *(c.f. other stations on the line)*
NAWTON: public excn *(inward ramblers' excn)* on 3 May 1964 **confirmed as last such (note from D S M Barrie** (GM Eastern Region))
NEASDEN: was **still** KINGSBURY-NEASDEN *(specifically hyphen, not ampersand)* at Met. tt 18 Nov 1912, and **still** so at 1 May 1932; plain NEASDEN at Met tt 10 Dec 1932.Despite that, all other sources –*Cl, L, LT.,* Rose, and Demuth – all cleave to 1 Jan 1910 and 1 Jan 1932 respectively, *so who knows what to believe*).
NEATH [GW]: first (South Wales Rly) sta op 19 June 1850 [*Co n Cardiff & M G* 22 June 1850, p.1] at grid ref SS750974; replaced 1 July 1865 [*Cardiff Times* 16 Jun 1865, p.6] by second sta, duly called NEATH HIGH LEVEL, at g.r. SS749979, at bridge over VoN Low Level/Riverside sta *(as Jones & Dunstone explain, this was only ever of temporary construction*); replaced 20 Aug 1877 [RAIL 1005/282 and *Western Mail* 18 Aug 1877] by third and final sta. (apparently initially no suffix, but later suffixed TOWN or GENERAL), back at the first sta. site. See Jones & Dunstone *The Vale of Neath Line* (Gomer, 1996), pp.100/1. *Western Mail* 18 Aug 1877, p.4, in reporting that the final sta (no suffix mentioned) would open Mon 20 Aug 1877, made clear that *immediately prior* to that, main line trains had still been using Neath High Level (the so-called temporary station). See https://branchline.uk/rail_chronology/NEATH%20STATIONS.pdf (accessed 25 Jan 2025*)*
NEATH CANAL SIDE: Renamed from CANAL BRIDGE to CANAL SIDE "forthwith", according to GWR GM Circ 3011 of 17 Sep 1926
NEATH RIVERSIDE: for clo 1 Aug 1878 cite *Cambrian* 26 Jul 1878 and for reop 1 Oct 1880 cite *Cambrian*, 24 Sep 1880. The note reading "(see 'Vale of Neath' and 'N Cadoxton', below)" should read "(see 'Vale of Neath service' and 'Neath & Brecon service', below)". Renamed from BRIDGE STREET to RIVERSIDE "forthwith", according to GWR GM Circ 3011 of 17 Sep 1926
Vale of Neath service: "Diverted again 1 March 1873, to GW second station; tt showed through service Swansea High Street – Neath – Hirwain with stops on main line at Llansamlet and Landore; timings suggest ran onto main line and then reversed to Neath" : this confuses matters as the yellow text refers to an eastbound train while the green relates to a westbound train, and would better read: "Diverted again 1 March 1873: through service Aberdare – Swansea High Street reversed at Neath junction (GW), thence via the main line with stops at Neath High Level, Llansamlet and Landore; from 20 Aug 1877 reversed while calling at the third (present) station and omitted the call at Neath High Level". For 1 Mar 1873 withdrawal of GW service: notice in GWR public tt and GWR GM circ 353 of 26 Feb 1873 (RAIL 253/228)
Neath & Brecon service: between the three elements of the Riverside entry it is not made clear enough that the N&B (alone) was using Low Level from 1873 to 1878 ("N&B left to bear the full cost **for five years**" would settle the issue). The start of use of their Cadoxton goods yard confirmed as **1** Aug 1878 by *Cambrian* 26 Jul. Their reversion to Low Level on 1 Aug 1889 confirmed by GWR notice S78 (RAIL 937/51) and *Western Mail* 15 Jul 1889.

Should there not be an entry for the N&B's "station" in its own right from 1878 to 1889 (as hinted at under Neath Riverside)?
NEATH ABBEY: confirmation of wef closure date of Sat 1 Mar 1873 by notice in GWR public tt and GWR GM circ 353 of 26 Feb 1873 (RAIL 253/228)
NEEN SOLLARS: ceremonial op. Fri 5 Aug 1864 (source: *Tenbury*, pp.30-32) - so the station must have been used by the VIPs – just as with some of the non-tt once-off locations which do appear…. Noted to avoid confusion
NEILSTON LOW: retained its suffix to clo. Clo 7 Nov 1966 – *BLN67 (better provenance – and did not RM Jan 1967 mention it along with the others this date?)*
NELSON & LLANCAIACH: op 1 Jul 1912 confirmed by GWR GM Circ. 2288 of 15 Jun 1912 (RAIL 253/482).
NETHERFIELD: J R Whittle says *(Cl pap)* first appeared (as COLWICK) also in GN's own tt June 1878
add: NEW COURT (or **NEWCOURT)**: temporary facility for Bath & West of England Show 8 to 12 June 1863 (*Western Times* 12 Jun 1863) {Digby & Sowton – Topsham} *Another example of press use of 'siding' for 'platform' or 'stopping place'*
NEW HALLS (b): further evidence of its use and location from (of all things) *Preston Herald* 19 Oct 1889
NEW HYTHE: opening 9 Dec 1929 confirmed by SR *Sig inst* no. 49(1929). **Converted** from halt to station, and 'halt' suffix dropped from name **from** 2 Jul 1939 (LMS *PCC no 332 and SoL GIC A/933 of 30 Jun 1939*). *Would be better to transpose existing middle two sub-clauses into chronological sequence.*
NEW LONGTON & HUTTON: LMS *PCC no. 108* dated 1 Nov 1934 said: "…has been renamed…" – which may signify that the renaming had taken place earlier than *Cl's* date of 5 Nov….
NEW MILLS NEWTOWN: suffix added 2 Jun 1924 (*RAIL* 393/151)
NEW PASSAGE and **NEW PASSAGE PIER**: clo 1 Dec 1886 confirmed by GWR GM Circ 1112 of 25 Nov 1886
NEW ROMNEY [RHD]: renamed LITTLESTONE-ON-SEA ca. 1928 (appeared in Railway Notices in (e.g.) *Brad* Jan 1928 *(may not be when it first appeared – happened to be noted in that issue)*) and NEW ROMNEY FOR LITTLESTONE-ON-SEA ca.1936 - even though timetables not so altered until 1946! (*Wolfe*, pp.24 and 52). The first post-war t.t. for 1946 used the "for Littlestone-on-Sea" suffix, so statement "settled as NR on reop after war" is not strictly correct…
NEW SOUTHGATE [GN]: GNR tts of 1864 -1866 (until May) gives COLNEY HATCH in timing pages but SOUTHGATE & COLNEY HATCH in fare table; the latter name used in timing pages from June 1866 GNR tt. Suffix "for Colney Hatch" not finally formally deleted until 1 May 1949 *(GIC R.1534/763 of 27 Jun 1949)*
NEWARK CASTLE: 25 Sep 1950 renamings confirmed by ScR comm. circ. FK22/29 of 1 Sep 1950
NEWARK NORTH GATE: 25 Sep 1950 renamings confirmed by ScR comm. circ. FK22/29 of 1 Sep 1950., Suffix amended to 'Northgate' in Network Rail's online public tt from 12 Dec 2021 issue (Table 057 ; table 026 was so revised a month later but presumably had been intended to be from 12 Dec 2021). However, the station remains 'North Gate' in Network Rail *Wtt*s and the tts of the two TOCs involved (LNER and EMR) *(at least as at their Dec 2024 issues)*, although their online computer systems are conflicted, for both variants appear in different places.
Add: NEWARK GNR Ticket platform: a GNR record of alterations to signalling diagrams at RAIL 236/984 carries the following note: "Newark South *(presumably refers to the signal box for which the diagram was altered*) – Ticket platform taken off diagram altered at Newark 8.3.[19]16" - *presumably indicating platform had been closed by that date. Analogy with other items in that GNR record suggests that a full stop should perhaps appear between 'off' and 'diagram'.*
NEWARK non-tt (at flat crossing): correct *RCHS Journal* reference is Vol. 6, no. 3, p.46, item by R A Dane
NEWARTHILL (a): was in eponymous village, well away from subsequent Caledonian (Cleland and Mid Calder) lines – see OS 6" survey of 1859 at https://maps.nls.uk/view/74427701

NEWARTHILL (b): 1867 op date does not appear in *G&S* (but *Cal.* confirms it as date of passenger op for Holytown – Newarthill – Cleland – Newmains – Morningside line).
NEWBIE WORKS: This presumably is the line (private) shown on OS maps to Works on river bank near Newbiemains. David Lindsay (*Glasgow & South Western Railway Register of Stations, Routes & Lines*, G&SWR Association, 2002) has misled himself into thinking that Newbie Jn was itself a passenger location - the *Wtt*s make clear it was merely where the workmen's trains were handed off to Cochrans but he does give opening as "by 1898" and closure as "by 1904".
NEWBURGH near Perth: no need to cite Stewart Smith – a comparison of OS maps pre- and post-1906 tells the story. Cited *Co n* (also in *Dundee Courier* 11 Aug 1906) confirms w.e.f. date of 13 Aug 1906 (overlooked by *Cl.*).
NEWBURY WEST FIELDS HALT: Source of 4 Feb 1957 clo date was memo from D S M Barrie (PRO, Rly Exec HQ) dated 9 Apr 1957 *in Cl pap.*
NEWBY BRIDGE: withdrawal of winter services from 26 Sep 1938 confirmed by LMS *PCC no. 294*
NEWCASTLE-under-Lyme**:** LIVERPOOL ROAD (q.v.) was prefixed "NEWCASTLE" (hence analogous with BRAMPTON) in 1905 new service *co tt* (see *Railway World* April 1961 page 141 for reproduction thereof)
NEWCASTLE-upon-Tyne
From (North) Shields
Carliol Square was a 'temporary' facility in lieu of the intended terminus at Pilgrim Street (one block further west) until permanent facilities op spring 1842 (*NE* (Tomlinson) p.326, note ‡). Rendered as plainf NEWCASTLE in Y&NB account book of daily takings (RAIL 772/131) of 1849. With the opening of Central in 1850, the Carliol Square terminus was immediately replaced by a nearby station named MANORS (later East) (q.v.).
For the avoidance of confusion (which **has** indeed arisen): the wording "CENTRAL seems to have seeped in gradually:" means that the use of the **suffix** 'seeped in'. However, it has to be said that it was immediately referred to as "The Central Station" in YN&B's half-yearly report to meeting held on 27 Aug 1850 (*Newcastle Guardian* 31 Aug 1850) and in report in *Newcastle Courant* of 30 Aug 1850 so reference to such suffix having 'seeped in' can be expunged.
The paragraph immediately following the **N CENTRAL** [NE] paragraph should read:
Passenger service across the Tyne started 15 Aug 1849 (*Newcastle Courant* 17 Aug 1849; *NE* (Tomlinson) p. 500) and was only for through trains which reversed short of the site of the Central station construction site; they served Newcastle by reversing into/out of the Carliol Square terminal station.
Delete reference to 'temporary bridge' which had gone by Sep 1848. From Aug 1848 to Aug 1849 the High Level Bridge was used regularly only by goods traffic.
Note also that between June 1844 and Aug 1849 Gateshead was often/usually shown as 'Newcastle' in tts.
NEWCASTLE CROSSING: 1 Apr 1918 clo.date is from *RCH Supplementary Notice no. 2 (Apr 1918)* which also suffixed it HALT
NEWCASTLE EMLYN: op 1 Jul 1895 confirmed by GWR SoL Circ 989 (RAIL 253/229)
NEWCOURT: op 4 Jun 2015 (https://www.firstgroupplc.com/news-and-media/latest-news/2015/04-06-15.aspx (accessed 25 Feb 2025)) *(better provenance)*
NEWHAVEN near Brighton:
NEWHAVEN MARINE: For WW1 "closure" see *Chron. 92/10*. There seems to be a spurious closing parenthesis at beginning of 4th line of text.
The assertion in *Journal of Transport Ticket Society* of Oct 1984, p.409, that station was renamed Newhaven Marine from 14 May 1984 [*date of summer domestic tt*] is incorrect. BLN 458 of 20 Jan 1983, front page, carried a note – based on proof copy of *Wtt* – that renaming would take place from 16 May 1983 tt from Newhaven Harbour Boat Station to Newhaven Marine, and the change was effected from **16 May 1983** (BR SR WE *Wtt* RAIL 919/556). The domestic public tt did not carry any international service information (so did not mention the station) while the international public tt (29 May 1983) used simply 'Newhaven' (without any suffix). The Nov 1983 BR SR Central Sectional Appendix, page 30 part 2 carried a note against the entry for Newhaven Harbour: "....Wharf Road platform line is known as Newhaven Marine station" in consequence of the May renaming [*n.b.: the previous issue – Oct 1981 – carried no such note*].
Suspensions of rail service (on account of suspension of shipping service): from 24 Nov 1989 until resumed (probably early 1990) (French seamen's strike); from 21 June 1991 until resumed 13 July 1991; from 22 March 1992 until resumed 22 May 1992. From Mon **9 Jan 1995** service reduced from regular boat train connections to a single evening departure only.

The station's legal position was (eventually!) resolved by going through the formal closure procedure: ORR ratification to closure proposal given 24 Sep 2020 so officially clo four weeks later (22 Oct 2020) – even though public services effectively withdrawn 17 Aug 2006….
NEWHAVEN HARBOUR *(i.e. latterly the "domestic" station here, as opposed to the Marine (terminal) platform):* Although the report circulated by the LBSCR for their ½-yearly meeting in Feb 1848 said the line op (Wed) 8 Dec 1847 [text reproduced in *Sun* 12 Feb 1848, *Times* 15 Feb and *Brighton Gazette* 17 Feb] this was **not** what the press reported in December 1847. The weekly *Brighton Gazette* 9 Dec 1847 gave the date as (Mon) **6** Dec 1847 - this was both local and very recent *post hoc* so why disagree with it? (company meetings have been known to mis-quote dates). *Morning Post* 10 Dec and *Herapath's Railway Journal* 11 Dec carried the same information; the weekly *Sussex Advertiser* 14 Dec was less explicit about start date but gave the service as two round trips rather than one. *H V Borley* ***speculated*** *in his m/s notes (in Cl pap) that passenger service "...advertised for 6 Dec* ***prob(ably)*** *postponed owing to exceptionally bad weather....Violent storms & very severe gales Sun Mon Tue 5.6.7. Dec". He produced no provenance and – while there were high winds round the country on 5-6-7 Dec – no report of inclement weather sufficiently serious to impact on railway operation (or shipping) has been found in contemporary press for Newhaven* ***Sussex****, although Newhaven (****Leith****)* ***was*** *very widely reported as having suffered severe damage – could this be the source of misplaced speculation?*
NEWHAVEN TOWN*: same comment about line opening date in 1847*
NEWHOUSE: *service had been from Airdire but subsequently Calderbank viaduct taken away so any unadvertised use 1937-1941 must have been from the Bellside Jn (Omoa) direction.*
NEWLANDS COLLIERY PLATFORM: what is given here makes faces at what is given under PORT TALBOT OLD DOCK so the entries (and that for CRIBBWR FAWR – part of same workers' service) need co-ordinating [detailed observations are given under Port Talbot Old Dock]. The PTR working timetable dated July 1920 (RAIL 981/408) shows calling points as: PORT TALBOT DOCKS; NEWLANDS HALT; and CRIBBWR FAWR COLLIERY AND HALT (trains were timed to continue to/from Waterhall Jn – but that was only to run round). The GWR *Wtt* dated 10 Jul 1922 (first GWR to include Pt Talbot Rly - RAIL 937/132) shows no such service.*so when had it ceased (or why was it omitted).* Resumption (if any) has not been traced in period up to 1925 nor after 1930 *– the period 1925 to 1930 still requires investigation – so did it ever resume?*
NEWMAINS: 15 May 1867 op date does not appear in *G&S* (but *Cal.* confirms it as date of passenger op for Holytown – Newarthill – Cleland – Newmains – Morningside line). 1 Dec 1930 clo date confirmed by *SoL GIC A/488 of 28 Nov 1930* (*better provenance)*
NEWMARKET: *Chron. 33/13* – based on *GE Society Journal* – in turn seems to derive from A Kirby, *The Newmarket Railway approach to Cambridge* in *Railway World*, Feb 1975: q.v. for fuller details
NEWNHAM BRIDGE: ceremonial op. Fri 5 Aug 1864 (source: *Tenbury*, pp.30-32) - so the station must have been used by the VIPs – just as with some of the non-tt once-off locations which do appear…. Noted to avoid confusion
NEWPORT near Middlesborough: amend spelling to Middlesbrough; add location {Middlesbrough – Stockton}
<u>NEWPORT</u> South Wales
<u>From Blaina</u>
NEWPORT DOCK STREET: *Monmouthshire Merlin* containing *Co n (*dated 5 Aug 1852) about Western Valleys trains "will in future arrive at, and depart from, the Dock-street station" was issue dated 6 **August** 1852
<u>Main</u>
NEWPORT SOUTH WALES: sidings on the Up (towards London) side, off Devon Place (or perhaps the loading dock - see *Cooke TLD* 38/11 - on site of what is now pfm 4?) used for loading troops: *Western Mail* 31 Jul 1918 p.5. Main station carried no suffix in tables in GWR tts for e.g. summers 1939 and 1946, nor subsequent BR tts until 1996. However, suffix Mon. *was* included in **index** only (**including** GWR days) where it remained until deleted with tt 15 Jun 1964, restored with tt 6 May 1974, changed to Gwent with tt 5 May 1975. Suffix (South Wales) added (as shown) in index ***and*** tables with tt 27 Sep 1996.

Non-tt
QUEEN ALEXANDRA DOCK: the service withdrawal details given do **not** refer to this location
Add: ALEXANDRA DOCK JUNCTION (non-tt): GW workmen's trains from Newport withdrawn 17 July 1915 (replaced by service to Ebbw Junction*) (GWR Wtt supplement Aug 1915 – RAIL 937/117) n.b. this location is **not** QUEEN ALEXANDRA DOCK and Wtt carried no reference to National Cartridge & Box Factory.*
EBBW JUNCTION (non-tt): GW workmen's trains from Newport commenced 17 July 1915 (replacing service to Alexandra Dock Junction*) (GWR Wtt supplement Aug 1915 – RAIL 937/117)*
NEWPORT-ON-TAY:
GIC R1534/930 of 19 Dec 1955, advising renaming of Newport-on-Tay East **goods** depot, said "**has been** renamed"… (the entry didn't mention West, nor explain why it was not also mentioned….)
Under **Note on effects of collapse of first Tay Bridge 28 December 1879** delete reference to **Wormit** (station not op until 1889; *Dundee Advertiser* 31 Dec 1879 p. 9 noted it was 'in course of construction' on 22 Dec but report in *Dundee Courier* 12 Jan 1880 notes it merely as 'block telegraph cabin'). **St. Fort** should be added as also affected (very unlikely to have been trains from Leuchars to this isolated locality).
NEWSHAM: add suffix (a)
Add: NEWSHAM (b): op 17 Mar 2025 (https://www.nexus.org.uk/news/item/northumberland-line-newsham-station-opening-date-confirmed (accessed 14 Mar 2025) *(ca. ½mile south of* (a)*)*
NEWSTEAD near Nottingham: prior to 1993 reop., there was public "open day" running on 8 May 1993 (*BLN 703/706/707)* (as also for HUCKNALL)
NEWSTEAD & ANNESLEY: Henshaw *The GNR in the East Midlands* vol.2, page 64, states op as Newstead **&** Kirkby, renamed Newstead **for** Kirkby "shortly afterwards", renamed Newstead **&** Annesley in Jul 1889. Henshaw does not mention the dropping of "& Annesley" but it had gone from *Brad* by *at least* Apr 1910. **Goods** depot renamed Newstead EAST 1 Jul 1950 (so shown in pass. *Wtt* for e.g. 12 Sep 1960). *See also* http://www.annesleyfireman.com/id8.html (accessed 25 Jan 2025).
NEWTON ABBOT: use of NEWTON JUNCTION was also widespread in press. However, in that line was not taken over by GWR until 1 Feb 1876, what the GWR said in ***its*** tt is not *entirely* conclusive about what the SDR regarded as the station's proper name. All press adverts from the SDR themselves so far traced in west country papers in that period before the GWR took over used plain NEWTON – see *Western Times*, 30 May 1857, 11 Aug 1860 and 15 Feb 1862, *Exeter & Plymouth Gazette* 3 Aug 1866 – confirmed by South Devon, Cornwall & West Cornwall Rlys *Wtt* of Nov 1867 and Great Western & Cornwall Rlys *Wtt* of Nov 1876 which both used NEWTON (without any suffix). Report in *Western Times* of 13 Apr 1913 (page 14) says: "On the down side of Newton [Abbot] station has been erected over 100 feet of temporary platform, which it is hoped will relieve the congestion of the summer traffic." (nothing about 'excursionists' – if quoting, with inverted commas, the wording should be that which was actually printed). This is not the same as saying there was a totally new temporary platform (which, at 100 feet long would only accommodate 1½ carriages so not much use for the summer crowds!!) but sounds more like an *extension* of an existing platform – possibly a precursor to the extensions authorised for the Up side in autumn 1913. Even if the report was a typo for a platform of greater length it would only be an additional platform to the existing station – not an event to be recorded here. Either way, certainly not a 'new location' as seemingly sought to imply.
NEWTON ROAD [LNW]: shouldn't this have "Birmingham" or some other qualifier to distinguish from immediately prior entry?
NEWTON-LE-WILLOWS [LNW]: J R Whittle "new station" in 1876 comes from *LNW Dates* (RAIL 1005/260), page 107. Comparison of OS maps very much suggests if was simply a new (larger) building, rather than relocation. 1888 renaming was shown as 'in future will be known as' in *LNW Circ. no. 2158 of 14 Jun 1888 – Cl. seems to have adopted the date of the circular….*
NEWTON-ON-AYR: Station closed on account of unsafe condition of Ayr Station Hotel 28 Aug 2018, reop 1 Nov 2018 and clo again evening 25 Sep 2023, reop 4 Dec 2023. *(see various issues of BLN)*
NEWTOWN near Abermule: Newtown is considerably more of a locality than Abermule! – [Powys] would surely be more helpful – the brackets would suppress indication that this was part of the

station's name. County suffix *(which appeared only in index)* changed from (Mont.) to (Powys) from tt 5 May 1975 (and unchanged still at 1979 tt)
NEWTYLE: date of op of first sta (for regular public service) was **16 Dec 1831** – see reasoning at **1831 B.** Date of op of second sta (on deviation) and clo of first was **3** (**not** 31) Aug 1868 – *Dundee Advertiser* 4 Aug 1868.
NEYLAND: before opening, was referred to as NEYLAND (MILFORD HAVEN) – *Co n* in *Star of Gwent* 1 Dec 1855; renaming from 30 Aug 1906 confirmed by GWR GM Circ. 2059 of 15 Aug 1906 (RAIL
253/482) *(better provenance*)
NEYLAND Ticket platform: the specified abbreviation (*vide* p.26) for *South Wales Daily News* is simply *S Wales.*
Add: NINE ELMS [Nor]: op 20 Sep 2021 {Kennington – Battersea Power Station} (https://tfl.gov.uk/info-for/media/press-releases/2021/september/new-northern-line-stations-open-today-as-tube-extends-to-battersea-power-station (accessed 27 Feb 2025))
NINE MILE POINT: *Monmouthshire Merlin*'s report (15 Jul 1865, p.7) of Machen Flower Show states that the **Brecon & Merthyr** Railway ran "a special train at low fares" – i.e. to.from Machen station. What the *Star of Gwent* (same date) actually said was: "Since the last show the old Rumney railway has beeen opened for passenger traffic, and special cheap trains were advertised to run to and from the show." (there is no mention of the Sirhowey company – and anyway Nine Mile Point would have been the wrong side of a 1000ft mountain….). The "for UPPER MACHEN" note did not appear in **L&NW** (any more than it did in LMS) public timetables. As explained by C R Clinker in letter to *RCHS Jour* (vol.4 no. 15, Jan 1958), it was purely a *Brad* affectation that – probably unwittingly – was taken by BR WR public timetables when they were off-prints from *Brad* from 1948 until removed with Jun 1957 issue.
NINIAN PARK: op 2 Nov 1912 – Taff Vale Rly Traffic Committee Min 432 of 3 Apr 1914 (RAIL 684/20) *(provides provenance).* **"**Ninian Park Platform is to be reopened by the G.W.R. Trains from the Rhondda & Rhymney valleys and from Barry will stop at the platform before and after matches, as before the war." – *Rly Gaz* 29 Mar 1946. After being disused for several seasons, was used 7 Apr 1979 – *BLN* 368 p.75.
NO entries: in that no. is an abbreviation for 'number' won't readers expect these *either* to appear *or* to be cross-referenced under the word 'number'?
NOOK PASTURE: was 2.6mi north of Penton, 1.9mi south of Kershope Foot (source: M H Cobb, *Station Locations - Nook Pasture* in *RCHS Jour*, 170, p.626)
NORTH ACTON [GW]: op. 1 May 1904 confirmed by GWR poster
NORTH ACTON [Cen]: *Acton Gazette* of 2 Nov forecast opening 5 Nov, while *West Middlesex Gazette* of Sat 10 Nov confirmed op "on Monday" (i.e. **5 Nov**) – also in *hbl* 52. Cited *Wtt* supp (which said **12, not** 11) was clearly **in error**. *So both North Acton and West Acton op same date (which sounds entirely logical).* The station was, of course, op by GWR.
NORTH CAMP: ALDERSHOT for NORTH CAMP & SOUTH FARNBOROUGH renamed to ALDERSHOT NORTH 9 Jul 1923 - *hbl* dated 26 Apr 1923
NORTH DROVE [**also** TWENTY and COUNTER DRAIN]: first appeared in **GNR** tt **Aug** 1866 *(so op. with line).* Bourne - Spalding line clo on account of floods 9 Oct 1880 (*Lincolnshire Free Press* 12 Oct 1880), reop **2** Feb 1881 (*Boston Independent* 12 Feb 1881 - not as shown in *G&S*).
Add: NORTH DUNRAVEN COLLIERY: see BLAENRHONDDA COLLIERY [TV].
NORTH EASTRINGTON: worked as unstaffed halt from 1 May 1939 – LMS *PCC no. 325* and *CGM GIC R.1534/525 of 17 Apr 1939*
NORTH END near Fenny Compton: "near Burton Dassett" was a good enough qualifier for Warwick Road, and would do as well here, too – otherwise use Fenny Compton for both. Despite not appearing in *Brad* until Aug 1872, it had been in excursion use on 2 Aug 1871 (*Leamington Spa Courier* 5 Aug 1871, p.7). A report in *Banbury Guardian* 3 Jul 1873, p.1, hints at "pick-up platforms at various parts of the line" without giving details while the *Leamington Spa Courier* 5 July 1873, p. 4, is even more oblique but implying such facilities were already in use. The line's timetable for July 1873, as an advert in *Birmingham Daily Post* of 30 June (and also *Stratford upon Avon Chronicle* 4 July 1873), showed not only the three passenger round trips but also the up and down goods trains,

with the 2.20pm afternoon goods from Stratford calling at Warwick Road Siding – no mention of North End. However, when the advert again appeared in the Birmingham paper four days later (3 July), all mention of the goods trains had been expunged: it seems very clear that North End was not intended to be a passenger stopping place *at that date* (which could account for the disappearance from *Brad*). *Did Col. Yolland – during his inspections on 26/27 June – perhaps have "had a quiet word"?* Despite this, it reappeared in the Apr 1874 *Brad* – and E&WJR advertised (*Northampton Mercury* 16 and 23 May 1874, p.1) special excursion fares from all stations to Malvern on Whit Monday 25 May 1874, the time and fare table including North End – was this the only such advert actually showing a North End time? The closure in 1877 was the suspension of all passenger services on the line. Served by special passenger stop (*non-tt*) on 14 Jun 1913 – see *Stratford-upon-Avon Herald* 20 Jun 1913, p.2. Also same commentary as for BLAKESELEY.

NORTH FILTON: the workmen's closure date is "date of last use" whereas the usual convention of using the "with effect from" date would show (Mon) 12 May 1986.

NORTH HAYLING: see comments under HAYLING ISLAND

[#10] NORTH LLANRWST: *North Wales Chronicle* did not publish on Sundays: the date of issue reporting opening was **20** June 1863. To be renamed NORTH LLANRWST **& TREFRIW** – announced Sep 2024 (https://www.dailypost.co.uk/news/north-wales-news/station-beautiful-north-wales-rail-29990158 (accessed 25 Jan 2025)) but still no effective date announced nor appeared in tt. at Sep 2026.

NORTH RHONDDA: renaming: was referred to simply as "North Rhondda" in SWMR operating instruction dated 28 Mar 1918 [NRM York ALS4/138/F/5] *so was it ever prefixed Blaencorrwg? RAC* (page 51/48) agrees open to miners 5 Mar 1917 (although PTR minutes 7024 and 7043 (RAIL 574/4) only support an unspecified date between 21 Feb and 21 Mar). GWR *Wtt*s 10 Jul 1922 onwards (RAIL 937/132 *et seq*) have no service north of Glyncorrwg [*SWMR details not included in GWR Wtts prior to this issue so unable to work back to find when service ceased – perhaps 3 May 1921 as for public service south of Glyncorrwg (public notice at RAIL 1057/1545)?*] until *Wtt* supp for Sep 1923 which shows service from Cymmer Jn and Glyncorrwg resumed to North Rhondda Halt, two round trips Sats, three Mon to Fri: "**commenced 27 Aug 1923**". From 25 Feb 1924, one round trip was withdrawn each day. Closure: 25 Mar 1963 **confirmed** by *Div Mgr Cardiff letter EF/MK/P of 10 Apr 1964* (despite still appearing in subsequent *Wtt*…)

NORTH SHIELDS [NE]: rendered as NORTH SHIELDS in Y&NB account book of daily takings (RAIL 772/131) of 1849.

NORTH TAWTON: Excursion from here 12 September 1982 (R. Maund, from organiser, R. N. Joanes). *Same wording as for Instow (it was the same train)*

NORTH WEALD: LUL letter announcing last trains 30 Sep 1964 reproduced in *Epping Ongar Railway The FirstTen years* (EORVS, 2022) (*better provenance)*

NORTH WINGFIELD COLLIERY: there was no such colliery – the Mid. at one stage seem to have used that name to refer to **ALMA COLLIERY** (q.v.)

NORTHALLERTON: reference to 'Teeside' should read 'Teesside'

NORTHALLERTON LOW: op. of "Low" during summer 1854 was *by* **29 Aug** – *Yorkshire Gazette* of 2 Sep 1854 *(similar report in other papers)* reporting the **Chairman's** (not GM's) speech at the first meeting of the merged North Eastern Railway Co. on 29 Aug 1854. This must refer to the provision of Low platform on the Leeds Northern line. Royal Assent to the merger bill was obtained on 31 Jul 1854, and it does *appear* that the facility was *already* in place at the date of the meeting. The "siding" mentioned in the speech is presumably the link to Low (a.k.a. East) Jn on which construction started in Jan 1855, op Dec 1855, which led to diversion of *through* Leeds Northern trains via Thirsk and the new link. Suffix not used in *Brad* of e.g. Aug 1887. New link between main line and Melmerby line at Cordio Jn op. **afternoon** of Sat 9 Feb 1901 (see below; at same time, second track of Melmerby line into use) so *presumably* the morning local train from Northallerton had used "Low"; as local service had been Mon to Sat, w.e.f. clo. date of "Low" should be **11** Feb 1901 (presumably *Cl.* used 10th without reflecting on lack of Sun. service). – see *Yorkshire Evening Post*, 11 Feb 1901 (the same paragraph appeared in *Sunderland Daily Echo and Shipping Gazette* of same date) and *Knaresborough Post* and *Leeds Mercury* of 16 Feb 1901). Or see *Chron 92/9*

NORTHALLERTON TOWN: New link from Main (YN&B) sta. to Low Gates/Jn and Town sta. op "for public traffic" **3 Dec** 1855 (*Leeds Intelligencer*, 8 Dec 1855) – *would it not be likely that Town sta would close from same date rather than 1st of following month?*
NORTHAMPTON: CASTLE suffix deleted 18 April **1966** (at change of tt).
NORTHUMBERLAND PARK: add "Greater London"
NORTHUMBERLAND PARK [GE]**:** renamed from PARK 1 Jul 1923 (source: *RAIL 393/151*)
NORTHUMBERLAND PARK STAFF PLATFORM: there are two quite separate platforms, on opposite sides of the depot area – *viz.*: **no. 19 road**: op 25 Aug 1968 with Victoria Line *(in practice, doutbless op earlier for route learning services);* from 24 Sep 1995 downgraded to reserve facility with some limited regular use; temporaraily closed 13 Jan 2001 – 30 Jan 2003 because of engineering work. *This platform is still in (very limited) booked staff use*; **no. 60 road**: op 24 Sep 1995. *This platform is in regular use.*
Sources: BLN 765.11 (4 Nov 1995), 813.865 (1 Nov 1997 – confirms that at that date 19 was "former", 60 was "present"), 936 page 275 (7 Dec 2002 – confirms usage still; however, Sep 2002 recommissioning date for reserve platform was overtaken by BLN943), 943.203 (12 Apr 2003 – corrects recommissioning date for reserve platform and explains 6 April use was ***not*** *first use; Victoria Line working timetables on LUL website)*
NORTHUMBERLAND PARK [TWM]: add county: "Tyne & Wear"; is ca. 200 yards west of former Backworth station.
Add: NORTHUMBERLAND PARK, Tyne & Wear**:** op 22 Feb 2026 *(adjacent to NORTHUMBERLAND PARK [TWM]*) (https://www.bbc.co.uk/news/articles/c1lz7427lr4o.amp (accessed 25 Jan 2026))
NORTHWICH: Non-tt: *Scenes from the Past: 41 (Part One): Railways across mid-Cheshire* (Alan Wilkinson, Foxline, n.d.) pp. 10 and 32 refer to workers' platform to serve Albert Works (WD factory) on Salt Branch No. 2 during WW1: "…workpeoples trains ran to a temporary platform at Victoria Works nearby". Factory stated clo. c.1919. BoT inspection report 23 Nov 1916 (MT28/79 folio 215) states **workers' service started 22 Nov 1916** and that destination was "new platform provided at the **Victoria** Salt Works, now a government factory". (Grace's Guide https://www.gracesguide.co.uk/H._M._Explosive_Factories (accessed 25 Jan2025) agrees with that naming for munitions factory, too, rather than Wilkinson's Albert Works….). This is clearly the same as OLLERSHAW LANE (although it's not clear why the latter entry isn't under NORTHWICH heading).
NORTHWOOD [GW]: shouldn't this have "near Bewdley" to ditinguish from London entries?: SoL GIC A/722: "A new halt will be opened at Northwood on 17 June 1935." *(better provenance).* SoL GIC A/762: "…will be re-opened on 6 Apr 1936" *(a revised date of seasonal re-opening).* SoL GIC A/841: "Northwood Halt will NOT be closed after 26 Sep1937 as indicated in the timetables but will remain open as an experiment until further notice." SoL GIC A/851: "Northwood Halt will be closed to Passengers after the train service on Sunday 28 Nov 1937 and will reopen, weekdays only, commencing 11 Apr 1938. There will be a Sunday service commencing 1 May 1938." *This marked a brief period of experimenting with winter opening.*
NORTON near Runcorn: addition of "(Cheshire)" suffix "**forthwith**" (*i.e. not specifically 17 Sep)* , according to GWR GM Circ 3011 of 17 Sep 1926.
NORTON near Worcester**:**
[#10] NORTON [GW]: *Worcester Journal* 26 Sep 1857 is much more explicit than cited sources about tickets being **issued** here (i.e. as well as collected) – hence more than just a ticket platform from the outset. Mentioned, with suffix **JCN**., as changing point for Tewkesbury, in GWR *co n* in *Oxford Times* 6 Aug 1864. Renaming 7 Sep 1959 confirmed by GIC R.1534/1025 of 21 Sep 1959 *(better provenance)*
NORTON [Mid]: heading should presumably be in smaller font, to designate it as a 'subsidiary' to **NORTON**
NORTON BRIDGE [LNW]*:* see 18 May 2003**
NORTON BRIDGE [NS]: temporary original sta. replaced - *presumably from 1850?* - by (terminal) bay platform at LNW sta, staffed by NS staff. Although some NS trains had started to work through to (and turn back at) Stafford (from some date *before* July 1857), others still turned back at Norton

Bridge. From July 1859, however, only the first morning departure towards Stoke continued to start there – *presumably from the bay* (there were no advertised terminators). The bay platform was replicated when LNW quadrupled and new LNW sta. op. 14 Oct 1876 with a separate through platform road for southbound NS trains *(the site of today's East Chord)*. As a through track, this had gone out of use *by* 17 Nov 1880 when South Junction box ceased to be *regularly* manned; that box and the southern connection removed 18 May 1892. Thereafter the "NS" platform retained as a dead-ended bay (although no evidence of use *other than* as a back-shunt to access the NS goods yard) *(LNW minutes per Mike Addison)*.
NOTTAGE: *South Wales Daily News* 13 Aug 1898 reported the "new station at Nottage" at which "All trains will stop…on notice being given to the guard.". Op to general public 14 July 1924 (supp to *Wtt* – RAIL 937/138); two calls to pick up towards Pyle, two calls to set down from Pyle. *Pask GW fares* doesn't tell us at what date those fares with Porthcawl applied – probably during the period when the halt was exlusively for golfers, rather than post-1924…..
NOTGROVE: with others "have been altered" (from NOTGROVE & WESTFIELD) by GWR GM circ 1718 of 24 Jun 1896 (RAIL 253/229) *(correction, with better provenance)*
NOTTINGHAM [Mid]: for an extensive disquisition about the suffix changes – mooted and actual (Trent Valley, City, and Midland) – in the early 1950s, refer to *Chron* 111-06, 111-06.1 and 111-06.2
NOTTINGHAM ARKWRIGHT STREET: at date of reopening 4 Sep 1967, the southern terminus of the line was Rugby Central (the line south of there had closed for passengers from 5 Sep 1966).
NOTTINGHAM LONDON ROAD HIGH LEVEL [GN]: clo date confirmed by circular letter from DM Nottingham 22 May 1967, ref. O.264 *(better provenance)*
NOTTINGHAM VICTORIA: not only did GN originally call it "Joint Station", so too did GC in their opening notice (*Cl pap*) [Clinker decided on 12 Jun 1900 (date of joint committee's decision) as renaming date for reasons set out in *Cl pap* but that can be discounted]
NUNBURNHOLME: opening (as BURNBY) authorised to take effect from **1 May 1848** (Y&NM Directors' minute of 13 Apr 1848 (RAIL 770/3)) - hence first appearance in *Brad* of June 1848. Burnby is **not** included in the table of stations for opening of Market Weighton branch in cited *Co n* in *York Herald* of 2 Oct 1847.
NUNEATON ABBEY STREET [Mid]**:** *hb* and *Dist t supp* (circular no. 94 at RAIL 1089/17) called it ABBEY from 1 Sep 1873 (date of relocation) until **2 Jun 1924** *(month has been omitted from date in final line of entry)* when they called it ABBEY STREET (at last, the same as the owning railway!)
[#10] NUNEATON BRIDGE: delete entry. The working tt entries do not prove that this was other than an "operating location" by the night Leicester – Nuneaton Mid passenger and mail trains. As explained by J Soer in *Midland Railway Society Journal* no. 90, this location was – from 1 March 1866 – solely for mail messengers with bags for interchange with LNW trains by the mail apparatus alongside that line. No evidence has been adduced that Mid directors' committees authorised any expenditure on constructing (or demolishing) a "passenger station" here. There is no entry for this location in Mid's Distance Diagrams nor, crucially, in the Mid's RCH Distance Tables (RAIL 1089/17 (Jan 1871) and RAIL 1089/21 (Jun 1879) being the relevant issues). Ergo, it was not a point from or to which traffic (whether passenger or otherwise) could be charged or consigned.
NUTBOURNE: staffed from 10 Jul 1938 – LMS *PCC no. 283* (so arguably not a halt thereafter…).
NUTFIELD: clo 22 Dec 2019, reop 15 March 2020 (landslip) (BLN 1343.123 and BLN 1348.771)
OAKENGATES [GW]: minutes of S&B Traffic Committee (RAIL) rendered name at opening as OAKEN GATES *(two words)*but by co's timetable dated 13 Nov 1849 (RAIL 615/9) was one word. 1956 reversion of name advised by *ER Comm.Circ. 395 of ca. Jan (sic) 1956(although Cl pap* cite unspecified circ. dated 24 Sep 1955): the long and short is that *actual* date may have been **well before** Jun 1956 tt and a caveat should be inserted
OAKLEY FIFE: county suffix added **1** (not 9) Mar 1925 according to *RCH distance tables advice no. 5/2 of 25 Mar 1925*
OAKSEY: op**.** date 18 Feb 1929 confirmed by handbill
OCKER HILL: source of clo date (of 1 Jan 1916) is L&NWR public t.t. 1 Jan 1916 *(RAIL 945/47)* and *Birmingham Gazette* 31 Dec 1915
ODDINGTON (b): clo 1 Nov 1926 – LMS *Co n* ***Buckingham*** *Advertiser* of **23** Oct 1926. Waste of space to speculate about *Cl.*'s wrong date.

OGILVIE COLLIERY: shown as O C HALT in supp to *Wtt* 2 Dec 1926 (*RAIL937/146)*
OGMORE VALE: GWR GM Circ 925 of 22 Aug 1884: "It has been arranged to alter the name of Tynewydd to Tynewydd, Ogmore Vale and on and from this date all letters, etc; must be addressed accordingly." (*note the comma…*) *(better provenance)*
[#10] OKEHAMPTON: referred to as OKEHAMPTON TOWN before opening. Also given as OKEHAMPTON TOWN by LSWR in *Co n* in *Exeter & Plymouth Gazette* 15 Dec 1871 and other papers at same time (*perhaps briefly – and presumably to avoid confusion with OKEHAMPTON ROAD – despite latter having been renamed with opening of extension).* Wording "Occasional troop train." is superfluous. Are there supposed to be two **OKEHAMPTON** sub-headings? shouldn't the text for the reop run on from the earlier text as with other reops? Seasonal operation (by Dartmoor Rly) last ran 23 Dec 2019. Reop (by Great Western) for daily service (Sat) 20 Nov 2021 (https://www.gov.uk/government/news/government-restores-the-dartmoor-line-as-services-resume-for-first-time-in-half-a-century-from-20-november-2021 and https://dartmoorline.com/2021/11/celebration-event-at-okehampton-station/ accessed 18 July 2026).
[#10] Add: OKEHAMPTON INTERCHANGE: op (Sat) 1 Aug 2026 (https://www.networkrailmediacentre.co.uk/news/landmark-day-for-west-devon-as-okehampton-interchange-station-officially-opens accessed 1 Aug 2026) {Okehampton – Crediton}
OKEHAMPTON MILITARY SIDINGS: should read O MILITARY **PLATFORM**, op 12 Mar 1910 for military specials (*Express & Echo* 12 Mar 1910). For illustrations of use by military in 1912 and as car carrier terminal in Aug 1964, see https://www.bloodandcustard.com/BR-CoachingSetsOkehamptonCarCarrier.html (accessed 26 Jan 2025). Dates of seasonal 'Car Carrier' service with Surbiton were 18 June 1960 to 12 Sep 1964 incl. *(dates confiormed by BR publicity)*
OLD HILL: the stationwas moved "a few yards" (likely ca. 200 yards) to accommodate the new Netherton and Halesowen lines (which op 1 Mar 1878); new station would almost certainly have had to open slightly earlier in 1878 to accommodate installation of the Halesowen line junctionry – *The Advertiser* (later *County Advertiser & Herald*) 15 Dec 1877 and 2 Mar 1878.
OLD JUNCTION: x-ref should be to GASCOIGNE WOOD *(there is no principal entry as G W JUNCTION)*
OLD OAK LANE: reop 29 Mar 1920 confirmed by GWR GM Circ. 2718 of 1 Mar 1920 *(at GWTrust archive)*
OLD STREET [Nor]: clo for engineering work from Mon 5 Jul 1999 *(not Sat 3 Jul 199 as LT leaflet said – revised date confirmed by Financial Times of 5 Jul 1999)* until reop. Mon 6 Sep 1999. [**also** all Northern Line stations between Moorgate and Kennington (both exclusive)].
OLD TRAFFORD: why the (a) when there is no (b)? Wording *'Art Treasures Exhibition (see above)'* should refer back to "MANCHESTER ART TREASURES [MSJA]" *(not to be confused with ART TREASURES EXHIBITION shown under Folkestone, of course)*
OLD YNYSYBWL: clo 28 July 1952 (*Pontypridd Observer* 2 Aug 1952) *(better provenance)*
OLDBURY: op. date 1 May 1885 confirmed by GWR SoL Circ 596 of 28 Apr 1885; clo. 3 Mar 1915 confirmed by GWR Passenger Train Alterations Committee minutes (RAIL 271/4)
OLDMELDRUM: "*Cornwall* 1860" to read "thereafter" *(presumably)*
OLTON: *Cl corr* cites "Burnell's Bible" (RAIL 1014/59) as source for opening date of 1 Jan 1869.
OLDWOODS: op (as halt) 3 Jul 1933 confirmed by *GWR Chester Div notice no. 380 of 29 June 1933* (RAIL 279/39) *(better provenance)*
ONGAR: LUL letter announcing last trains 30 Sep 1964 reproduced in *Epping Ongar Railway The First Ten Years* (EORVS, 2022) (*better provenance)*
ORGREAVE COLLIERY: the River Rother flood which led to withdrawal of the colliers' trains was on 22 May 1932 (source: http://www.j31.co.uk/killamarsh_floods.htm (accessed 26 Jan 2025)). Of course, the river was between Orgreave and Treeton (http://maps.nls.uk/view/100950143) so the colliers' trains *could* have continued running just as far as Orgreave but it must certainly have marked the clo. date for the Treeton Colliery platform. Did it, however, mark the end for Orgreave? does cited book confirm that?
ORRELL PARK: was suffixed "Halt" until some date between 1925 and 1938
OSWESTRY [GW]: *Wrexham Weekly Advertiser* (Sat) 14 Apr 1866: "During the past week the shed which has served as the Great Western Railway Station ... has been taken down and the new station -

a small, unpretentious brick building - is now in use." - *which gives opening date of early April 1866 - probably Mon 9th – for new station alongside its predecessor.* "ceased to be used …as from July 5th 1924" said *GWR Asst Dist Traffic Mgr Oswestry letter 13 Aug 1945 in Cl pap*. The clo of the GW passenger station, w.e.f. 7 Jul 1924, is confirmed in various press references round the nation (e.g. *Dundee Evening Telegraph* - 8 July 1924 page 11 with a little 'tear jerker' piece); *Oswestry Advertiser* 9 Jul 1924 confirmed last train left (30 mins late) at 2345 Sat 5 Jul 1924.

OTTERSPOOL: 5 Mar 1951 clo. date confirmed by LMR WON WE notice

OVAL: *T.* report (19 Dec 1890, page 10) of line opening specifically refers to "KENNINGTON" (no mention of "The Oval" or "Oval"). *Other stations, incidentally, were referred to as: King William Street; Borough; Elephant and Castle; Stockwell.*

OVERSTRAND: op date 3 Aug 1906 confirmed by M&GN Supplementary Wtt No.8 (July 1906) *(best provenance)*

OVERTON-ON-DEE: during the WW2 "closed" period (public 1940/workers' 1942 to 1945) was used for military specials – first traced 23 Dec 1941 (DTM Oswestry notice 680 (RAIL 279/47))

OVERTOWN (a): in the light of details (below) about OVERTOWN (b), one would wish to see evidence from Cal. *own* tts about whether (a) really did remain open after 1 Jun 1880 and, if so, under what name.

OVERTOWN (b): In the Cal.'s own tts (from <u>at least</u> May 1882 to <u>at least</u> Aug 1885) this Overtown sta.as shown suffix-less *(so 'Waterloo' seems to have been a Brad-ism).*

OXCROFT COLLIERY NO. 1: unadvertised use ceased from 1 Jul 1914, resumed 21 Feb 1916 *[Wtt analysis by Glynn Waite]*

OXENHOPE: was shown as OXENHOPE **HALT** in advice of clo (1 Jan 1962) in GIC A1/38 *(when was it unstaffed?)*

<u>OXFORD</u>

OXFORD (REWLEY ROAD): presume REWLEY ROAD should be in **bold** face. Was still suffix-less in LMS public tt 1938 but "Rewley Road" had been added by their May 1946 issue (possibly this came about from when the LMS adopted *Brad* "derivatives" for their public tts during WW2, with 'Rewley Road' being a 'helpful' *Brad*-ism)

Ticket platform: north of swing bridge alongside engine shed; mentioned in press report *Morning Herald* 5 Jan 1853 (and others); shown on 1874 OS town plan; last traced press report *Oxfordshire Weekly News* 24 Aug 1892;
not shown on 1898 OS plan.

OXFORD ROAD: clo 1 Nov 1926 – LMS *Co n* ***Buckingham*** *Advertiser* **23** Oct 1926. Waste of space to speculate about *Cl.*'s wrong date.

Add (still under <u>OXFORD</u>): [OXFORD] SCIENCE PARK: <u>non-tt</u>: temporary platform used 5 Nov 2014 – see BLN 1221.1672, 22 Nov 2014

PADARN: opening ***specifically*** "for dealing with excursion traffic" (the all-year regular service over the line had, by this date, been withdrawn – see *Chron. 55/6*) LMS *PCC no. 206 albeit, mis-spelled Padern…*

PADDINGTON [Bak]: clo 2 Apr 2016 (escalator works); reop 1 Aug 2016.

PALMERS GREEN: "to March 1971**" should read: "renamed PALMERS GREEN March 1971**"

PANDY near Abergavenny: op 2 Jan 1854: cited provenance of *Hereford Times* 24 Dec is **not** a "*Co n*" but part of the paper's "Railway Time Tables" compilation (page 3); the company's own advert for the opening did not appear until *Hereford Times* **31** Dec 1853 (although that did not list all the stations).

PANS LANE: into use (op.) – specifically stated as PANS LANE **HALT - 25 Feb** 1929, according to GWR Bristol Div. Annual Report 1929, at RAIL 253/549 (*no mention of 'Bridge')*

PANT [BM]: add 'near Dowlais', to distinguish from Wrexham example. At op (19 Mar 1863) initial terminal sta was advertised as "PANT OR DOWLAIS" (*Co n* in *Merthyr Telegraph* 21 Mar 1863) and still so in 1867 (*Merthyr Telegraph* 16 Nov 1867) although *Co n* in *Brecon County Times* of 10 Aug 1867 gives simply DOWLAIS *(as opposed to Dowlais Top which was also then open).* Initial terminal sta clo 1 Aug 1867 and replaced by highlevel through sta with op of line towards Dowlais Top. Initial terminal platform reop as part of Dowlais (later Dowlais Central) branch op 23 Jun (***not***

Apr) 1869 but BM min of 29 Jul 1869 (RAIL 65/2) authorised relocation as a low level platform adjacent to the 1867 high level platforms. After Dowlais BM branch service reduced to (advertised) 'workmen's only' from 30 Jun 1952, the remaining workmen's trains ran – for miners – through between Dowlais Central and Bargoed, not using the low level platform but reversing north of the station and using the high level platforms for traffic *(WRRC Newsletter* no. 164, p. 15). Although never formally renamed with suffix (GLAM), that suffix did appear in index (but not table) to GWR public tt and on station signboard.

PANT near Wrexham [GW]: clo. date was 29 Mar 1915 (GWR Passenger Train Alterations Committee minutes - RAIL 271/4 – see *[82/6]* ***Not*** *in 22 Mar 1915 service cuts*

PANT GLAS: temporarily clo. (because of storm damage to line) 24 Jun 1935 (*Liverpool Echo,* 24 Jun 1935); reop. 13 Jul 1935 (LMS *PCC no. 141* of 11 Jul 1935)

PANTYFFYNNON: clo 27 Aug 2020 (derailment near Llanelli); reop 8 Mar 2021

Add: PANTYSCALLOG see PANTYSGALLOG

PANTYSGALLOG: A V Phillips in *WRRC Newsletter* no.164 p. 22 explains correct Welsh spelling is …ysgallog (from'Ysgall' meaning thistle), and notes that (in 1950/60s) BM station had nameboard so spelled but LNW station nameboard was spelled with a C.

PANTYSGALLOG HIGH LEVEL [BM]: was spelled PANTYS**C**ALLOG when op 1 Oct 1910 (*hbl* of 6 Jul 1911) -and not only in *Brad* but also in GWR tt - e.g. Jul 1939 and May 1946 - and *Hb* (1938). Clo 1939-40 same as DOWLAIS CENTRAL (q.v., above, for commentary). Altered to PANTYS**G**ALLOG and suffix HL added 1950 (*hbl* 41 of Jan 1951 - no effective date given but *Cl.*says Jan 1950). Text "from 30 June 1952 advertised as workmen's trains though carried all comers; 'clo' 2 May 1960 but continued unadvertised until last, Friday 6 May 1960 *(RM July).*" applies to this halt just as for DOWLAIS CENTRAL (q.v.). For the avoidance of doubt: 2 May 1960 was the date from which the workmen's trains ceased to be advertised, but they continued to run unadvertised for one week so 9 May 1960 was the date from which they actually ceased to run (i.e. the closure date).

PANTYSGALLOG LOW LEVEL [LNW]**:** Converted to halt 1 Nov 1932 (*Merthyr Express* 22 Oct 1932). Spelled PANTYSCALLOG – *apparently in error* - in LMS/BR WR *Co n* 1930s to 1950s (*e.g. Merthyr Express* 23 Sep 1933, 24 Jul 1937, 27 Aug 1949, 5 Sep 1953) - but PANTYS**G**ALLOG in LMS tt e.g. Jul 1939 and *Hb* (1938 and 1956). Suffix LL added 1950 (*hbl* 41 of Jan 1951 - no effective date given but *Cl.* says Jan 1950)

PARK DRAIN: *J R Whittle (Cl pap) says GN "official sources" gave 2 Mar 1896 op date.* Clo 7 Feb 1955 – *Co n Retford Gainsborough & Worksop Times* 7 Jan 1955

PARK HALL [Cam]: letter dated 23 Jul 1915 from Cambrian Engineer to Sec. & G.M.: "Platform at Park Hall is now completed and ready for traffic." (RAIL 1057/1985 "Park Hall - erection of halt to serve military camp"); subsequent correspondence in that file is inconclusive as to whether or not the halt was used before Sep 1915 – or perhaps not even until service to Dolgoch Quarry in 1918. From Cambrian Secretary & G.M.'s report to Tfc & Wks Committee dated 8 Feb 1918 (RAIL 92/93): "A number of German prisoners of war are now encamped at Park Hall and arrangements were made from 28th ultimo *[Jan.]* to convey about 50 of them to and from Porthywaen , where they are being employed in the lime quarries *[i.e. Dolgoch Quarry, q.v.]*" – hence op 28 Jan 1918, clo when ? Site is almost certainly same as later Tinker's Green Halt.

PARK HALL [GW]**:** should be space before [GW]. Clo with line (no Sunday service) Mon 7 Nov 1966 (*Birmingham Post* 4 Nov 1966 – *better provenance).*

PARK HEAD: final sentence: PARKHEAD *(note – one word)* **goods** renamed BLANCHLAND **1 Jul** 1923 (source: *RAIL 393/151*)

PARK ROYAL [GW]: op. 1 May 1904 confirmed by GWR poster. reop after WW1 29 Mar 1920 confirmed by by GWR Passenger Train Alterations Committee minutes (RAIL 271/4) and by GWR GM Circ. 2718 of 1 Mar 1920 *(at GWTrust archive).*

PARK ROYAL [Dist**]**: second line: "According to L…" should read "According to *L…."*

PARK ROYAL WEST: shown in clo notice of May 1947 (which confirms clo date 15 Jun 1947) as "PARK ROYAL WEST PLATFORM"

PARKEND: see **1933 ****

PARKGATE [Birkenhead]: "Cheshire" suffix not in LMSR public tt for (e.g.) summer 1938

PARKHEAD NORTH: although not mentioned in the BR Circ of Jan 1952 (see PARKHEAD STADIUM) it seems surprising that both were not renamed on the same day. Note that 30 June 1952

was simply the date of the next ScR timetable – the first carrying the new name - but that does not prove it was the renaming date.
PARKHEAD STADIUM:when it first appeared in Cal. "Passenger Train Alterations for February 1897" (bound in RAIL 922/10) station was shown as PARKHEAD (FOR CELTIC PARK). The 1952 renaming date almost certainly 1 Jan 1952 (shown "has been altered" in BR Circ. issued Jan 1952) *(better provenance)*
PARKHOUSE: dropped Halt suffix 6 May 1968
PARKSIDE near Wick: op confirmed by *hbl L102*
PARTON [LNW]: clo 13 Mar 2020 (storm damage); reop 1 Jun 2020.
PARTON HALT [WCE Jt]: op 11 Jan 1915 confirmed by LNW Wtt Notice for Feb 1915; location was curiously referred to as HALT PLATFORM *(sic* - no Parton prefix) in that notice and LNWR Wtt for e.g. Oct 1915 and Oct 1922. **PASTON & KNAPTON:** prior to op had been intended to be KNAPTON FOR PASTON (Mid Rly Goods Mgr's Circ. 1852 of 18 Jun 1898)
PATCHWAY: resiting from 10 Aug 1885 confirmed by *Bath Chronicle & Weekly Gazette* 13 Aug 1855. Note – for what it's worth – that it makes **no mention** of contemporaneous renaming. The down end of first sta. was 6m40ch whereas down end of second sta. was 6m0ch – so movement was **half** (not quarter) mile (see *Cooke TLD* 19/55 and 19/56). GWR GM Circ. advising name change from **1** Nov 1885 was no. **1017** of 26 Oct 1885: "On the 1st proximo *(Nov)* the Name of PATCHWAY STATION will be altered to PATCHWAY & STOKE GIFFORD." – so renaming was **not** same date as resiting – but text does need to make clear renaming was also **1885**. GWR GM Circ. 2145 of 27 Oct 1908 gave deletion of "& STOKE GIFFORD" as 'forthwith'.
PATELEY BRIDGE [Nidd]: statement "used by reservoir workmen from 14 July 1904 *(U)*" cannot be so as cutting of first sod of the line to Lofthouse was (as *Bradford Daily Telegraph* of 13 Jul 1904 reported (do not be misled by *Bradford Daily Telegraph* 11 Sep 1907, reporting the formal opening of the Nidd Valley Light Railway on that day, which gave the date of cutting of the first sod incorrectly) on 13 Jul 1904! *Note that U. does **not** claim that Pateley Bridge was involved in any 'untimetabled' operation then – refers **only** to the section of line between Lofthouse and Scar Village – although the latter 'village' did not exist until later. However, Pateley Bridge **was** involved in unadvertised journeys later:* a sometime-advertised service (but for Scar Village residents only) between Scar Village and Pateley Bridge (initially Tue Thu & Sat, latterly Saturdays only) continued until 'probably 1932' (Bowtell, *Lesser Railways of the Yorkshire Dales* (1991), p. 133), rather than 'about 1936'. Clo. date 1 Jan 1930 confirmed by G Dow (The Press Relations Officer, LNER HQ) in letter 13 Apr 1945 in *Cl pap* (Nidd Valley Light Railway "Passenger train service withdrawn on and from 1st January 1930")
PATNEY & CHIRTON: the "add P" amendment actually appeared earlier - in *hbl 55* of Apr 1925
Add: PATNEY MILITARY SIDING: op 1 Aug 1909 for military specials (*Western Daily Press* 2 Aug 1909) *(c.f. similar at Okehampton – but in the Patney case it is not clear whether there was a platform alongside the siding….)*
PAULSGROVE: in reporting opening, *hbl L88* gave full name as PAULSGROVE FOR PORTSMOUTH PARK RACECOURSE. This was the "new railway halt" for Portsmouth Park racecourse (*Portsmouth Evening News* 24 Jun 1933, p.7). Same paper four days later reported it as "called into operation for the first time" on 28 Jun 1933 and on 11 Jul 1933, p. 10, further reported "the new railway halt to the course is now in full working order." *Note that racecourse had been at Farlington (q.v.) until WW1; both sites known as Portsmouth Park racecourse.*
PAULTON: better source for 22 Mar 1915 date is *GM's report 12 Jan 1917*. Clo 21 Sep 1925 confirmed by Passenger Train Service Committee minutes for winter 1925 (RAIL 250/786) and GWR Bristol Diary (RAIL 253/545) *(either is better provenance than Cl.)*
PEASLEY CROSS: 18 Jun 1951 clo given by ***Co n*** in cited *Runcorn Weekly News* p.5 , and also by LMR W1 WON of 16-22 Jun 1951– where shown as **HALT**
PEEBLES [Cal]: op 1 Feb 1864 confirmed by report in Edinburgh's *Daily Review* of 4 Feb *(beware misleading information in Peter H Marshall, Peebles Railways (Oakwood))*.
PEEBLES [NB]: for location of 1855 sta. at head of Damdale see https://maps.nls.uk/view/74954954 .1958 renaming: *Cl pap* cite unspecified SR circ of 8 Mar 1958 without operative date – presumably ca. Feb 1958.

PEMBREY & BURRY PORT: addition of "& B P" suffix from 1 Feb 1887 confirmed by GWR GW Circ. 1122 of 21 Jan 1887 (RAIL 253/229) *(better provenance)*:
PEMBROKE DOCK: formal or ceremonial op was on (Tue) **9** (not 10) Aug 1864 (*Pembrokeshire Herald* 5 Aug 1864 and confirmed *post hoc* by same paper 12 Aug, p.2), inspection was Thu 11 Aug and regular services started Fri **12** Aug (*Welshman* 12 Aug 1864). Alas, *Monmouthshire Merlin* (which doesn't actually give an op date for regular services) was copying from more local papers of a week earlier without adjusting the dates….. From OS plans, it seems the temporary and permanent stations were on the same (present day) site.
Add: PEMBROKE DOCKYARD: "A temporary platform is to be constructed alongside the railway in Pembroke Dockyard to enable the Duke and Duchess of York to alight on the day of the launch of the new royal yacht." (*S Wales* 20 March 1899). *(vessel launched 9 May 1899 – see* South Wales Echo *9 May 1899)*
[#10] PEN-Y-BONT: there is no entry in Section 5 for 1 Dec 1865**; first appears *Brad.* Dec 1865 "opening this month"; no press report of op traced (did not open as Cross Gates or Crossgates as sometimes asserted); clo 13 Aug 2020 (flood damage); reop 4 Nov 2020
PENALLY: 28 Feb 1972 reop confirmed by *GIC 362 of 6 Mar 1972 (better provenance)*
PENARTH Excursion Platform: from TNA file MT6/1625/3: BoT advised it was ready for inspection 15 Aug 1907, Inspection Report dated 21 Aug 1907 [platform 560 ft long 15ft wide - alongside up main immediately north of station]. *In the absence of any objection from the inspector, it was doubtless put into use tout de suite. Why cite David G Thomas rather than NLS online collection of OS maps?*
PENARTH DOCK: 1928 renaming did **not** derive from *Cl pap* so "*GWR Genl. Insts. Circ. Cl pap said had been*" would better read: "*CGM GIC R.1534/241 said 'has been'* " (note quotation marks). Clo 1 Jan 1962 confirmed by GIC A1/36 of 18 Dec 1961 *(better provenance)*
PENARTH BRIDGE: although the stops were for access to Penarth Rifle Range, that was *not* the name of the stopping place, for *Wtt* appendix stated: "…the undermentioned trains will stop at Penarth Bridge….". First mentioned ("the undermentioned trains will stop at Penarth Bridge"), under heading PENARTH RIFLE RANGE, in Cam. *Wtt* appendix supplement dated 1 July 1898 (RAIL 923/19) *[it was not in Wtt appendix issued 1 May 1896]*. Shown simply as "PENARTH PLATFORM" in timetable of "short trains" from 1 Dec 1904, as request stops, with no indication of being restricted to rifle range patrons (RAIL 92/74, folio 277, with GM's report of 8 Dec 1904). 1911 Cambrian Appendix (RAIL 1136/7) has it as "PENARTH BRIDGE" in text (despite entry heading). GWR Traffic Committee min of 26 Oct 1926 (RAIL 250/355) approved "removal of Penarth Halt *(sic)*".
PENCLAWDD: *The Welshman* of 3 Jan 1868, in railway timetables for January (which includes the new Swansea service) shows station in station bank, but with no timings; *ibid.* 31 Jan timetables for February includes 0900 Pontardulais – Swansea via Penclawdd (with impossibly sharp timings!) on Wed & Sat only – advertised return (1730 WSO) does not appear until issue of 6 Mar. Although outward trains reduced to SO in Apr and May, return is still shown as WSO. Disappear entirely with *ibid.* 12 Jun 1868 but has reappeared again (SO) in *ibid.* 6 Nov 1868 – presume merely dropped in error? *The Cambrian* 8 Sep 1871 is first to show weekday trains (as well as SO market trains) .
PENDLETON (b)**:** suffix "BROAD STREET" last in 6 Mar 1967 tt, still used in 1 Jan 1968 tt supp., deleted with tt 6 May 1968. *In other words, it had* ***not*** *been renamed with clo. of Pendleton sta. in Dec 1966.*
PENGAM: Rhy. sta. did **not** acquire '& FLEUR-DE-LIS' suffix from 1 Feb 1909 – mins of RCH meeting on 28 Jan 1909 (RAIL 1080/176) record **only** BM sta. getting that suffix. Although *hb* 1912 (and subsequent RCH paperwork) uses the suffix, *Brad* e.g. Apr 1910 and GWR public t.t. (which had by then incorporated Rhy. and BM) of 10 Jul 1922 confirm Rhy. sta. as still simply 'Pengam'**without** suffix. Hence, Rhy. sta. would have remained 'Pengam' until county suffix added in 1926 (thus GWR GM Circ. 2917 of 18 June 1924 was in error in showing old name as PENGAM & FLEUR-DE-LIS). GWR GM Circ. 3011 of 17 Sep 1926 gave addition of "GLAM" suffix as "forthwith". Suffix "GLAM." last appeared in *table* in tt 6 Mar 1967; with tt 6 May 1968 *appeared only in index;* changed to (South Glam.) with tt 5 May 1975 *(index only)* and deleted with 1 Jun 1981 tt

PENGAM MON [BM]: '& FLEUR-DE-LIS' suffix added 1 Feb 1909 (mins of RCH meeting on 28 Jan 1909 (RAIL 1080/176)); 1909 renaming – for BM station **only** – confirmed by *LNW Circ. no. 921*; renamed FLEUR-DE-LIS 1 Jul 1924 (*GW tt 1 Jul 1924, and confirmed by GWR GM Circ. 2917 of 18 June 1924)*, renamed PENGAM MON 29 Mar 1926 *(GW Wtt supp RAIL 937/144)*) [so GWR GM Circ. 3011 of 17 Sep 1926 was somewhat behind the event].
PENGE [WELCP]: *Co n* (for example, *Morning Advertiser*, 4 May 1858, p.1) for new service do not mention intermediate stations, but a brief report (*South Eastern Gazette*, 11 May 1858, p.4) of the line's opening says: "... from this town [Bromley], Shortland's station ... to Pimlico, via Beckenham, Penge, and the Crystal Palace ... ". In that Beckenham was the only other intermediate station on the new section, one would surely be justified in inferring that there was, indeed, a second intermediate station, called PENGE. From this plus Kay's cited article one can conclude that Penge station **did** op with the "extension" line on 3 May 1858, and that the name "BECKENHAM ROAD" (used by A A Jackson) was not used. The station might have been called Penge (which is further away than Beckenham, and was in the next county!) because there was, then, no *other* station bearing that name. No such stopping place appears – under any name – in readily accessible issues of *Brad* (Aug 1858, Jul 1859, Jul 1860) during the period of its alleged operation – neither in station bank nor as a footnote. Kay observes that the "extension" service did not appear in *Brad* until the issue of August 1858 (p.178), where there is no mention of Penge - although all other stations between Shortlands and Pimlico are duly shown, with times - including Beckenham (later Beckenham Junction). He rather implies that the omission of Penge was because of lethargy (or unfamiliarity with procedures) on the WELCP's part. However, even when the timetable was altered the following month - presumably at WELCP's instigation - the opportunity was not taken to include Penge. Kay turns to local "history" ('reminiscence' might be a better term) to "...prove that the station was open for public use for a **significant period** (my emphasis), but with the implication that it was a 'poor thing' and hardly used ... sinking into an undvertised half-life...". That Penge did not survive the replacement of the Shortlands - Crystal Palace "connecting shuttle" by the LCDR's through service from 3 December 1860 is indisputable - but it must be questioned whether Penge station lasted even as long as a couple of months (rather than "a significant period", as Kay asserts). Were one to believe it was still in use by the time of the August 1858 *Brad* (which one doubts), by then it can only have been as an unadvertised (or even unofficial) request stop - perhaps the entry should be further caveated until some *positive* evidence of it surviving beyond summer 1858 emerges (as opposed to its *existence* – which is not doubted).
PENHELIG [Cam] (non-tt): that the start date of inability to move carriages through tunnel was Fri 13 Sep 1889 is attested (*better*) by *Cambrian News* 20 Sep 1889, but only **goods** traffic resumed 18 Sep (*Aberystwyth Observer* 21 Sep) - **pass** did not resume until afternoon of 20 Sep (*Western Mail* and *Western Daily Mercury* 21 Sep) [cited *Cambrian News* report was misleading on this latter point]
PENHELIG [GW]: op 8 May 1933 (unstaffed) confirmed by *GWR Dist Tfc Mgr Oswestry circular N.W.137 of 2 May 1933* (RAIL 279/39) *(better provenance).* Clo 1 Jan 20-18 (platform renewal); reop 31 Mar 2018 See **17 Oct 2020****
PENISTONE what is significance of reference to "R Brettle"?
PENISTONE BARNSLEY ROAD: op. date was 21 Feb 1916 (RAIL 931/16). *G&S* give clo. of line as **2** Feb 1916 but *Huddersfield Daily Examiner* (3 Feb 1916) confirms collapse was in the **afternoon** of Wed 2 Feb 1916 - *hence trains had passed that day so w.e.f. date would be **3 Feb** 1916.* Reop 14 Aug 1916 confirmed by GC handbill (RAIL 931/16) (*The GC had an interest in producing such publicity material because of their through workings over the line).*.
PENMERE: op confirmed as 1 July 1925 in Passenger Train Service Committee minutes for winter 1925 (RAIL 250/786), where described as PENMERE PLATFORM.
PENN: op 11 May 1925 confirmed by GWR CGM/SoL circ R.1639/F.4155 of 9 May 1925 (RAIL 253/482) *(better provenance).* The cited *Dudley Chronicle* report appeared in the issue of **21** May 1925
PENNS: 5 Oct 1936 renaming: *Clinker's papers* cite *hbl.* for this date
PENPERGWM: op 2 Jan 1854: cited provenance of *Hereford Times* 24 Dec is **not** a "*Co n*" but part of the paper's "Railway Time Tables" compilation (page 3); the company's own advert for the opening did not appear until *Hereford Times* **31** Dec 1853 (although that did not list all the stations).

PENRHIWCEIBER (of 1988): clo 14 Apr 2023 (electrification work); reop 29 Jun 2023 *(BLN)*
PENRHIWCEIBER HL [GW]**:** the specified abbreviation for *South Wales Daily News* is simply *S Wales*
PENRHIWCEIBER LL [TV]: add note to the effect that it became **PENRHIWCIEBER** (of 1988).
PENRHIWFELIN HALT: this needs only: op 1 Oct 1911, clo 4 Mar 1912, citing *Chron. 62/13– the rest is superfluous.* The halt was only 40ft long, capable only of service by railmotor and thus was **not** used by unadvertised ("non-tt") miners' trains (if any ever ran on the Cylla branch – they were **not** provided for in the BoT inspection of Dec 1910). Location had – prior to Dec 1910 inspection – been referred to by the Rhymney as MELIN CYLLA MOTOR CAR HALT. The service first appears in *Brad* in the Dec 1911 edition. "Alias" should render it as MELIN CYLLA (two words)
PENRHIWFELIN COLLIERY: no credible evidence seen of unadvertised miners' trains on the Cylla branch. And the only colliery that *might* have attracted them was **Penallta** (not Penrhiwfelin) **Colliery**; Penrhiwfelin signal box – some way short of the short-lived public halt – controlled the access for Penallta Colliery. The rail access to the colliery – with double reversals – was not conducive to passenger trains working right in to the colliery – and there is no sign on OS plans of any colliers' platform on the Cylla branch near the colliery. Melin Cylla might have been the pre-op name given to the end of the branch (near the public halt) but not to Penallta Colliery.
PENRHYNDEUDRAETH [Cam]: Carnarvonshire Rly's advert for opening service from 20 Sep 1867 - in *Carnarvon & Denbigh Herald* for 28 Sep 1867 - and Cam's own tt sheet for opening of their own service from 10 Oct 1867 (at RAIL 923/1) are both **two words *without hyphen***. See **17 Oct 2020****
PENRHYNDEUDRAETH [Festiniog]: *surely work does not deal with preservation era – so delete reference to 1958*
PENSARN: Clo 4 Jan 2014 (storm damage); reop 1 May 2014 See **17 Oct 2020****
PENSNETT: op 11 May 1925 confirmed by GWR CGM/SoL circ R.1639/F.4155 of 9 May 1925 (RAIL 253/482) *(better provenance).* The cited *Dudley Chronicle* report appeared in the issue of **21** May 1925
PENTRE [TV]: a stopping place *allegedly* existed here in 1905 as RHONDDA ENGINE WORKS (see APPENDIX 2) but APPENDIX 3 tells a different story: *Brad* Oct 1906 entry sounds a tad previous if BoT inspection was only late Sep but doubtless op.soon after the inspection
PENTRE-BACH: Notice dated 28 May 1886 "Pentrebach (for Abercanaid) station will be opened on Tuesday next **June 1st**." in *South Wales Daily News* 29 May 1886 (Colin Chapman's notes at *WRRC* - paper not available online). *South Wales Echo* of 3 June 1886 carried *post hoc* report of the opening on **1 Jun** 1886. Also to note "FOR ABERCANAID" suffix in both papers. *The July press item must simply be an increase in service level.* Suffix not shown in 1938 *Hb* but still in *Brad* at Aug 1938; gone *by* GWR tt of 3 July 1939. The signboards remained unchanged for many years thereafter.
PENTREFELIN GLAM.: op. date 16 Apr 1928 confirmed by *GWR Div Supt letter 27 Mar 1945 in Cl pap (better provenance)*
PENTREMAWR: special train to this colliery – under its then-name of CAPEL IFAN COLLIERY - on 17 Feb 1880 – see auctioneer's advert in *South Wales Daily News* 31 Jan 1880, page 1, col 4.
PENWORTHAM COP LANE: renamed from COP LANE 30 Mar 1940 *(LMS W1 WON) (better provenance)*
PENYCHAIN: op 31 Jul 1933 (unstaffed) confirmed by *GWR Dist Tfc Mgr Oswestry circular N.W.141 of 24 July 1933* (RAIL 279/39) *(better provenance).* Conversion to station status **3 Apr** 1947 (*GWH* and *Cl pap*) See **17 Oct 2020****
PENYDARREN: company to read [TBJ]; report in *Merthyr Telegraph* 4 May 1877 shows platform already in use by that date for Dowlais Co.'s workmen's trains; **not** shown in GWR *Wtt* for TBJ line in July 1897 or 1914 *Wtt*s. *Merthyr Express* 1 May 1926 shows this GKN (previously Dowlais Co) platform was to be reop (*likely* summer 1926 after General Strike); calls shown ***by*** Jul 1928 *Wtt* ; still in *Wtt* at Jun 1956 but gone by Sep 1957. *At grid ref SO073060.*
PENYFFORDD: spelling (according to *Brad)* was, from 1877, always was with **two** ds - but no hyphen until **both** hyphens were added in CLC table from Jan 1892 (not added in WMCQ table until some date *later than* Dec 1892) ; there was no change in 1896 – *Cl.* does not claim second "d" was

added then as it already existed – perhaps there has been some temporary printing error? The two hyphens were deleted with BR LMR tt issue 18 June 1951 (*Cl.* note 2755)
PENYGRAIG: GWR GM Circ. 989 of 30 Mar 1885 reported alteration of name of **goods** depot (*vide* final sentence of entry) from DINAS to PENYGRAIG from 1 Apr 1885. *Cardiff Times* 2 Jun 1900 reported that workmen's train had been running between "Penygraig Goods Station" and "Cambrian Colliery, Clydach Vale" "for some months", thus pre-dating public opening. GWR GM Circ. 2245 of 12 Jul 1911 gave addition of "& TONYPANDY" suffix as 'forthwith' *(better provenance).*The excision of "& TONYPANDY" suffix was from **1 Mar** 1925 as advised by GWR GM circ. 2951 (*Cl. has simply picked the start date of the next issue of public timetable).*
PENYRHEOL: made a halt **Aug** 1930 *(RAIL 266/53)*
PENZANCE: The first time the "on and after Jan 4th" timetable appeared *without* the word "Viaduct" was in *Royal Cornwall Gazette* of 18th Mar (and *Cornish Telegraph* 25 Mar 1853) which rather suggests that normal services resumed from about mid-Mar 1853. The text about the 1869 washout is in error: on **31 Jan** 1869 about 550 feet of Penzance viaduct was washed away, closing Penzance station (*Western Morning News* 1 Feb). This time a temporary line was laid further inland, op **19 Feb** 1869 (*Western Morning News* 19 Feb) allowing reop of sta. *[the temporary line seems to have remained in use until 1871 but this did not affect the station itself].*
PERCY MAIN: Boat trains
ALBERT EDWARD DOCK quay was in passenger *shipping* use (but no rail service shown) in Apr 1910 *Brad*; ship diverted to Newcastle Corporation Quay from Sep 1914 *Brad.* Reop. 16 Jun 1928 as Tyne Commission Quay *(new terminal arrangements at quay).* Was still only "G" in *hb* 1904.
TYNE COMMISSION QUAY: owned by Tyne Improvement Commission (at least at date of 1928 opening) with *ceremonial* op. 15 Jun 1928 (*Rly Gaz* 22 Jun 1928, p.852 – repeated virtually verbatim in *RM* Aug 1928, p.155). First *public* use Sat. 16 Jun 1928 (*LNER Magazine*, Jul 1928, p.349); the latter explained that from that day "the regular boat services and steamer cruises of the B & N Steamship Co. between the Tyne and Norway, which in the past had run from Newcastle Corporation Quay, commenced running from the new Riverside Quay at Albert Edward Dock *(note their terminology for the location, which mirrored that used by Rly Gaz)* to Norway. A through boat train will run every Saturday from June 16 to August 25 from King's Cross to the new Riverside Quay, leaving … at 9.30 a.m. and arriving at the Quay at 3.48 p.m." However, the terminal (and branch) did *not* appear in LNER *Wtt* until that of 24 Sep 1928 (presumably by weekly notice until then) with trains from Newcastle Central to "Tyne Commission Quay" at 1550 TThSO and from TCQ at 0825 WO, 1500 ThSO and 1505 SuO (journey time 35 mins, conveying through carriages from/to King's Cross as appropriate). To add to the nomenclature confusion, in reporting Sep 1928 timetable changes, *Rly Gaz* 7 Sep 1928, p.309 called it "Tyne Commissioners' Quay at Newcastle". Clo 28 May 1966, reop 3 Jul 1966 (union demarcation dispute - PR&PO York letter PR14/1 of 4 Nov 1966; *Journal of Stephenson Loco Society* Dec 1966). Final clo 4 May 1970 (*GIC 271) (better provenance)*
"… trains from Newcastle turned north onto old Backworth Colliery line just before Percy Main and then reversed to here *(Rail Forum, internet)*;": don't believe everything you find on the internet (and not quite sure what the routing has to do with the TCQ station but there you go…). In fact, from personal experience, trains diverged at Percy Main Jn box to Percy Main North Jn box, where they reversed, to run down to TCQ. During the reversal manoeuvre they remained on BR NER ex Blyth & Tyne metals – they did **not** use either the parallel Seaton Burn Wagonway or the parallel Backworth Colliery Railway, both of which ran independently of the B&T tracks. So correct the text and delete the reference to the internet source…..
PERIVALE [GW]**:** op. 1 May 1904 confirmed by GWR poster. reop 29 Mar 1920 confirmed by GWR GM Circ. 2718 of 1 Mar 1920 *(at GWTrust archive).*
PERRANPORTH: op 6 Jul 1903 confirmed by GWR SoL Circ. 1449 of 1 Jul 1903 *(better provenance)*
PERTH: trains from Dundee were not advertised to call at the General station until Oct 1862 - they used bay platforms in front of the station building and at right angles to it so there were no platforms on the Dundee line until the station had been remodelled in 1885-7.
PERTH PRINCES STREET: clo 28 Feb 1966 (*Co n The Scotsman* 9 Feb) *(better provenance)*

PERTH GLASGOW ROAD: shown as "Ticket Platform" in *Wtt*s (for examples: summer 1953, summer 1954) with a 2 min stop by most local stopping trains **from** the Highland and Coupar Angus lines (with **no** note saying unadvertised or for ticket collection purposes only)
PERRY BARR: clo 10 May 2021 (rebuilding); reop 29 May 2022
PETERSTON: reduced to unstaffed and restricted to only one up and one down trains from **6 Apr 1959** (not Jun 1959 or Jun 1960 tt as might be implied from present wording) (BR WR advert in *Western Mail* 3 Apr 1959)
PETTS WOOD: op date 9 Jul 1928 confirmed by *Rly Gaz* issue of 6 Jul and by *hbl 68*
PETROCKSTOW: last known passenger use for an *originating* public chartered excursion (i.e. not as a *destination* of a railtour) was 9 **August** 1981 (as for Yarde Halt). Source: charterer of the publicly advertised excursion,. R N Joanes
Add: PEWIT (PEAWIT, PEEWIT, PEWITT) COLLIERY [Mid.]: served by unadvertised workers' trains on the Mid. Pilsley Extension line, from 31 Aug 1874; disappeared from tt 1 Jul 1877 – but possibly replaced by WILLIAMTHORPE CROSSING (q.v.) *[Wtt analysis by Glynn Waite]*
PHILORTH: *presumably* the wording "and note as 1905 *Wtt*" means that the need for written permission still applied (could be better worded to avoid ambiguity). Although *hbl* 61 recorded conversion to halt, there was no mention of 'opening to public'
PIDDINGTON: 1 Apr 1904 confirmed by RCH Goods Manager's Conference min. 7476 b of 28 Apr 1904 (RAIL 1080/188).
PIEL:

1846: *Co n* in *Westmorland Gazette* and *Fleetwood Chronicle* 22 Aug set out steamer timetable and (a couple of days prematurely!) "Railway trains leave Piel Pier on arrival of this steamer". *Westmorland Gazette* and *Carlisle Journal*, both of 29 Aug 1846, reported rail service with Piel, to connect with Fleetwood sailings, having started "Monday last" – i.e. 24 Aug 1846. Last press advert 19 Oct. *Piel rail service presumably ceased end of Oct 1846.*

1847: FR advertised resumption of service as 24 May (*Co n Manchester Times* 15 May) but was prevented by legal dispute with John Smith, the pier's owner (*Fleetwood Chronicle* 28 May report *appears* to imply that service did use Piel for a few days, although that seems highly unlikely in view of the fact FR failed to obtain injunction in court on 22 May). *The cited half-yearly report does **not** provide confirmation that the Piel service restarted on 24 May – merely that it had been **intended** to so do ("your directors had **anticipated**....").* Service diverted instead to the tidal Barrow Pier (*Kendal Mercury* 29 May, *Co n Liverpool Mercury* 18 Jun) for remainder of season until 30 Oct (*Fleetwood Chronicle* 22 Oct) with connecting trains from/to Barrow **instead of Piel** (shown as Barrow in e.g. *Brad* Aug 1847). No service advertised in winter months. *Therefore, effectively no rail service at Piel during 1847.*

1848: Liverpool & Furness Steam Packet Co advertised new service with Liverpool – including rail connections at Piel – started 3 Mar 1848 (*Co n Manchester Examiner* 12 Feb), preceded by an excursion Piel ⇔ Liverpool 29 Feb (*Westmorland Gazette* 11 Mar). Fleetwood ⇔ Bardsea ferry switched to Piel from about the same date *(ibid.)* but whether that attracted dedicated rail connections is not recorded. *Rail service at Piel, for steamer connections, from 3 March 1848 for remainder of year.*

1849: *Brad* Jan 1849: "The times of the trains between Piel and Dalton will vary each day with the arrival and departure of the Steamers" but Feb 1849: "Until further notice the steamer between Piel and Fleetwood will sail Tuesday Wednesday Thursday and Friday according to tide" – in addition to the Jan wording. Last advert for Liverpool – Piel service Feb 1849. Barrow replaced Piel for Fleetwood service 1 Mar 1849 (hence no mention of Piel in *Brad*). *Soulby's Ulverston Advertiser* 19 Jul 1849 reports that "in consequence of arrangement between the Furness Railway Co., and the proprietors of Piel Pier, the steamers now running between Fleetwood and Barrow, will commence shortly to ply regularly during the summer months, between Fleetwood and Piel Pier." Piel steamer and rail service (including Rampside) restored 30 Jul 1849 (FR tt; *Brad* has twice daily train service at Piel from Aug 1849 issue). Steamers reverted to Barrow 1 Nov 1849 (FR tt) for winter. *Rail service at Piel until end Feb, and again from 30 Jul to 31 Oct 1849.*

1850: Winter service continued via Barrow, until Piel (and Rampside) restored 1 May 1850 (FR tt). Piel service (with one round trip for Fleetwood) survived for this winter. *Rail service at Piel, for steamer connections, from 1 May 1850 for remainder of year.*

1851: Piel service (with one Fleetwood round trip) continued through winter. Piel rail service increased to 3 trips (sailings with Fleetwood and Morecambe), and Rampside deleted 1 Jun 1851 (FR tt). Fleetwood sailings and Piel line survived for this winter but Morecambe sailings deleted 1 Nov 1851 (FR tt).

1852: Piel service (with one Fleetwood round trip) continued through winter. Morecambe sailings resumed 1 Jun (FR tt).

1853: Hurricane conditions, which had started on 25 Dec 1852 and were particularly strong on 27th, caused flooding and breaching of the railway (*Morning Chronicle* 30 Dec), compounded by the *Mona* (of Amlwch) being blown on to and severely damaging the pier on 30 Dec (*Liverpool Mail* 1 Jan 1853). Thus closure of line pre-dated 5/6 Jan 1853 by at least a week and the FR tt in *Soulby's Ulverston Gazette* of 6 Jan 1853 is *already* showing Piel branch closed. *Brad* Feb to Jun 1853: "The Piel Branch and Pier is Closed, and the Fleetwood and Morecambe Steamers run to Barrow". The Furness acquired Piel pier April 1853 and service resumed when pier reop 13 June 1853 (*Preston Chronicle* 11 June), for all-year service for steamer connection with Fleetwood.

1854 to 1857: Piel service operated all-year for steamer connection with Fleetwood (and Morecambe in summer) from June 1853 until the Carnforth line op autumn 1857.

1857 to 1867: Piel branch and steamer services reverted to summer only (May or June to Sep or Oct), with winter months' timetables usually endorsed: "The Fleetwood and Morecambe Steamers are discontinued during the Winter Months" – or similar. The Morecambe route expired after the 1866 season.

1867 to 1881: In addition to the summer Fleetwood steamer service, two more started in 1867: with Douglas 1 Jul (summer only) and with Belfast 2 Sep (all-year) (*Barrow Herald* 7 Sep 1867). Piel branch service endorsed "For steamboat traffic only" (and, some months, "These Trains will not run when the Steamers start from or arrive at the Barrow Docks."). The regular descriptor – at least at the outset - was "Piel Pier". Local train services – in addition to steamer connections - resumed from autumn 1868. The curve avoiding reversal at Roose Jn by Barrow trains op spring 1873. Of the steamer services, that with Fleetwood expired at the end of the 1869 season, while the other two routes were both diverted to use Barrow Ramsden Dock from 1881: 1 June (Douglas) / 1 Oct (Belfast).

The OS survey of 1847 https://maps.nls.uk/view/102343799 shows only the rail line to the (wooden) pier – no station on the island ("Roe island") itself, the 1889 survey https://maps.nls.uk/view/126515072 shows both Piel station – on Roa Island - and the full length pier, and the 1910 revision https://maps.nls.uk/view/126515075 shows the station, but the pier truncated . Clearly at some period there were **two** separate "stopping places" at Piel, which were *probably* both in use at the same time (one for boat connections, the other for local services) but alas, there is no clue from the mapping as to when the station on the island proper was op – this does not seem to have been the case in e.g. summer 1867 when all train connections (including with the new Isle of Man steamer service) referred to Piel Pier. FR *co ½* (given in *Ulverston Mirror* 29 Feb 1868) reported: "The new works at Piel Pier are nearly finished, and, when completed, will give facilities for steam boats not afforded by the pier as originally constructed. The trains will run alongside the boats, and the passengers will embark under shelter, thus freeing the traffic from the disadvantages under which it has hitherto been conducted." No suggestion of a *separate* landward station - but perhaps it appeared when local services resumed (i.e. when Rampside repened as Concle in the FR timetable from 1 Dec 1868 (*Soulby's Ulverston Advertiser* 3 Dec 1868)). [The noted historian of the Furness Railway, the late Dr Michael Andrews, shares that speculation that the station dated from "about 1868" – *The Furness Railway in and around Barrow* (2003)]. However, the first traced press reference to a "station" at Piel is not until *Barrow Herald and Furness Advertiser* 18 Feb 1871, p.2 *[as an aside, note that the Piel Pier Hotel had been erected as long ago as 1849 – Soulby's Ulverston Advertiser 28 June 1849]*. The 'station' (and station master) featured in a curious court case - *Barrow Herald and Furness Advertiser* 20 Nov 1877 *et seq.* The pier terminal would have gone out of use 1

Oct 1881 with the withdrawal of regular passenger sailings at Piel so from hereon only the landward station would have been used.

Discontinuance of "All Trains between Rampside and Piel" from 1 Sep 1914 is confirmed by *Co n* reproduced at p.213 of Andrews *The Furness Railway - A History* (2012).

See also RHRG 26/8 as corrected by RHRG 38/14.

PILLING: 1875 reop of G&KER first appeared in "[train and bus] Departures for May" in *Preston Chronicle* 29 May 1875 (**not** in previous weeks' issues)

PILNING: transfer from (a) to (b) 1 Dec 1886 confirmed by GWR GM Circ 1112 of 25 Nov 1886

PILOT: often prefixed "The"; suffix "Halt" added by 1956 (source: *The Line that Jack Built,* Ian Allan, 1956); still shown (including - until demolition of original building in 1967 (which was replaced in 1968) - photograph of halt with passengers) without any suggestion of being closed in *The Line that Jack Built,* Ian Allan, 1956 and in P Ransome-Wallis, *World's Smallest Public Railway*, Ian Allan, 2nd edn 1957, 3rd edn 1962 (4th edn not seen) and 5th edn 1968. Also (no photo) in C R J Hawkins [company's then General Manager], *R . H .& D . R.. The Kent Coast Line,* Romney Hythe & Dymchurch Light Railway Co., [1974], page 15, in *Romney, Hythe & Dymchurch Railway Official Guidebook Golden Jubilee Edition 1927-1977,* RH&DR, 1977) [these latter two works published by the railway itself can be taken as definitive evidence that the halt was **not** closed, regardless of whether or not it appeared in the timetable] and in J B Snell [company's then Managing Director], *One Man's Railway*, David & Charles, 1983). Shelter demolished ca.1946 but replaced 1968 (source: *Wolfe*, p.53). The 1974 guide excluded the definite article from the halt's title, the 1977 edition included it, Snell gives both versions.... so take your pick!]. However, it **had** closed by the time D & B Smith, *The Romney Hythe & Dymcurch Railway - A Visitors Guide...,* RH&DR, 1987, was published..

Add: PINEAPPLE ROAD: op (Tue) 7 Apr 2026 (https://www.wmca.org.uk/news/west-midlands-rail-revolution-continues-as-mayor-announces-opening-dates-for-five-new-stations accessed 12 Mar 2026) (at site of former HAZELWELL sta.)

PINHOE (b): add "same site as (a)" *(c.f. Rhoose)*

PINXTON & SELSTON: the service in summers started 14 Jun **1958**; at end it was Saturdays only .

PITMEDDEN: addition of 'P' given in *hbl **62*** of Jan 1927

PITSFORD & BRAMPTON: '& PITSFORD' suffix removed 1 Apr 1860 *(LNW circ. no. 335).* 1 Dec 1881 renaming was shown as 'in future will be known as' in *LNW Circ. no. 1676 dated 24 Nov 1881* – but *LNW dates* cites Officers' Min. 22811 for specific date *(better provenance than JS).*

PITTINGTON: isn't this likely to have been used by the annual Durham Miners' Gala specials to Durham Elvet until 18 Jul 1953?

PITT'S HEAD: this one, at least, should be afforded the apostrophe - it's a reference to William Pitt, the younger - the politician; **always** request (**not** "aot")

PLAIDY: worked as halt from 1 Jul 1939 – LMS *PCC no. 333*

PLAISTOW [also EAST HAM and UPTON PARK]**:** should the exchanges in *Chron. 58/26, 59/28, 60/20, 62/11* about cessation of use by BR trains be reflected?

PLAS-Y-COURT: op. date 3 Nov 1934 confirmed by GWR Chester Division Report 1934 (*Cl pap*) and also by LMS *PCC no. 109*

PLEALEY ROAD: report in *Shrewsbury* of 15 Feb 1861 of trains on Wed 13 Feb strongly implies – by the reference to 'tickets' – that they were more than VIP specials that day but public (c.f. Cannock 'introductory' service of 1989).

PLEASLEY [GN]: Advertised summer Saturday use continued to **18 Aug 1962** (last train) *(ER tt RAIL 908/22 – the second "every summer Saturday" train did not run after 1961, leaving only the "dated" train for 1962)*; the (un-timetabled but semi-regular) winter football service (for home games in Nottingham) lasted to about the same time as the advertised summer Saturday use (current wording might be taken to imply only winter 1950/1…); alas, not known whether the football trains ran in winter 1962/3. *Cited Cleethorpes excn presumably also served some or all of Shirebrook South, Skegby and Sutton in Ashfield Town*

PLECK: 1 Jan 1917 clo. *T 22 Dec 1916 (better provenance)*

PLESSEY: appears - as PLESSY *(sic)* - in Y&NB account book of daily takings (RAIL 772/131) of 1849 *but was* ***not*** *listed with those three Newcastle – Morpeth intermediates which* ***did*** *op with line, so must have op. between 1847 and 1849.*

PLYM BRIDGE: suffixed PLATFORM in GWR (e.g. 1939) and BR-WR (e.g. 1958) public tts.

PLYMOUTH MILLBAY: w.e.f. clo date was 24 Apr 1941 (in consequence of blitz previous evening). The GWR General Manager's and Railway Executive Committee's reports (courtesy of Tony Cooke) have clarified events somewhat. The Millbay area was hit by bombs on the nights of 21-22, 22-23 and 23-24 Apr 1941. The first night Harwell St engine shed was gutted by fire, a number of carriages were destroyed or damaged, and the goods depot platform damaged. The second night two arches in goods depot were demolished, several loaded wagons burnt out, and damage by blast caused to passenger station buildings and district office. The third night the goods shed, stables, and offices were gutted by fire (ca. 2230 on 23rd according to Plymouth Division Annual Report), and 32 horses killed. Also extensive damage to station buildings from incendiary bombs. In the remarks column against this third raid was noted: "Goods traffic dealt with at passenger station." - implicitly in consequence of that raid, i.e. effectively from 24 Apr. As already noted, the next monthly (May) supplement to the working timetable (RAIL 937/178) showed Millbay passenger station "...has been closed to passenger traffic (except for despatch of certain parcels and miscellaneous traffic)" with an effective date of 24 Apr shown - they used w.e.f. dates for such items. The *Western Morning News* appears to have been devoid of any contemporary press reports or adverts advising passengers of the changed arrangements. Letter to Clinker from the GWR's Plymouth DTM (in 1945) read: "This station was closed on the 23rd April 1941 on account of the Plymouth Goods Station *(i.e. Millbay goods)* being blitzed and the work being transferred ... to the passenger station." At that era, usage of the word "closed" was lax, and here meant that 23 Apr was the last day of use, not the first day of non-use *[Chron. 90/21]*

[Plymouth Millbay] Ticket Platform

Delete existing text and substitute: Op late 1851 or early 1852 (*Royal Cornwall Gazette* 3 Oct 1851); closed late 1896 ["In connection with station alterations. The ticket platform has been permanently removed and examination and collection of tickets will in future be performed at Mutley, North Road and Devonport" - G.M.'s report of 6 Jan 1897 – RAIL 250/416]

PLYMOUTH MILLBAY DOCKS: GWR Board Min of 18 Jan 1882 – "Arrangements for landing the Peninsular & Orient passengers were generally satisfactorily carried out, but that it was necessary to afford the passengers the convenience of a through carriage direct from the docks, that a siding be constructed at an estimated cost of £235. Authorised." *Western Daily Press* 6 Feb 1882 carried GWR half year report (likewise *Devon Evening Express, Bristol Mercury, et al.*) - but that of course gives no clue about through trains. GWR New Works Records 1871-1920 gives "Siding for through carriages for steamship passengers. Completed Aug 1882." (rather a long gap between authority in January and completion in August - and again no help as to when trains started). Letter from a BR WR Plymouth Division officer in *Cl pap* confirms that last boat train did indeed run on 18/19 Oct 1963 – so the separate **OCEAN TERMINAL** item is error

POCHIN PITS and **POCHIN PITS COLLIERY:** from following LNW mins (at TNA Kew) these two locations seem to be the same.

18.1.1882	Erect a rough timber platform near the new Pochin Pits for the accommodation of workmen, for use pending the question of the removal of the present Hollybush station to more convenient site. (Tfc. Com. Min 34691)
21.1.1886	The temporary platform near Pochin Pits for the colliers' train to be extended three carriage lengths. £12. (Min 39180 Traffic Committee)
18.12.1889	Pochin Pits, the platform provided opposite the colliery to be extended. £20. (Min 42931 Traffic Committee)
18.3.1891	In connection with the widening of the Sirhowy line, a platform to be provided on the upside for the colliers' train at the Pochin Pits, there being only a platform on the downside. £80. (Min 44191 Traffic Com)
18.05.1892	Lengthen Colliers platform 45 feet £18 and Up platform 10 yards £12. (Min 700 Passenger Com. 6.4.1892).
15.03.1893	Lengthen platforms for colliers' trains. (Min 1358 Passenger Com. 15.2.1893).
14.10.1896	Lengthen Colliers' platform. (Min 3277 Passenger Com. 12.8.1896).
15.2.1905	Extension of platforms used by Colliers trains. (Min 8166 Passenger Com. 18.1.1905)

South Wales Daily News Fri 6 Jan 1882 has service started "this week" – probably safe to assume w.e.f. Mon 2 Jan 1882.

POINT PLEASANT [NE]: " *Disused Stations item on internet (Alan Young)"*: proper citation http://disused-stations.org.uk/p/point_pleasant/index.shtml (accessed 26 Jan 2025) - but of course provenance really should be the cited *Wtt*

POISON CROSS: op. (Sat) 18 Apr 1925 (see exchanges in *Chron. 75/29).* It is *possible* service started earlier, when Canterbury Road Wingham (q.v. under WINGHAM below) did.
POKESDOWN: "for Eastern Bournemouth" suffix added **11 Oct** 1930 - *RCH distance tables advice no. 40/5 of 13 Apr 1932*
POLESWORTH: still languishes under its one northbound weekday morning train at Jan 2025.
POLLOKSHAWS WEST: 1952 renaming date almost certainly **1 Jan** 1952 (shown "has been altered" in BR Circ. issued **Jan** 1952*) (better provenance too)*
PONKEY CROSSING: op 5 June 1905 (*Y Genedl Gymreig*, 6 June 1905 (p. 7)) *(better provenance);* clo. date 29 Mar 1915 (GWR Passenger Train Alterations Committee minutes - RAIL 271/4 – see *Chron. 82/6). **Not** in 22 Mar 1915 service cuts*
PONT LAWRENCE: became halt 30 Sep 1935 – LMS *PCC no. 150*. Source of clo date 4 Feb 1957 was memo from D S M Barrie (PRO, Rly Exec HQ) dated 9 Apr 1957 in *Cl pap*
PONT LLIW: Op 9 July 1923 confirmed by Passenger Train Service Committee minutes for summer 1923 (RAIL 250/786).
PONT RUG: 22 Sep 1930 clo date confirmed by *hbl L77*
Add: PONT-Y-CYSYLLTE: see PONTCYSYLLTE WHARF.
PONTARDDULAIS: J clo 27 Aug 2020 (derailment near Llanelli); reop 8 Mar 2021
Add: PONTCYSYLLTE WHARF [Shropshire Union]: Sunday school excursion 4 July 1870 (*Wrexham Advertiser* 9 Jul 1870).
PONTEFRACT: the 1936 renaming of the three stations was belatedly (without date) confirmed by LMS *PCC no. 217* in Feb 1937 (better provenance)
PONTEFRACT BAGHILL: what provenance for alleged 1884 renaming? BAGHILL (one word) first found in press report in *Wakefield & West Riding Herald* 14 Dec 1878, p.7, and first in NER *Co n* in *Yorkshire Gazette* 17 July 1880, p.1; in *Brad* by Aug 1887 . BAG HILL (two words) not found until GCR *Co n* in *The Umpire (*a.k.a.*Empire News*) 17 Apr 1904, p. 6. *NER* (Tomlinson) makes no mention of either suffix.
PONTELAND: clo. "on and from 16 June [1929]" confirmed by LMS *PCC* no. 103 – but that was a Sunday, hence 17 Jun 1929 wef date
PONTESBURY: report in *Shrewsbury* of 15 Feb 1861 of trains on Wed 13 Feb strongly implies – by the reference to 'tickets' – that they were more than VIP specials that day but public (c.f. Cannock 'introductory' service of 1989)
PONTLLANFRAITH LOW LEVEL: renaming from 'TREDEGAR JUNCTION' from 1 May 1905 confirmed by GWR GM Circ 2012 of 13 Apr 1905 (RAIL 253/482) *(better provenance).*
PONTLOTTYN COLLIERY: if *U* is to be believed, report in *Merthyr Express* 7 Apr 1917 must indicate start of colliers' services from locations **up** the valley (with 1916 having been start for locations **down** the valley). Alternatively, 2 Apr 1917 would represent op of Pontlottyn Colliery Halt…..
PONTRHYDYRUN (a): do not be confused by *Monmouthshire Merlin*'s timetable pages giving Pontrhydrun *(no second 'y')* from issues of 25 Jun to 17 Sep 1852 - that appears to have been a typo (including in co adverts in same paper!)
PONTRILAS: op 2 Jan 1854: cited provenance of *Hereford Times* 24 Dec is **not** a "*Co n*" but part of the paper's "Railway Time Tables" compilation (page 3); the company's own advert for the opening did not appear until *Hereford Times* **31** Dec 1853 (although that did not list all the stations).
PONTSARN: BM min of 25 June 1868 authorised platform to be erected (although min of 4 Aug 1868 queried why platform had been built where it had! (RAIL 65/2)). From these it has to be concluded that use on 16 June was without the benefit of a platform. *LNW Circ. no. 1966 of 30 Dec 1884* says "has been" renamed PONTSARN FOR VAYNOR
PONTYCLUN: occupies virtually the Llantrisant sta site: old sta midpoint 181m37ch, current sta 181m40ch – should it not be shown as a reopening?
PONTYGWAITH HALT [GW]: bgetter to cite closure w.e.f. **5** Feb 1951 for reasons given at **1951 ****, below.
PONTYGWAITH [TV]: op 5 Jun 1905 confirmed by *Co n* in *Western Mail* 1 Jun 1905 *(better company generated provenance).*
PONTYPOOL & NEW INN: op 2 Jan 1854: cited provenance of *Hereford Times* 24 Dec is **not** a "*Co n*" but part of the paper's "Railway Time Tables" compilation (page 3); the company's own advert for the opening did not appear until *Hereford Times* **31** Dec 1853 (although that did not list all the stations). The addition of "FOR PONTYPOOL" – which derived not from *Co n* but from

Hereford Times's compilation – may simply have been an invention of *Hereford Times…. (a Bradshavian 'helpful' amplification).*
PONTYPOOL CLARENCE STREET: 1 Sep 1881 renaming – from simple PONTYPOOL *(not as shown by Cl.)* – confirmed by GWR Circ. **no. 637 of 25 Aug 1881**
PONTYPOOL CRANE STREET: *Cl.* 1 Sep 1881 renaming – from PONTYPOOL (MON.) *(not as shown by Cl.)* – confirmed by GWR Circ**. no. 637 of 25 Aug 1881**
PONTYPRIDD [TV]: deletion of CENTRAL suffix 1 Jul 1924 confirmed by *GWR Train Alterations May 1930 ufn* leaflet (RAIL 936/64) and SoL GIC A/457 17 Apr 1930
PONTYPRIDD GRAIG: List of station name alterations in GW tt 1 Jul 1924 carried correct spelling **G**RAIG (ignore what the 18 Jun circular said!). The 5 May 1930 date confirmed by *GWR Train Alterations May 1930 ufn* leaflet (RAIL 936/64) and SoL GIC A./457 17 Apr 1930.
PONTYPRIDD TRAM ROAD: Although it was in use by *Brad* by 1910, it is not clear that the "Tram Road" suffix was applied from opening day (**1904 Sep** 1 entry does hint at this obliquely) – rather than simply being the ANSW's Pontypridd terminus (despite the fact that the GW's trains also via the PC&N ran to the TV station). There was only ever a single platform (originally ground level but from 1906 standard- height) - alongside the Up (from Caerphilly) line - used in both directions because ANSW motor car trains did not work over the bridge into Pontypridd TV station before 10 Jul 1922 (start of GWR summer tt), whereupon halt closed (*Pontypridd Observer* 17 Jun 1922) (*better provenance)*.
Add: PONTYPRIDD GOODS YARD [TV]: *non-tt*: used for contractor's workmen travelling to Stormstown Jn in second-half of 1918 (*adverts in S Wales between 5 June 1918 and 16 Dec 1918)*
PONTYRHYLL: op of "Garw Valley branch" 25 Oct 1886 confirmed by GWR Supt of line Circ 656 of Oct 1886
Add: POOL COLLIERY: special train to this location on 18 Feb 1880 – see auctioneer's advert in *South Wales Daily News* 31 Jan 1880, page 1, col 4. Located between Burry Port and Llanelly *on the BP&GV line.* Location also known as PWLL COLLIERY *(it was not the same as NEW POOL COLLIERY).*
PORT CLARENCE: clo 11 Sep 1939 confirmed by *SoL GIC A/944 of 6 Oct 1939 (better provenance)*
PORT MEADOW: clo 1 Nov 1926 – LMS *Co n* ***Buckingham*** *Advertiser* **23** Oct 1926. Waste of space to speculate about *Cl.*'s wrong date.
PORT SUNLIGHT: use by Royal Train on 25 Mar 1914 confirmed by *Liverpool Echo* 23 Mar 1914 *(better provenance).* Station originally constructed at Lever Bros. expense. Referred to by LNW/GW Joint Committee mins as "station" in 1919 but "halt" in 1931 – so the "Halt" ticket could just as easily have been from "public" era. 9 May 1927 op date confirmed by *hbl* ***64.***
PORT TALBOT DOCKS: RSB advert in *South Wales Echo* of 13 Mar 1895, showing new services from 14 Mar, showed services still to and from Port Talbot Docks from that date. The April timetable in *The Cambrian,* 19 Apr, no longer showed trains to the Docks – but the *Glamorgan Gazette* did until 31 May – so a **definitive withdrawal date** is required for **publicly advertised** services. *Is this what the * note is intended to convey*
PORT TALBOT PARKWAY: deletion of "(GENERAL)" suffix: *GICs* A1/147 of 13 Apr 1964 and A2/77 20 Apr 1964: "In connection with the reconstruction of the passenger station at Port Talbot, the opportunity **has been taken** to re-name the station Port Talbot and all reference to Port Talbot (General) should **now** be discontinued." – i.e. change already in effect at date of notice, so was "by Apr 1964" (it appeared as an amendment to the *hb* in later circular – just to confirm it! Although 15 Jun 1964 tt was presumably too far gone to amend, the 15 Jun 1964 supplement droppped "General")
.
[PORT TALBOT] OLD DOCK *(sic* – singular) **HALT:** Incidentally, although the BoT inspector's report of Dec 1918 (TNA MT29/79) called it Old Dock**s** (plural) there was only one Old Dock so that was presumably a typo. It was **behind** the Taibach tinplate works (RAIL 1057/1528 – which described it as "temporary"), i.e. on the road which crossed the GWR at Port Talbot East box – ***but it was not for the tinplate works!*** Cooke, *Gazetteer of the Coal Mines of South Wales and Monmouthshire from 1854 (2018)* says Cribbwr Fawr No. 1 slant was abandoned 28 Jan 1928 but Nos. 2 and 3 remained in production and were not abandoned until 31 Dec 1930. Thus Simmonds is

wrong in showing Cribbwr Fawr colliery closed July 1928. The PTR *Wtt* dated July 1920 (RAIL 981/408) shows calling points as: PORT TALBOT DOCKS; NEWLANDS HALT; and CRIBBWR FAWR COLLIERY AND HALT (trains were timed to continue to/from Waterhall Jn – but that was only to run round). **There was no service at Morfa Crossing Halt.** The GWR *Wtt* dated 10 Jul 1922 (first GWR to include Pt Talbot Rly - RAIL 937/132) shows no such service.*so when had it ceased (or why was it omitted).* Resumption (if any) has not been traced in period up to 1925 nor after 1930 – *the period 1925 to 1930 is still under investiagtion – so did it ever resume?*

PORT VICTORIA: from Nov 1903 local services beyond Sharnal Street were "on request" – see Nov & Dec 1903 *Wtt* supp (RAIL 975/5) although none shown in *Brad* – with only definite service being the train connections for Flushing night boat *(diverted from Queenborough Pier following 1900 fire there*) . The latter returned to Queenborough Pier 3 (outward) /4 (inward) May 1904, and local service beyond Sharnal Street fully restored (*Brad* May 1904). Original sta. was on the pier itself - gradually retreating along the pier as its condition deteriorated (see Hart *Hundred of Hoo* Rly (1989)) until 193*2* when it was replaced by a smaller sta. on shore (see photos at http://www.disused-stations.org.uk/p/port_victoria/index.shtml (accessed 26 Jan 2025) and in Hart's book). *Hart offers no precise date (there is nothing to support other sources which simply quote "1931") and there is nothing in SR Signal Instruction notices for either of those years – although SI no. 26, 1931 seems strongly to imply that the line continued on to the pier at the time of work undertaken on 28 July 1931. Photos of old and new platforms, both taken on 14 May 1932, on pp. 59 and 60 – and the text on the latter page – of Hart's book might* ***suggest April/May 1932 as the date of change*** *– although the track to the pier platform remained in situ until at least 1936.*

PORTBURY SHIPYARD: op 16 Sep 1918 (GWR Bristol Division notice 901 is at RAIL 253/539); clo 26 Mar 1923 confirmed by RAIL 250/786 (Summer 1923 p.19)

Add: PORTBURY DOCK: Fri 21 Dec 2001 as part of an opening ceremony for new rail facilities, a 3-coach train for VIPs ran from **Parson Street** station at 11.00 to **Portbury Dock Temporary Platform** and return.

PORTHCAWL: *Cardiff Times* 14 Jul 1865 which shows a 'pre-opening' excursion ran in July 1865

PORTHCWAL JOHN STREET PLATFORM: this is the excursion platform shown at *Cooke TLD* page 50/77 - authorised 11 Aug 1909 and op 1910 (*Glamorgan Gazette* 29 Apr and 15 July 1910, *Porthcawl News* 2 June 1910). Despite implication in *Porthcawl News* report there is no trace of any earlier press reference to such excursion platform (which seems later to have been converted to livestock traffic).

PORTHMADOG [Cam.]: 5 May 1975 renaming confirmed by LMR WE2-16 WON of 19-25 Apr 1975. See **17 Oct 2020****

PORTHMADOG:

Narrow gauge:

1 Jun 1923: [WH] 1923 station was rendered as "Portmadoc (for G.W.R)" in FR/WHR public tts from opening until about 1928/9, thereafter "Portmadoc (New Station) (for G.W.R.)" (although "Portmadoc (New Station)" in *Wtt*s and in *Brad* throughout); from FR lease period (9 Jul 1934 onwards) it was plain PORTMADOC again. [Festiniog]: In practice the 1865 station continued in use to a greater or lesser degree (with through trains calling on the through line - **not** reversing into the terminal platforms, which were retained for FR terminating/originating trains); rendered as "Portmadoc (Old Station)" in FR/WHR tts from 1923 through later 1920s; suffix amended to HARBOUR from July 1930 *Brad.*

1923 station ***owned*** by Festiniog Railway. Booking office closed Sep 1928. Renamed Portmadoc (New) 8 Jul 1929. It is not clear what function - *other than* public access to reach its north platform - that part of the station south of the crossing had after Sep 1928 (see *WHH* no. 46).

8 Jul 1929: Walking across the GW line applied summers 1929 to 1933 inclusive. No loaded passenger train crossed the standard gauge after summer season ended 1 Oct 1928 as the WHR sought to reduce the costs incurred in the GW crossing box: seasonal WHR passenger trains worked only as far south as the remote platform, while FR passenger trains worked only as far north as the 1923 platforms (with passengers escorted across the GW on foot by staff). Through working resumed from 9 Jul 1934 (WHR leased by FR).

See https://www.welshhighlandheritage.co.uk/wp-content/uploads/2023/11/CHRONICLES-website-edition-latest-version.pdf (accessed 26 Jan 2025) as well as article in *WHH* no. 46 of Dec 2009.

28 Sep 1936: The NEW suffix no longer applied by this date. Again, see *WHH* no.46 of Dec 2009 regarding this location during FR lease period, 1934-6.

HIGH STREET HALT was on through line ***at town end of Britannia Bridge (not*** alongside Harbour station). **It never appeared in companies' own tts**.

PORTISHEAD PIER: first evidence of passenger train use - *Co n Bristol Times & Mirror* 5 June 1868.

PORTISHEAD SOUTH: *co tts* (from *at least* 1933 to clo.) did **not** carry the "Portboy Road" suffix (likewise Weston super Mare) so presumably just a helpful *Brad*-ism

PORTLAND JUNCTION: mention of **ticket platform** – *Bristol Times* 12 Apr 1870. *As an aside – what we need is not the late Mr Smith's name but what* ***provenance*** *he adduces for claiming a ticket platform existed*

PORTPATRICK: Op 28 Aug 1862 confirmed by *Edinburgh Evening Courant* 23 Aug 1862 and *Glasgow Morning Journal* 30 Aug 1862

PORTPATRICK HARBOUR: First traced press advert for train to ship's side not until *Belfast Morning News* 18 Sep 1868 (earlier adverts, up 16 Sep, did **not** mention this). Withdrawal of service wef 1 Nov 1868 (last sailing 31 Oct) first announced in shipping co's advert in *Belfast Morning News* 7 Oct 1868. Dates credited to H D Thorne need revision. Delete "non-tt" (it **was** advertised); delete *(U) (better provenance).*

The layout – insofar as one can divine it from OS 25" surveyed 1893 after harbour branch track lifted http://maps.nls.uk/view/82908729 - does not look conducive to taking a whole train down to the harbour so it is perhaps not surprising such working was shortlived!

PORTSKEWET(T): Norris *The Bristol & South Wales Union Rly* (RCHS, 1985) p.13, cites *Chepstow Mercury* 3 Oct 1863 *(not yet available online)* for the 1 Oct 1863 op date of resited sta. Norris also notes also that there were separate main line and branch platforms as the junction was not allowed to be op at the outset.

PORTSKEWETT PIER: . The fire at 0230 on Mon morning 23 May 1881 confirmed by *Western Mail*, 24 May, and reop 16 Jun 1881 confirmed by *Co n Western Mail* 15 Jun 1881; clo 1 Dec 1886 confirmed by GWR GM Circ 1112 of 25 Nov 1886

PORTSMOUTH & SOUTHSEA: **"** … LL platforms reop 14 March 2007 *(National Rail website)*;": despite several false dawns they did not reop until **29 Oct** 2007 (!) – South West Trains website https://web.archive.org/web/20071013162005/http://southwesttrains.co.uk/SWTrains/News/_parsupdate.htm (accessed 1 Dec 2021)

PORTSMOUTH RACECOURSE to read PORTSMOUTH **PARK** RACECOURSE; no station of this name – see FARLINGTON (pre-WW1 location of racecourse) and PAULSGROVE (between the wars location of racecourse). See https://www.portsmouth.gov.uk/wp-content/uploads/2020/05/lib-portsmouth-encyclopaedia-2011.pdf (accessed 21 Jan 2025)

Add: PORTWAY PARK & RIDE: op. 1 Aug 2023 (https://www.gwr.com/stations-and-destinations/stations/new-stations/portway-park-and-ride (accessed 7 Feb 2025))

POSSILPARK [NB]: - *possibly continued throughout WW1 unadvertised for Singer workers.* The Singer workers' service *did* have a Saturday service in 1964 so last day was Sat 29 Feb 1964 ; more usual form would be to describe it as "withdrawn w.e.f. 2 March 1964". *Same for Maryhill Park.*

POULTON-LE-FYLDE: clo 11 Nov 2017 (electrification works); reop 16 Apr 2018.

POWDERHAM: a further useage was for garden party on 10 Aug 1876 – *Exeter & Plymouth Gazette* 11 Aug 1876.

[#10] POWERSTOCK: despite their opening handbill (reproduced in *Bridport*) showing Powerstock, it was POORSTOCK in the railway's own timetable published in *Dorset County Chronicle* of 12 Nov and *Bridport News* of 14 Nov 1857. The latter paper continued to show Poorstock until issue of 28 Sep 1861. From issue of 5 Oct 1861, it was POWERSTOCK in the outbound direction but still POORSTOCK for the inbound; this error was finally corrected from issue of 4 Jan 1862 when POWERSTOCK was shown in both directions. *Brad.* changed from Poorstock to

Powerstock from either Sep or Oct 1860, but the GWR's own public timetable (RAIL 936/5) still used POORSTOCK in their Dec 1861 issue *(no subsequent GWR issues are available at TNA until 1864)*. It is therefore not at all clear when the renaming took place – but it seems certain that the use of the name Powerstock *from opening date* should be **discounted**.

POWFOOT: Op (Sun) **18** May 1941 (LMS Optg Dept list A86/1 Sep 1945 (see APPENDIX 4)) but w.e.f. date may have been the Monday.

POYLE: Regarding renaming, see *Chron. 102/24*. It has since been confirmed that the GWR public tt 11 Jul 1927 did use STANWELL MOOR & POYLE HALT but the service (working) tt of the same date used the newer name POYLE FOR STANWELL MOOR HALT – which therefore came into effect that day. GWR supplement to public tt dated 1 Sep 1927 confirms renaming as amendment to the July public tt. *(but does not specify operative date – i.e. already in force).* [June 1927 supp to the GWR service tt at RAIL 937/146 carries no reference to the halt at all – under either name! – so the only evidence of the name at date of opening is the cited press reference].

PRAZE: op 9 May 1887 confirmed by GWR SoL Circ 674 of May 1887 (RAIL 253/229)

PREES HEATH MILITARY CAMP, CAMP STATION (non-tt): BoT inspection of 6 Aug 1919 approved modifications to layout, and report (TNA MT29/79 folio 344) contains observation: "heavy military *[context is personnel, not materiel]* traffic …has been successfully dealt with during the past six months". In that the inspection had been *requested* as long ago as 20 Dec 1918, and was for modification to an existing layout (rather than totally new), this indicates that the station (a) would have been in place *before* Dec 1918, and (b) in "heavy" use since *at least* Mar 1919 (if not considerably earlier!).

PREESALL: . *It is not clear whether either of the "pre-service" trains on 30 Jul actually called here or not.*

Add: PREESGWEENE/PREESGWYN: see PRESGWYN and WESTON RHYN

PRESGWYN: spelled PREESGWEENE in *Co n Chester Courant 4 Feb 1852* – bureaucratic sloppiness? because PRESGWYN in tt in *Chester Chronicle 31 Jul 1852* and *19 Aug 1854* – but also estate agent's advert *ibid* 12 Apr 1854. .

PRESTATYN: resiting date of **Sun** 28 Feb 1897 confirmed by *Rhyl Record & Advertiser* 6 Mar 1897 *(better provenance)* ***n.b.*** *do not be misled by Rhyl's other paper which did not give the news until a week later – without making the delay clear….*

PRESTON near Torquay**:** *GM's report 12 Jan 1917* gives clo date as 1 Jan 1917 *(perhaps decision not to reopen?)*

PRESTON PARK Brighton: renaming date is clearly a typo – for 1897 read **1879.** *Eastbourne Chronicle* of 28 June 1879 says: "Henceforward *[with no disclaimer that the that meant other than the day of issue!]* the present Preston Station will be known as "Preston Park" Station, and Cliftonville Station will be called "West Brighton" Station *[today's Hove, of course]* . The new spur line between Cliftonville and Preston is to be opened for public traffic on Tuesday next *[i.e. 1 July 1879]*..... " *Railway News* of 5 July 1879 *implied* that the renaming was coterminous with the spur opening - and, of course, at that date, timetables usually changed on the first of the month, regardless of day of week – so that is quite plausible. Aug 1887 *Brad* confirms that the Preston Park name was by then well ensconced.

PRIESTFIELD: full provenance for 5 July 1854 op date is *Wolv Chron* 12 Jul 1854, p.4.

PRINCES END: source of clo. date 1 Jan 1916 is L&NWR public t.t. 1 Jan 1916 *(RAIL 945/47)* also *Birmingham Gazette* 31 Dec 1915 (it was **not** the *B **Daily** G***)**

PRIORY HALT: clo date 1 Feb 1965 confirmed by ER Commercial Circular *(Wrabness Royal Naval Depot closed that date) (better provenance). Why is Halt given as part of the name here but not in most other entries?*

PRITCHARD(S) SIDING: workmen's train shown "commenced 27 Dec 1922" in *Wtt* supp RAIL937/134, from PRITCHARDS SIDING (plural rather than possessive). However, a working between Neath Low Level and PRITCHARD SIDING (singular) is shown in *Wtt* supplement March 1915 *(RAIL 937/116) (not clear whether this is new this date, or already operative)*

PRUDHOE: suffix "for OVINGHAM" last in 5 May 1971 tt, suffix **not** used (but not specifically deleted) in Jan 1972 supplement, deleted at tt 1 May 1972 (and did not re-appear in subsequent issues). GIC no.314 of 8 **Mar** 1971 had said that ER "**have advised** that "the following stations **have**

been renamed … Prudhoe for Ovingham now Prudhoe …. All concerned to note these amended station names", indicating that the alteration had *already taken place* (but presumably too late to change the forthcoming tt). Notwithstanding all that, LMR WON in Apr 1974 *(Chron. 64/27)* advised that "Commencing with the introduction of the GB PTT 6 May 1974 the … station will be renamed" – apparently an error of supererogation.

PULLABROOK: 13 Jun 1955 renaming: *Cl pap* cite unspecified circ *(Cl pap is slightly better provenance than plain Cl.)*

PUNCHESTON: 8 Jan 1917 clo. is from *GWR War Reports of the General Manager (a printed, bound volume, issued privately by GWR) (***not** *Co n GW book* which signifies nothing)

PURFLEET RIFLE RANGE : clo 31 May 1948 confirmed by BR correspondence at AN13/2313

PUXTON & WORLE: renamed from BANWELL to WORLE **1 Jan 1870** (*Co n Bristol Mercury* 1 Jan 1870); addition of '& WORLE' suffix from 1 Mar 1922 confirmed by GWR GM Circ 2803 of 10 Feb 1922 (RAIL 253/482) *(better provenance).*

PWLLHELI: 'Abererch Bridge' (mentioned in text) was at the Tidal Gates (some 39 ch short of present sta). There was no bridge *on the railway* between that station and Abererch station (the first railway bridge is not until ca. 130m50ch – over a stream). In spring 1871 Cam. upgraded the poor passenger, cattle and goods facilities at the 1867 site which had incurred press criticism; cost said by *The Cambrian Railways – A New History,* P Johnson, OPC, 2013, p.115, to be £6,000 *in total* for Pwllheli, Afon Wen and Minffordd (of which £350 for Pwllheli so nowhere near enough for extending the line there!). There was no further expenditure authorised and the 'story' about an extension 'by 1880' can only be a garbled reference to the 1871 improvement works at grid ref SH382353 which was Pwllheli station site from 1867 to 1909. New sta op (Mon) 19 Jul 1909 (*North Wales Observer & Express* 23 Jul 1909). The note at foot (about prior non-tt use) does not seem to have a * to which it provides the explanation… See **17 Oct 2020****

PWLLYPANT: while new line Cardiff – Caerphilly op (Sat) 1 Apr 1871 (*Co n Cardiff Times* 1 Apr 1871, report *op.cit.* 8 Apr), the first appearance of this station (and George Inn/Brithdir) is in revised tt to take effect from (Thu) **6** Apr 1871 (*Co n Western Mail* 4 Apr 1871). *Despite Rhy. Wtt (e.g. 1891 and 1895) use of Pwllypant, HoS 1890 used Pwll-y-pant.*

PYE HILL & SOMERCOTES: 'for PYE BRIDGE' added by *RCH distance tables advice no. 36/5 of 24 Jul 1931*

PYLE [South Wales]: this sta. was **not** relocated alongside the L&O platform until **1 Jul 1886**; TNA MT6/412/1 (dealing with new GWR Pyle sta.) letter GWR to BoT of 22 Jun 1886: "to open on the 1st proximo." *[13 Nov 1876 was the installation of a junction between the two lines – Clinker erroneously conflated two quite separate events]* The two stations were still shown as separate entities in 1904 *HoS* but were remodelled as a single entity **Nov** 1912.

QUAINTON ROAD: Used Saturdays in 1980's for 'Chiltern Shopper' specials: certainly used 24 November, 1, 18. 15 December 1984; 16 November and 14 December 1985; 22 November, 6 and 13 December 1986; (logically also ran 1987); 22, 29 October and 5, 12, 19 November 1988; 18, 25 November, 2 December 1989; last recorded 3, 10, 17 November 1990 *(info from leaflets, **PSUL** or Chiltern Line News).* Aylesbury – Quainton Road Spring and August Bank Holiday Monday shuttles last ran on Mon 7 May 2018. Station was used by excursions Marylebone – Quainton Road (and Quainton Road – Watford (Met.)) on Sun 25 and Mon 26 Aug 2019 instead of the shuttle service.

QUAKERS YARD [GW/TV**]** *one needs the apostrophe (singular Quaker's) for searching newspapers.* Despite what *RAIL 253/367* may have said, the TV *Co n* of revised timetable in *Cardiff & M G* 2 Jan 1858, p.4 - the first to show Quaker's Yard instead of Incline Top – is headed "Commencing on Monday January 4th 1858" – which must thus be op date of this station *(even though the NA&H's TVE service extension to there didn't start until the following day [Cardiff & M G 9Jan 1858, p.5]).* GW element of LL clo. 1 Apr 1886 with diversion of their Pontypool Road ⇔ Merthyr services via new GW & Rhy. Joint line. Clo 29 Apr 2023 (platform work); reop 18 Dec 2023 (https://news.tfw.wales/news/quakers-yard-reopened-as-metro-works-progress (accessed 7 Feb 2025))

HL and **LL:** only "Low Level" suffix addded 1 Jul 1924 by *GWR GM Circ. 2917 of 18 Jun 1924* ; it didn't mention HL, but presumably both took effect same date….

Add: QUARRY SIDING: Although both J V G Butt and *U* claim (provenance unknown) a prior existence here on Talyllyn Rly (as TANCOED or TANYCOED), *Boyd* makes no mention of any pre-1950 stopping place here - despite mentioning and illustrating the Tancoed / Erwbenlas occupation crossing *(presumably he picked up no oral "tradition" - he had been visiting the line since the early years of WW2)* (*Boyd* p.131). Quarry Siding (under that name) was a product of preservation era (? ca.1956). *Like Lowsonford and Penn perhaps a 'debunking' comment would be appropriate here?*
QUEEN'S PARK Glasgow: suffix *(which appeared only in index)* remained as (Glasgow) in tt 5 May 1975 (and unchanged still at 1979 tt) ..
QUEEN'S PARK London: the deletion of (WK) suffix appeared in LMR Opg. Circ. 221 of 9 Dec 1954; suffix *(which appeared only in index)* as (London) in tt 5 May 1975 (and unchanged still at 1979 tt). "LNW main line platforms clo 1 January 1917 *(T 22 December 1916)* but kept for emergency use" *could* mislead as it was the slow line **platforms** of the (erstwhile) main line **station** which were retained (in addition, of course, to the New Line and Bak. platforms); according to LNWS Sectional Appendix platforms 5 and 6 were still so available for emergency use, as at Dec 2024.
QUEENSFERRY: presumably reference to SANDYCROFT…. should be on a separate line under the QUEENSFERRY text.
QUELLYN LAKE: Maj Marindin's inspection report of 28 May 1878 has the new sta. which replaced earlier Quellyn temp. sta. as SNOWDON RANGER but *Brad* only had space for SNOWDON R. in station bank from Jul 1878. This misled some into thinking title was simply SNOWDON for they failed to note SNOWDON RANGER **in full** in index. *As further confusion, NWNGR Co n in local press during summer 1878 (e.g. North Wales Express 23 Aug) continued to advertise services to "Quellyn" (but with 5 min longer journey time!) - next available local Co n (early 1879) do use SNOWDON RANGER.*
QUENIBOROUGH: *Mid.* has Queniborough taken out of use 8 Feb 1970 but that relates not to sta. but to the sidings which had been retained there for carriage storage.
RADCLIFFE near Manchester: addition of parentheses round both BLACK LANE and BRIDGE were advised in LMS circular of Jul 1933 (under ref. B.P.1/Man.18) in these terms: "The following alterations…have now been made".
RADCLIFFE: suffix *(which appeared only in index)* changed from (Lancashire) to (Greater Manchester) from tt 5 May 1975 (and unchanged still at 1979 tt)
RADCLIFFE NOTTS: lost "on Trent" - and gained (Notts) *in index only* - with 6 May 1974 tt, in *table* from 14 May 1984
RADFORD & TIMSBURY: source for 22 Mar 1915 clo date is *GM's report 12 Jan 1917.* Clo 21 Sep 1925 confirmed by Passenger Train Service Committee minutes for winter 1925 (RAIL 250/786) and GWR Bristol Diary (RAIL 253/545) *(either is better provenance than Cl.)*
RADIPOLE: "Radipole station was officially closed as from Monday 6 Feb 1984" (source: supplement 5 - dated 19 March 1984 - to BR WR Section PA *Wtt*) *even though services had ceased earlier*
RAGLAN: What is intended meaning of "first month only LODGE FARM": does it mean Lodge Farm served only during first month (and not subsequently) ***or*** does it mean Lodge Farm (but not Raglan Road or Raglan Footpath) during first month (but all three later)? It was actually advertised as Lodge Farm **Siding** and the access track to that farm crossed the line shortly south of site of, later plain Raglan, station, so *presumably* text means that Raglan Footpath was known as Lodge Farm Siding for the first month (or so) of its life, as tt for Nov 1857 in *Monmouthshire Beacon* 7 Nov 1857 shows only Raglan Road (no mention of Raglan Footpath) in table but (by note) "Lodge Farm Siding" served by two trains. Likewise *Monmouthshire Beacon* 26 Dec 1857, but *Hereford Times* 2 Jan 1858 trains were timed at Raglan Road, with a note that two trains each way *(by 1859 it was all trains)* stop at "Raglan Station (footpath only)" to take up and set down (no mention of Lodge Farm Siding). This note last appeared in *Hereford Times* 9 Aug 1862 (i.e. much later than *Brad*) - omitted from subsequent appearances of the tt (in various papers). First appearance of Raglan Footpath **with times** (after cited GWR Mar 1867 letter) was tt in *Pontypool Free* Press 25 May 1867. Raglan Road and Raglan Footpath both in tt up to *Monmouthsire Beacon* 3 Jun 1876. **Both** replaced by new sta (plain Raglan) a few chains east of Raglan Footpath from 1 Jul 1876 (*Co n* in *Monmouthshire Beacon* 1 Jul 1876; although this does not specifically mention Raglan Footpath, *Western Mail* 4 Jul 1876 confirms

that this, too, was overtaken by the new sta). GWR Audit circular A.414 of 30 June 1876 (RAIL 253/228) advises that on op of Raglan station, fares for Raglan Road are cancelled while fares for Raglan Footpath are to apply for the new station. Even so, timetables in some local press (esp *Stroud Journal*) continued to use Raglan Footpath for the new station until 1881!
"Both replaced by >" in existing text is incorrect in *appearing* to imply Road and Footpath lasted to 1930 – the comment should apply to replacement of Raglan Road and Raglan Footpath by (plain) Raglan from 1 Jul 1876. Raglan Road Crossing of 1930 was **in addition** to the 1876 Raglan sta. For the avoidance of doubt, it would be better to have four entries: Raglan Road (1857-1876); Lodge Farm Siding/Raglan Footpath (1857 off and on to1876); Raglan (1876-1955); and Raglan Road Crossing (1930-1955).
RAINFORD: 7 May 1973 renaming (delete 'JUNCTION') confirmed by LMR WON WE1 16/17 of 21 Apr 1973 *but note the wording at* APPENDIX 1.
RAINHAM ESSEX: The station was relocated eastwards in 1961/2: "The new passenger station was brought into use in January 1962. The platforms were wholly new construction but they actually 'overlap' the 1854 platforms for some distance (ending to the west of the 1907 footbridge site)." (Peter Kay*The London Tilbury & Southend Railway*, vol. 2, page 127)
RAMPSIDE: deleted by FR's own tt dated 1 June 1851 in *Soulby's Ulverston Advertiser* 29 May 1851. Despite not appearing in Furness timetables again until Dec 1868, a property advert in *Ulverston Mirror* 12 September 1868 said "The Furness Railway has a station at Rampside". Concle first appears in the FR timetable from 1 Dec 1868 (*Soulby's Ulverston Advertiser* 3 Dec 1868) with a single train in each direction within 80 mins of each other (althought the service improved somewhat during the summer months); the table was still endorsed "Steamboat traffic only" (although this stricture was deleted later). The station's name reverted to Rampside with the FR timetable dated from 1 Oct 1869 (*Soulby's Ulverston Advertiser* 30 Sep 1869).
RAMSGATE HARBOUR: clo. (at 2100 on 1 Jul 1926) and its replacement by new sta. start of work next day confirmed by SR notice No. 24 ST(E)
RAMSGATE TOWN: clo. (after last train on 1 Jul 1926) and its replacement by new sta. start of work next day confirmed by SR notice No. 24 ST(E)
RAMSGATE Does 'Both replaced…' include the Ticket platform?
RATHEN: made unstaffed halt 7 Nov 1960 (*GIC R1534/1052 of 17 Oct 1960)*
RATHVEN: 9 Aug 1915 clo confirmed by *hbl* 23 of 28 Oct 1915
RAVELRIG: "Ravelrig Platform is officially recorded as having closed on and from 1 Jul 1921 . . . in 1927 the platform surface was upgraded and a sign erected 'Ravelrig Platform for Dalmahoy G C'. . . the 'platform' finally ceased to have a service sometime in the early 1930s." (source: *The Signalling Record* (Signalling Record Society) no. 92, p.69 - but no authorities quoted). The point about the 1927 signboard was that it added "…for Dalmahoy G C". *A search of The Scotsman from 1921 to 1939 revealed nothing relevant to this question.*
RAVENSCAR: clo date of 6 March 1895 (as PEAK) derives from RCH Superintendents' Conference min. 5690 of 24 Apr 1895 (RAIL 1080/119) *(provenance).*
RAVENSCRAIG: add "aot HALT" to the entry. 1 Feb 1944 clo. date confirmed by LMS Advertising & Publicity Officer, Euston *letter 21 Aug 1945 in Cl pap (better provenance)*
RAVENSTHORPE: closed from 0820 14 Dec 2025 (to be replaced at new site, to west, ca. 2028) [NR LNE Route WON week 38, 2025-26, p.C1]
RAVENSTONEDALE: arguably, *BR notice* should read *Co n*
RAYNERS LANE: halt suffix in Met tt 31 Mar 1913, suffix dropped from Met tt 13 Jul 1914
READING SOUTHERN: addition of SOUTHERN suffix confirmed by *GIC A2/8 of 10 Jul 1961 (better provenance)*
Add: READING GREEN PARK: op 27 May 2023 (https://www.gwr.com/stations-and-destinations/stations/new-stations/reading-green-park (accessed 7 Feb 2025)){Reading West – Mortimer}
RED LION CROSSING: 2 Although the branch reop 7 Jul 1919 the two intermediate halts did not do so until **June 1920** (GWR Notice to Publishers dated 14 May 1920 bound in RAIL 936/54).
REDBROOK-ON-WYE:SoL GIC A./703 of 1 Feb 1935 recorded: " The name of Redbrook station has been altered to Redbrook-on-Wye." (inertia?). *Clinker's date of 11 Sep 1933 is GWR timetable*

start date so probably not the actual date of renaming either! GWR continued to use plain Redbrook in press advertising through 1934 and 1935 summers (more inertia?).

REDCAR BRITISH STEEL: since first tt appearance 14 May 1979 (and despite appearing in *both* forms in the index) the table (and, incidentally, the Sectional Appendix) has used the form **BRITISH STEEL REDCAR**. Its suspension of service from 16 Dec 2019 was not described as 'mothballing'. I B M and Tees-side Arport are now in the same situation of being "not closed – but without service" – some 'standard' wording would be appropriate….

REDCAR CENTRAL Excursion platform: evidence of earlier (1871!) use: *Co n Leeds Mercury* 27 May 1871.

REDCAR EAST: LMS *PCC no. 227* said: "On and from 3rd May *[1937]*, Redcar East will resume ordinary station status" (i.e. no longer a halt from that date)

REDDISH SOUTH: 1992 change: cite *BLN* 682.62 (16 May 1992); the statement that it was to "avoid costs of closure procedure" is questionable because BR went through just such procedure for Denton Jn – Ashton Moss Jn at the very same time – and could just as easily have included this route at no extra 'cost' – so we just don't know why they didn't; station continued to be served by unadvertised staff trains until *they* were withdrawn 12 March 1996 leaving the one public train a week – of which the variations over the years are as follows:

• Reduced from SSuX to one weekly public train after operation on Fri 8 May 1992:

northbound on Fridays from Fri 15 May 1992
northbound on Saturdays from Sat 24 May 2003
southbound on Fridays from Fri 28 May 2004; suspended from 9 July 2004 during engineering work at Stockport, resumed 10 September 2004
northbound on Saturdays from Sat 24 Sep 2005;
southbound on Fridays from Fri 25 May 2007;
northbound on Saturdays from Sat 7 July 2007;
northbound on Fridays from 19 December 2008; suspended from 18 March 2011, resumed 21 April 2011, and subject to cancellation in consequence of Stalybridge layout remodelling work summer/autumn 2012.

• Increased to one each way per week:

on Saturdays from Sat 26 May 2018; suspended from 25 August 2018 on account of staff dispute, resumed Sat 16 February 2019; suspended from 21 March 2020 on account of covid; northbound (only) resumed Sat 19 September 2020, suspended from 23 Jan 2021 on account of covid; one each way resumed from Sat 22 May 2021

*Cite **Passenger Train Services over Unusual Line (PSUL)** – accessible via https://www.branchline.uk/PSULintro.php for that information, please*

The industrial action suspension dates in 2018-9 were such that trains last ran on Sat 18 Aug 2018 and resumed on Sat 16 Feb 2019 (so "no trains between 18 August 2018 and 12 February 2019", while literally true, might be capable of misinterpretation, particularly as 12 Feb 2019 was not the day of the week trains ran (source: ***PSUL***))

REDHILL: originally REIGATE renamed REIGATE JUNCTION 4 Jul 1849, RED HILL JUNCTION (three words) by Jan 1858, REDHILL (one word, no suffix) summer 1929 is what source *JS* actually said in *The Brighton and South Eastern Rlys at Redhill* in *RCHS Jour* II/3, pp.39-41, reprinted in *RCHS Jour* 154, pp.55-56 – but without provenance.

REDLAND: prior to opening was referred to as LOVER'S WALK (Joint Committee minutes – RAIL 241/6); op 12 Apr 1897 confirmed by GWR SoL circ 1078 (RAIL 253/229)

REDMILE: reop **by** *(not necessarily **on**)* 2 Jul 1951. Explanation: The meagre (two round trips) service (and the calls at Redmile station) were "temporarily suspended" because of fuel shortage from Monday 15 Jan 1951. They do *not* reappear (even in "late notice changes") until *Brad* issue dated 2 Jul 1951, and then are advertised until Sat 8 Sep 1951 (despite being shown as "suspended" in that summer's *Wtt*). Thus, 10 Sep 1951 marked the effective passenger closure of Redmile station (and also the end of winter trains over the line between Stathern Jn and Bottesford East Jn). For summers 1952 and 1953 one round trip Leicester Belgrave Road - Grantham was restored on Saturdays only (5 July - 13 September 1952, 4 July - 12 September 1953) - but *not* calling at Redmile. "Official" recognition of the *de facto* closure of Redmile station and of the local service over the line was not until Monday 7 Dec 1953. Throughout this period, this section of line continued in use for summer

Saturday and Sunday through trains and excursions between the Leicester Belgrave Road and east coast resorts, until last trains Sunday 9 Sep 1962. (sources: *Brad* no. 1410 (February 1951) onwards; Eastern Operating Area *Wtt*s Section C (*RAIL 909/*various); *RM* Apr 1953 p.279) (see also website https://branchline.uk/rail_chronology/GN-LNW-Jt.html (accessed 27Jan 2025)). *Cl.* gave reop **19 Mar** 1951 and letter from Clinker in *Cl pap* asserts that this was based on LM Tfc Circ (perhaps for Easter services Leicester to east coast resorts?); he also noted on that letter a subsequent clo (it is not clear whether the date mentioned - 28 Mar - was last day of service or first of re-suspension) – but failed to record that on his station record cards, hence it does not appear in *Cl*. J F Ling also recorded reop 19 Mar until 28 Mar, thereafter suspended again. A note from D S M Barrie *(presumably then at Railway Executive HQ?)* dated 31 Mar 1951 in *Cl pap* confirms that *at (not from) that date* the service was again suspended. All this gives credence to an Easter "un-suspension". That apart, reasoning remains as stated above.

REDMIRE: same commentary as for ASKRIGG**;** copy of leaflet [BR(E)F3(1/81)C8 H.R.] for 25 Apr 1981 excursion has been seen

REDNAL & WEST FELTON: addition "in future" of '& WEST FELTON' suffix confirmed by GWR GM Circ 2103 of 21 Oct 1907 (RAIL 253/482) *(better provenance).*

REEDHAM NORFOLK: suffix *(which appeared only in index)* remained as (Norfolk) in tt 5 May 1975 (and unchanged still at 1979 tt)

REEDHAM Surrey**:** Suffix *(which appeared only in index)* remained as (Surrey) in tt 5 May 1975 (and unchanged still at 1979 tt).

REEDSMOUTH: see also BROOMHOPE and VICKERS PLATFORM

REEPHAM NORFOLK: suffix should properly be in parentheses (see, for example, Nov 1927 alterations in RAIL 943/13)

RENFREW KING'S INCH *and* **RENFREW PORTERFIELD:** clo date in list produced by LMS Northern Div (undated) in *Cl pap* is 12 Jun 1926 (*i.e. w.e.f. **14 Jun** 1926).* What *G&S* were seeking to indicate by their note 30 was that clo. was in Jun 1926, from *some date between* 5 and 14 – in that, they are proved correct.

RENISHAW CENTRAL: 25 Sep 1950 renaming confirmed by ScR comm. circ. FK22/29 of 1 Sep 1950 *(better provenance)*

RESTON: add suffix (a) to distinguish from later sta.

Add: RESTON (b): (ca. 400 yds south of prev. sta.) op 23 May 2022 https://www.scotborders.gov.uk/news/article/4278/reston_station_opens_to_the_public_as_first_passengers_depart_for_edinburgh (accessed 7 Feb 2025)

RETFORD [MS&L]: was located between Thrumpton Lane and London Road. GN endorsement of their (estate) Plan Book 1899 Tuxford - Shaftholme (Doncaster Archives Cat Ref DY_BRB 6_2) shows this station as **joint** MS&L and GN, until GN company's interest conveyed to GC by deed of 1 June 1900.

RETFORD [GN]: when the MS&L line was sunk below the GN line in 1965 to avoid the flat crossing, lower platform**s** *(plural)* were added; these became LOW LEVEL in 2007 (the GN station acquired no suffix).

Add: RHONDDA ENGINE WORKS [TV]: a stopping place *allegedly* existed here in 1905 (see APPENDIX 2) but APPENDIX 3 tells a different story: *see* PENTRE

RHOOSE (b): the NRT (the official tt) called it RHOOSE (with note "for Cardiff Int Airport" *in index only*) from opening but table amended to RHOOSE CARDIFF INT AIRPORT from 11 Dec 2005 tt (and still so in Dec 2024 eNRT – so **not** plain Rhoose). Note, however, that TfW's tt booklet – when still printed – called it RHWS MAES AWYR CAERDYDD / RHOOSE CARDIFF AIRPORT but their online tt at https://tfw.wales/sites/default/files/2024-11/14_Cardiff-Penarth-Barry-Island-Vale-of-Glamorgan_December-2024_V1.pdf (accessed 27 Jan 2025) calls it plain **Y RHWS** RHOOSE.

RHOS (main line): S&C Min 2043 (at RAIL 616/1) of 13 March 1848 noted that engineer had advised that "the Rhos station would be ready for the fair next week" *[Wrexham fair was on 23rd]* – which must cast doubt on cited op date… Min of 13 March 1851 (at RAIL 616/2) includes: "Removal of Rhos station The Secretary laid upon the table a memorial praying the removal of this station. Ordered that the engineer remove the station accordingly." A fellow-researcher has dug out

his manuscript notes from the 11 volumes of the old GWR series "Expenditure on New & Improved Works (exceeding £300)". In Ledger 2, page 34, was recorded the following (his precis, not verbatim): "Authorised 12 Feb 1896, New station, slew siding at Johnstown & Hafod (station existed near the proposed site)." Despite the lack of any traced press references, it therefore seems that in 1851 the station **moved** – to a new location at or very near the site later occupied by Johnstown & Haford (1896) station. GWR Board minute (RAIL 250/8) of 22 Feb 1855: "It was determined to close the Rhos station as being quite unnecessary." In that 22 Feb was a Thursday the *earliest* Thursday it might have closed was 1 March 1855.

RHOSYMEDRE (a): does not appear in the cited *Shrewsbury Chronicle* 13 Oct 1848 which, in *Co n* at p.2, merely gives departures from Chester and from Shrewsbury, while the report at p.3 fails to mention this calling point; op should therefore be qualified by word 'line'. *Eddowes's* is no better while the *Chester Courant* 18 Oct p.3, which diligently notes other intermediate stations (with their distances – based on a 'press handout'…?), makes no mention of a station between Ruabon and the viaduct. Shown in S&C tt in *Yr Amserau* 30 Nov 1848 (earliest appearance of such a tt – and until Feb 1849). Rhosymedre was **renamed** Cefn (***not*** relocated) – for details see 'CEFN near Wrexham' entry, above [*in view of S&C Engineer, Robertson, giving in his report of 30 March 1848 (RAIL 616/1), the name Cefn, it's not clear why it was ever named Rhosymedre*]. *See also RHRG 195/1*

RHYDYFELIN:

There was **no** HL/LL suffix at either location in *Brad* until after GWR 1924 renaming, so existing text "In both cases HALT and HL/LL added 1 July 1924 *(GW circular 18 June)* but thus in *Brad* from start." **should read**: "In both cases HALT and HL/LL added 1 July 1924 *(GW circular 18 June)* but shown Halt in *Brad* from start."

RHYDYFELIN (HL): Referred to as Rhyd**e**fel**e**n prior to opening - see *Western Mail* 15 Apr 1904. Was hyphenated (Rhyd-y-felin) in *Co n* in *Pontypridd Observer* 27 Aug 1904 but not by time of 1924 renaming (GWR GM circ no. 2917 of 18 Jun 1924). Relocation was from **11 June** 1928 (*Pontypridd Observer* 9 Jun 1928). HL suffix removed **after** summer 1939 GW tt but **before** summer 1946 GWR tt (*text reads as though the suffix was dropped 1939 and restored 1946*). Delete the > symbol.

RHYDYFELIN LL: moved 8ch westwards i.c.w. singling of line 6 May 1928 *(GWR CCE Mileage Claims – RAIL 253/808 page 225)*

RHYMNEY: Writing in *Journal of Transport History* in 1957 the late Michael Robbins asserted/suggested that the original 1858 station at Rhymney was replaced when the line extended northwards in 1871. Although there is no pre- OS mapping, the earliest post-1871 map does not suggest this to have been the case. Has Robbins' assertion been definitively disproven?

RHYMNEY LOWER: renaming from 1 Sep 1905 tabled at RCH Meeting 13 Jul 1905 (RAIL 1080/176). Renamed from PWLL UCHAF to LOWER "forthwith", according to GWR GM Circ 3011 of 17 Sep 1926..

RIBBLEHEAD: 1975 reopening was only for three weekends (six days) of which first was indeed 3/4 May (*Yorkshire Dales National Park Dales Rail '75* public pamphlet)

RICHBOROUGH:

RICHBOROUGH MILITARY HALT: semicolon after name to be colon. SE&CR *Wtt* 1 Dec 1915 ufn has **no** mention of Richborough or Saltpans. SE&CR Jan 1919 supp to *Wtt* (RAIL 975/20) shows a two part train, splitting at Minster B Jn (later South Jn): front portion forward at 0734 to **Richborough Military Halt** and Richborough Sidings (via Sandwich A box) – *presume empty stock beyond the military halt, for stabling only;* rear portion forward at 0737 straight into **Saltpans Exchange Yard**. The supp also shows military "recreation" specials (*with a curious note that 3rd class carriages not to be lighted on return....)* between Sandwich and Margate Sands calling (*inter alia*) at **Richborough Military Halt**. The halt is stated to be Minster and Sandwich station, 225 Yards from Sandwich A cabin. SE&CR *Wtt* 14 Jun 1920 ufn (RAIL 975/21) shows services from both directions to Saltpans Yard, thence Richborough Wharf, but **no Halt on main line.** SE&CR *Wtt* 2 Oct 1922 ufn (RAIL 975/22) makes **no** mention of Saltpans or Richborough.

RICHBOROUGH SALTPANS EXCHANGE YARD: as stated above, this had gone by 2 Oct **1922** *Wtt*

RICHMOND SURREY: suffix *(which appeared only in index)* was (Surrey) in tt 5 May 1975 (and unchanged still at 1979 tt)
RIDGMONT: same commentary as for ASPLEY GUISE
RIDDLESDOWN: 5 Jun 1927 op date confirmed by *Rly Gaz* issue of 10 Jun 1927 and *hbl 64*
RIDHAM DOCK: While the junction was SEC, the dock location was **not**: a SR Appendix of 26 March 1934 makes quite clear that it was a private siding belonging to Lloyds and that SR locos were permitted on it only as far as a loop near the junction where traffic was exchanged. That, of course, was reflected in the working of the workers' trains as described. Background to the papermakers is given by *Grace's Guide* at www.gracesguide.co.uk/Kemsley_Paper_Mill (accessed 27 Jan 2025), the Lloyd business being acquired by Bowaters in 1936
www.gracesguide.co.uk/W._V._Bowater_and_Sons (accessed 27 Jan 2025)
RILLINGTON: reop 4 Jul to 10 Oct 1942 (incl.) for calls on Sats only by 1320 SO York - Scarborough and 2000 Scarborough - York (source: manuscript amendments in LNE (NE Area) *Wtt*s dated 4 May 1942 and 5 Oct 1942) [the second manuscript amendment reads: withdrawn "after 10 Oct", hence: clo date after use on Sat 10 Oct 1942 (i.e. w.e.f. Sat 17 Oct 1942)]. Similar calls again booked for a period in late 1944 - early/mid 1945 by 1410 SO Malton - Scarborough and 2230 SO Scarborough - Malton (source: manuscript amendment to LNE (NE Area) *Wtt* dated 2 Oct 1944) but disappeared again *from or by* 1 Oct 1945 (source: LNE (NE Area) *Wtt* dated 1 Oct 1945)
RIPLEY near Derby: 1889 resited station named RIPLEY NEW STATION in Mid Rly Notice [*RAIL 963/54*]; there had been a Sunday service in 1925 - was that still booked in 1930? However, LMS *PCC* no. 150 (and fortnightly M1 notice) specifically said "on and from Sunday June 1st" for 1930 service withdrawal (so presumably it did not run on 1 Jun and that date must be w.e.f. date)
RIPPINGALE: 22 Sep 1930 clo date confirmed by *hbl L77 (better provenance)*
RISCA Non-tt should be separate entry identified as **RISCA COLLIERY**
RISLEY
Be very sceptical about U's 1952 clo date for 'second' station.
ROADE: despite Guy Hemingway's piece *(in RCHS Journal 117 dated March 1981)* citing *Derby Mercury* about start of service via Roade for Northampton, there is **no** mention of this in *Northampton Mercury* (nor *The Times*), and Northampton's connecting service continued to be advertised via Denbigh Hall (e.g. *Northampton Mercury* 14 July and letter in *T* 12 Sep 1838) until the Denbigh Hall – Rugby section (and,with it, Roade station) op 17 Sep 1838 (report *T* 18 Sep 1838). It is, therefore, very questionable that Roade op any earlier; if it did it was of very short duration (and from late June, not early July – see competing press "mis-reports" such as *Leamington Spa Courier* 23 June 1838 and *Leicester Journal* 22 June 1838). See also
https://branchline.uk/rail_chronology/Early%20days%20of%20the%20L&B.pdf (accessed 27 Jan 2025).
ROBERTSBRIDGE [K&ES]: Rother Valley Rly **working** timetable (NRM York ALS4/138/F7) gives "Robertsbridge Junction (SE&CR)" as their terminal location.
ROBERTSTOWN: clo 28 July 1952 (*Pontypridd Observer* 2 Aug 1952) *(better provenance)*
ROBIN HOOD: 1 Oct 1904 clo: *Yorkshire Post* 26 Sep 1904 said: "…from next Friday…will be discontinued." It seems that meant Friday would be last day so wef 1 Oct confirmed. *Same applies to Rothwell and to Stourton.*
ROBROYSTON (b): "op Sunday 15 December 2019 *(BBC News Website)*;": proper citation https://www.bbc.co.uk/news/uk-scotland-50783322 (accessed 27 Jan 2025). Or cite
https://www.railtech.com/infrastructure/2019/12/16/scotrail-adds-60th-train-station-in-glasgow/ (accessed 27 Jan 2025)
ROCHE: renaming from VICTORIA (**CORNWALL**) *(according to Circ – but was this suffix in tt?)* from 1 May 1904 confirmed by GWR GM Circ. 1960 of 21 Mar 1904 (RAIL 253/482) *(better provenance*)
ROCHESTER [LCD]: first sta clo ca.0145 on 12 Dec 2015; should this not be followed by "replaced ¼ mile west west by >" *(c.f. Blaenau Ffestiniog [LNW])*; replacement sta did not op until afternoon of 13 Dec 2015.
ROCHESTER BRIDGE: 1 Jan 1917 clo. confirmed by *Railway News*, 13 Jan 1917. *Who is D Banks and why should his word carry weight?*

ROCHESTER CENTRAL: "Central" was added - unofficially - only by *Brad* in usual helpful fashion, whereas locally it was known as "Common". In the 1904 *hb* the ex-SER sta. had no suffix, the ex-LC&DR sta. was suffixed "(Main line)" - but this was **not** used in the SE&CR public timetable (e.g. RAIL 974/12). Branch had **no** Sunday service so w.e.f. date should read (Mon) **2** Oct 1911.
ROCKCLIFFE: 6 Dec 1965 clo date **confirmed** by Roy Hamilton (ScR train timing office). *Beware:* clo shown in *Wtt* supp as 1 Nov 1965 but was postponed 5 weeks.
ROFFEY ROAD: LBSC list of halts (produced by SoL's timetable dept dated 15 Aug 1914, reproduced in *The Brighton Circular* Spring 2012) and *West Sussex Gazette* of 25 May 1907, p.5 (which cites a LBSC handbill for its info) both gave it simply as Roffey Road Halt - **no** mention of "Crossing". Despite *RG (issue 8 Jan 1937)* giving clo. as 3 Jan 1937, Clinker relied on SR Traffic Mgr's General Circ. 435 which stated "On and from 1 Jan 1937". *(better provenance).*
ROGART: *despite what BLN 241/243 said* 'Halt' designation was dropped from 17 May 1982
ROGATE: renaming from R **&** H to R (**for** H) *(including the parentheses)* advised as "have been altered" in *GCR Special traffic arrangements and engineering works* notice N&ED No. 111 for w/e 16 Nov 1912
ROGERSTONE [GW]: Should this be shownas ROGERSTONE **(a)**? Original sta. was replaced by a new station when the up and down main lines were slewed to the east side of the yard in 1900. (*Cooke TLD* 40/38-41) – so it was a **lateral** rather than longitudinal move.
ROLLESTON [Mid]: 1973 renaming (deletion of 'Jn') confirmed by LMR WON WE1 16/17 of 21 Apr 1973 *but note the wording at* APPENDIX 1.
ROLLESTON-ON-DOVE: *Burton Observer & Chronicle* 6 Jan 1949 gave clo date as 31 Dec 1948 but that probably represented last trains date.
ROMAN ROAD [Leeds & Selby]: Dawson *Yorkshire's First Main Line* (RCHS, 2020, p.69) records this "order by the board to be discontinued from **8** Nov 1834" - *8th (a Saturday) presumably last day - supporting Cl. 's Mon 10th as wef date*). RIDGE BRIDGE should surely be in CAPS. Needs location {Garforth – Micklefield} *(even if those names may npot have been valid when it was open)*
ROMAN ROAD WOODNESBOROUGH: did *not* have HALT suffix in July 1925 *Brad.* It is *possible* service started earlier, when Canterbury Road Wingham (q.v. under WINGHAM below) did.
ROOD END [GW]: clo. date Fri 1 May 1885 confirmed by GWR SoL Circ 596 of 28 Apr 1885
ROOKERY (a) and (b): LNW Circ. no. 543 said station would "reopen" 1 Jun 1865 *(not mentioning movement – so what is provenance for relocation?)*
ROOSE: as the Sunday only stops at Roose Gates first appear in FR's tt dated 1 Mar 1851, op date should be Sun 2 Mar 1851. Dropped (? in error) from *Brad* Jul 1856 but restored Oct 1856. ThSuO stops made definite (instead of request) from *Brad* Oct 1857. Became ROOSE (no suffix) and daily – but now only on request – from Mar 1858 *Brad* (commensurate with *Co n* cited).
ROSE HEYWORTH: entry to read: **ROSE HEYWORTH COLLIERY (at North signal box):** non-tt colliers' service, initially by GWR for Lancaster, Speir & Co from Nantyglo via Blaina from 22 Aug 1888 *(letter, Western Mail 27th);* suspended (never resumed) 10 July 1922 *Wtt* (RAIL 937/132) {Abertillery – Blaina}.
ROSEBUSH: clo 1 Jan 1883: co advert *Pembrokshire Herald* 29 Dec 1882; reop **15** (not 5th) Dec 1884: co advert *Pembrokeshire Herald* 12 Dec 1884; no press ref traced for Mar 1885 clo (except a *post hoc* report that it had already clo in *Tenby Observer* 4 Jun 1885) but see *RCHS Journal* Nov 1981, p.31 and cite *Cl pap* ; reop 21 Mar 1887: no press ref traced but see *RCHS Journal* Nov 1981, p.31 and cite *Cl pap* (an advert for farm servants in *Western Mail* 2 Jun 1887 had said railway "now open" which must indicate for passengers, not merely goods); clo (Sat) 25 **Jun** (not May) 1887: co advert in *South Wales Daily News* 21 Jun 1887– but the day of the weeks suggests this was 'last train' date, with wef date of Mon 27 Jun 1887; 1895 reop (as North Pembrokeshire & Fishguard Rly) with extension to Letterston: *Welshman* 22 Mar reported line op Thu 14 Mar (ceremonial) and Tue 18 Mar but for goods only; op pass 11 Apr 1895**:** co advert *South Wales Daily News* 8 Apr 1895 *(those references that exist, better provenance than Cl.)*; clo 8 Jan 1917 [GWR War Reports of the General Manager (a printed, bound volume, issued privately by GWR) page 127 says: "closed to recover permanent way *(for war effort):* Date closed: 8.1.17" – *in Cl pap at Brunel Univ.*] Original

intended 1937 clo date and actual clo date confirmed by *GWR DTM Oswestry circulars 164 and 177 (RAIL 279/43),* also *GWR Div Supt Swansea letter 25 Jul 1945 in Cl pap.*
ROSEWELL & HAWTHORNDEN: amendment from H **for** R to R **&** H given in Railway Notices in (e.g.) *Brad* Dec 1928 (having not been in equivalent listing in their Jan 1928 issue) – so that was *presumably* the change that was finally settled upon from 9 Jul 1928 (rather than H JUNCTION & R as might be implied from text)
ROSHERVILLE: converted to halt 17 Jun 1928 – *hbl 68.* clo (Sun) 16 *(sic)* Jul 1933 confirmed by LMS *PCC no. 45 (better provenance) – but did it have a Sunday service so was w.e.f. date really the Monday?*
ROSS-ON-WYE: 1933 renaming: *SoL GIC* A/613 dated 5 May 1933: "ROSS – ALTERATION IN NAME OF STATION. All concerned to note that the name of Ross Station has been altered to "ROSS-ON-WYE"." *(note tense – but GM's recommendation (RAIL 250/460) not actually approved by GWR Traffic Committee (of Directors) until 25 May 1933 – i.e. post hoc).*
ROSSLYNLEE: in advising clo from 5 Feb 1962, *GIC A1/...* showed this (but ***not*** Rosslynlee Hospital) as Rosslynlee **Halt** *(wonder when it had become unstaffed?)*
ROSTER ROAD: op 27 Jan 1936 confirmed by *hbl L102*
ROSYTH DOCKYARD: Following services shown in LNE (Scottish Area - Northern District) *Wtt* dated 4 Oct 1943 - 30 Apr 1944: unadvertised workmen's (daily unless otherwise shown): 0546 from Cardenden, 0550 from Edinburgh Waverley, 0558 from Dysart, 0625 from Dunfermline Upper, 0722 SuX, 1227 SO, 1652 SO, 1830 SSuX to Dysart, 1214 SO, 1615 SO, 1805 SSuX, 1920 SSuX to Dunfermline Upper, 1222 SO, 1624 SO, 1815 SSuX to Edinburgh Waverley, 1232 SO, 1659 SO, 1821 SSuX to Dysart; unadvertised Libertymen's: 0655 SuX, 0715 SuO from Edinburgh Waverley, 1306 SO, 1652 SSuX to Edinburgh Waverley. Other open days were Sun 21 July 1974 ("the first time for a number of years") *(BLN 259, p. 168)* and 19 and 20 June 1976 *(BLN 293, p. 39)* "… as a result of the outcry against withdrawal of workmen's service into Dockyard, Admiralty had made certain concessions (stressed as temporary): apprentices resident in Edinburgh and travelling to Rosyth (Halt?) would have fares paid until indentures ended and ordinary workmen would be taken to Limpetness (Junction, see *Railscot* internet item for site; sometimes two words)": proper citation for Railscot (which doesn't mention the withdrawal as above)
https://www.railscot.co.uk/locations/R/Rosyth_Dockyard/ (accessed 1 Dec 2021) *So what is the real provenance of 'story' given above about (threatened) withdrawal?*
ROTHERHAM CENTRAL: 25 Sep 1950 renaming confirmed by ScR comm. circ. FK22/29 of 1 Sep 1950 *(better provenance).* It's not proven that **any** service called here after all but one train diverted (via Aldwarke Jn to Sheffield Mid.) from 4 Oct 1965!
ROTHERHAM MASBOROUGH: *Derbyshire (Courier)* did not publish on Mondays (only on Saturdays) so there was no issue of 11 May 1840. The issue of 9 May 1840 did carry the North Midland's standard advert for the new "Derby – Shefield"service – but it mentioned neither Rotherham nor Masbro'/Masbrough. It is questionable whether the station started life with the spelling of MASBROUGH (rather than MASBOROUGH or MASBRO') – certainly *Brad* at 1844 used simply MASBRO'
ROTHERHAM WESTGATE: According to Gerald Aston in *RM* Jan 1953, p. 62 official date was Mon 6 Oct 1952 but final pass train ran 4 Oct *(better provenance; indeed, GJA – from his Midland eyrie - was almost certainly also Clinker's source)*
ROUDHAM JUNCTION: OS 25" 1883 shows neither road (nor track nor footpath – so not a Bala Jn or Dovey Jn!) nor any habitation; subsequent survey shows couple of cottages for railway staff (signalmen – to break a long block section on the main line). In that no facility for reaching (or leaving) the station from the surrounding area had existed *ab initio*, the statement "from 1 October 1902 officially exchange only" *could* be indicative that rudimentary road access (and the cottages) had by then been provided, and the note was intended to dissuade *non-exchange* passengers from the futility of seeking to use the station in the middle of nowhere…..
ROUND OAK: alleged 1894 resiting should cite M Hale *Chron. 2/11*. However, the earliest available online OS survey (1881 - and all subsequent) shows that the platforms (and station building) were on the **west** side of Dudley Road bridge, as does a GWR plan dated May 1879 in Dudley Archives (DE/6/10/4/2). Hale, in footnote 59 on p. 27 of his *The OWW through the Black Country* (1995), says that Round Oak station "...was originally located on the east side of the road." with no indication of date of change (nor any provenance) and at p. 43 gives (in the context of

Brunel's appearance before the Parliamentary Select Committee on 29 May 1845) an extract of an undated plan which – Hale says – shows the station east of Dudley Road *(although nothing on the plan itself seems to support that assertion)*. Hale's *Brunel's Broad Gauge in the Black Country* (1997) p.27 carries an unscaled sketch plan dated 23 May 1854, which – while showing the *name* Round Oak well west of the flat crossing – does put that name adjacent to the OWW's western-most pointwork; this could be read either way as to which side of the road bridge the passenger station was (the plan gives no specific mention of the passenger station). Location of the station in the section immediately east of the Dudley Road bridge does seem unlikely, for the site would - at best - have been constrained in length by Lord Ward's 'Pensnett Railway' flat crossing and related OWW switches and crossings. Indeed, **no such re-location can be traced** in the epitome (at RAIL 558/26) of all OWW minute books down to Jan 1859, although, of course, Hale provides no ***evidence*** that the station was ever relocated. Perhaps Hale was misreading the first (p.43) plan. Clinker's *W Mid* found no such relocation. Copies of relevant plans mentioned above are contained in *Chron. 110/13* and *RHRG* Circular no. 227. However, in Capt. Galton's report of 17 Dec 1852 (MT6/10/47), approving the line's opening as single 4' 8½" track between Brettell Lane and Dudley (opened 20 Dec 1852), the captain noted that "At about 8 chains *(176 yards)* from the Round Oak station, the line is crossed on the level by the Pensnett Tramway...". The deposited plans (YHL/PO/PB/3/plan1845/02/1) for the OWW line show the distance from the Pensnett crossing to the road bridge as about 6 chains (although scaling from later OS plans might suggest nearer 8 chains). The station would, therefore, have been **west** of the bridge **from the outset**.

ROWAN: op. 18 Dec 1933 confirmed *post hoc* by *Worthing Gazette* of 20 Dec 1933.Note that "*SR sig 1934/1"* should read SR *sig inst* no, 1(1934)_. Name as given in LMS *PCC no. 67* of 21 Dec 1933 *(which had wrong op date)* was also: "Rowan Halt for Elm Drive", rather than the form shown.

ROWINGTON JUNCTION: rather more substantive demolition of this myth was at *Chron. 58/18, 59/20 and 60/16* – or https://branchline.uk/rail_chronology/Lowsonford.html (accessed 20 Mar 2025)

ROWLEY: 1 May 1939 clo date confirmed by LMS *PCC no. 325* and *hbl L7 (better provenance)*

ROWLEY REGIS: addition of "& B" suffix confirmed by GWR GM Circ 1307 of 19 Aug 1889; suffix dropped w.e.f. 6 May 1968 *(tt change date –better provenance; c.f. all the other changes made this date on LMR)*

Add: ROWRAH JUNCTION [CWJR]: used for WW1 service (from 1 Jan 1917 until unknown date) to Workington, Annie Pit Platform (q.v.) for German PoWs. A note in the CWJR *Wtt* dated 1 Jan 1917 reads: *A new workmen's train worked by engine and men of No 4 duty will leave Rowrah Junction (C&W) at 7.30am daily for Annie Pit Platform.*- with timings shown both ways. See message #13682 at https://groups.io/g/crchat/topic/c_wjr_ww1_platform_at/93673953 ()accessed 27 Jan 2025) and subsequent exchanges.

ROWTON: op. date (Sat) 29 Jun 1935 can also cite report in *Chester Chronicle* 29 June 1935

ROYAL GROUP OF DOCKS (LONDON): GIC 293 of 5 Oct 1970 *(based on info from ER*) said: "There have been no special trains…during the past **two** years and the facility has therefore been withdrawn." The fact that arrangements were still in Supp to Sect Appdx at Aug 1967 may not, therefore, be "inertia"….

RUBERY: The workmen's use of Rubery first appears in the LMS *Wtt* for 1 Oct 1917. *Wtt* suggests clo. for advertised P services 5 May 1919 (date as given in *Railways of the West Midlands* was last in co's tt). Unadvertised services continued after 1919 but did not run through to 1958: in Aug 1922 GWR withdrew service; service reinstated 23 Jul 1923 (LMS/GW Joint Officers' Conf min 20936). Was in both directions in *Wtt*s up to and including 11 Sep 1933. The next issue (30 Apr 1934) had calls only westbound, for the eastbound direction the stops were now shown * which denoted solely for single line working purposes. This continued until issue dated 29 Apr 1935 when all stops apart from the Saturday westbound train were shown * . In next issue (4 May 1936) all Rubery stops were shown *without* the * - implying reopening. *The equivalent GWR working timetables - and the LMS for the period thereafter - have still to be checked although the GWR one for summer 1937 very clearly marks Rubery as being CS (i.e. solely to exchange the train staffs).* Conclusion drawn *:* that from 30 Apr 1934 (or, possibly, an intermediate date subsequent to 11 Sep 1933, notified by local notice) Rubery workmen's passenger stops were withdrawn and that all subsequent *apparent* stops were merely a carried-over timetabler's failure to insert a * note in all Rubery timings. The alternative of a one direction only - latterly once a week only! - workmen's service between 1934 and

1936 - is too ludicrous to contemplate, particularly at a station that was getting on for a mile away from the locality it purported to serve and where prospective passengers could have taken the 71 tram (or probably even walked) direct to Longbridge more quickly!
RUDDLE ROAD: clo. date specifically shown as Sunday 29 Apr 1917 (by public notice (RAIL 253/537)) and GWR Passenger Train Alterations Committee minutes (RAIL 271/4) – same as CHELTENHAM HIGH STREET HALT, etc.
RUGBY [Midland Counties]: The assertion that services started to a temporary station (at 'Rugby Canal wharf' i.e. Newbold Wharf, north of viaduct) for just four days is not borne out in the contemporary press (e.g. *Leicester Chronicle* 4 Jul 1840); cogent evidence is needed if the assertion is to be sustained - none is provided in the entry under notice. 1885/6 work not **op** until (Mon) **7 Jun** 1886 (*Nuneaton Advertiser* 5 Jun 1886). There is no obvious reason why *Cl* (note 3026) departed materially from the date he gave in *W Mid*, because a report in *Rugby Advertiser* 21 Apr 1886 makes it clear that work was still under way *after* the April date Clinker cited. *Mid*. actually shows the works 'opened' 7 Jun, crediting an entry in Midland Rly's Trains Office diary. 25 Sep 1950 renaming date confirmed by LMR Opg.Circ. 21 of 14 Sep 1950.
RUGBY ROAD: 1 Jan 1917 clo. provenance: *(T 22 Dec 1916)* – which gives HALT
RUGELEY TOWN (b): no *regular* Sunday services – but there **was** a "preview" service on 1 Jun 1997 (*BLN803) so discounting of 1 Jun 1997 op date is unwarranted*
RUGELEY TRENT VALLEY: according to *Cl corr* the 1870 renaming was "recommended by LNW Officer's Committee minute 5413 of **18** May 1870"; the * note is capable of misinterpretation and would better read: "according to *W Mid*, LNW added TV in branch tables but did not do so in main line tables until 15 Apr 1917"
RUISLIP MANOR: halt suffix in Met tt 13 Jul 1914; suffix dropped from Met tt 12 Jul **1915** *(a year later than Eastcote, Ickenham and Rayners Lane – 20 years earlier than Brad……)*
RUMWORTH & DAUBHILL: 1885 **renaming** was shown as 'in future will be known as' in *LNW Circ. no. 1877 (sic) of 28Apr 1885 – Cl. seems to have adopted the date of the circular…*
RUSHALL: clo 1 Mar 1909 confirmed by *LNW Circ. no.921*. Location: {Walsall (***not*** Walsall**n**) – Pelsall}.
RUSHEY PLATT: Why does single location have a 'super'heading'? "Opened 18 December 1883 with Cheltenham extension of line" – but at that date, extn was only to **Cirencester** *(perhaps text meant to refer to "Swindon & Cheltenham Extension Railway"). Hampshire Independent* 7 Nov 1883, reporting trial trip over Cirencester line, included Rushey Platt as one of the intermediate stations so it **is** reasonable to assume it op with the line as it is included in tt in *Wilts & Glos Standard* of 22 Dec 1883. Indeed, in first tt available in *Swindon Advertiser* (issue of 19 Jan 1884 – and likewise in Dec 1884), Rushey Platt is shown ***only*** on the Cirencester line, ***not*** on the Swindon link line… but who knows? Withdrawal of Swindon Town – Swindon Jn trains (and reduction of Swindon – Cirencester service to single round trip a day) was effective from **Sun 1 Mar 1885** according to *Swindon Advertiser* 28 Feb 1885 but there were no Sunday trains anyway on those sections.
Midland & South Western Junction Railway: Vol. Three (Mike Barnsley, Wild Swan Publications, 1995), page 263, says: "The staff were similarly accommodating with regard to Rushey Platt station. Although it was officially closed to passengers in 1905, trains were still calling by request during the First World War."
RUTHERGLEN (a): was at g.r. NS6148961858 (opposite Castle Street)
RUTHERGLEN (b): was ca.13ch **east** of (a), at Dalmarnock Junction, g.r. NS617168 (using a distance point part way down platforms, east of Farm(e)loan Road bridge); op **Tuesday 1 April** 1879 (CR advert in *Glasgow Herald* 29 March 1879) . There were platforms **only** on main line east of the junction (thus serving the main line and trains to/from the Dalmarnock branch) and there was **no** west ⇔ north curve (Rutherglen Loop) prior to 1892.
RUTHERGLEN (c): was ca. 24ch †† west of (b), at Queen Street bridge, g.r. NS612618; op 2 May 1892 (*Rutherglen Reformer* 22 April 1892 (date forecast there was confirmed by report in same paper 6 May 1892)), including platforms on the new west ⇔ north Rutherglen Loop. *The diversion of services from Glasgow London Road to Glasgow Cross on 1 Nov 1895 had **no effect** on the platforms at Rutherglen so that date should be deleted.* New platforms on the original Dalmarnock branch – now the east ⇔ north curve – were described by CR as "the NEW STATION at RUTHERGLEN on

the Fork Line..." when they op Fri 1 Oct 1897 (CR tt Oct 1897-Mar 1898, p.i – RAIL 922/10)) ; they closed (with the Glasgow Central Low Level line) 5 Oct 1964 (see RUTHERGLEN (d) for their resuscitation when line reop as Argyle Line 5 Nov 1979). *Perhaps the 'Fork Line' platforms of both (c) and (d) should be treated as a separate entity…* The remaining RUTHERGLEN (c) platforms on the main line (actually on the slow lines) at Queen Street bridge were closed for regular use 5 Nov 1979 but "retained for use in emergency" (source: ScR signalling notice); they ceased to be so available from Sun 29 Aug 1982 (BLN 450 item 20). Note †† : the distance between Dalmarnock Jn signal box (west of (b) station) and Rutherglen Station signal box (at (c) station) was given as 400 yards (ca. 18ch) in 1960 Sectional Appendix so the figure of 38ch given in text is impossible.
RUTHERGLEN (d): This is - in effect – a resuscitation of the 1897 "Fork Line" (east ⇔ north curve) platforms of (c).
RUTHRIESTON: addition of Halt suffix given in Railway Notices in (e.g.) *Brad* Dec 1928 (having not been in equivalent listing in their Jan 1928 issue)
RYDE ESPLANADE: clo 4 Jan 2021 (new Brading loop), reop 1 Nov 2021 *(BLN 1388.2889);* clo 30 Oct 2022 (pier works) (https://www.networkrailmediacentre.co.uk/news/work-to-preserve-and-improve-the-island-lines-historic-ryde-pier-to-begin-this-autumn (accessed 27 Jan 2025))
RYDE PIER HEAD: clo 29 Sep 1963 (pier repairs), reop 27 Apr 1964 *(Notice P/EW 16 SWD 1964).* Reop after 1966 pier repairs confirmed as 18 Apr 1966 (despite a handbill showing reopening as *planned* for 4 Apr). clo 4 Jan 2021 (new Brading loop), reop 1 Nov 2021 *(BLN 1388.2889);* clo 30 Oct 2022 (pier works) (https://www.networkrailmediacentre.co.uk/news/work-to-preserve-and-improve-the-island-lines-historic-ryde-pier-to-begin-this-autumn (accessed 27 Jan 2025)); reop 10 Jul 2023 (https://www.networkrailmediacentre.co.uk/news/isle-of-wight-railway-line-between-ryde-pier-head-and-ryde-esplanade-reopens (accessed 27 Jan 2025)); clo 6 Sep 2024 (https://www.nationalrail.co.uk/engineering-works/island-line-20240907 (accessed 7 Feb 2025)) ; reop 2 May 2025 https://www.networkrailmediacentre.co.uk/news/completed-full-island-line-services-resume-early-following-critical-repairs-to-historic-ryde-pier (accessed 3 May 2025) **n.b.** do not be misled – there were **no** trains on Fri 6 Sep 2024 – confirmed by https://busandtrainuser.com/2024/09/12/these-closures-need-closure/ and https://www.recenttraintimes.co.uk/Home/Search?Op=Srch&Fr=Ryde+Pier+Head+%28RYP%29&To=Ryde+Esplanade+%28RYD%29&TimTyp=A&TimDay=A&Days=Al&TimPer=Cu&dtFr=01%2F09%2F2024&dtTo=16%2F02%2F2025&ShwTim=AvAr&MxArCl=5&TOC=All&ArrSta=5&MetAvg=Mea&MetSpr=RT&MxScDu=&MxSvAg=&MnScCt= (both accessed 7 Feb 2025))
RYDE ST JOHNS ROAD: clo 4 Jan 2021 (new Brading loop), reop 1 Nov 2021 *(BLN 1388.2889).*
RYDE: Pier & Tramway: should this not be under tramways in Section 6?
Landward terminal was still "PIER GATES" (rather than Esplanade) in BR days as ticket below attests. Clo date was w.e.f. Mon **27** Jan 1969.



RYELAND: 1 Jan 1917 clo. confirmed by *Railway News*, 13 Jan 1917. 11 Sep 1939 clo in *hbl L10 (and only the Co n in Motherwell Times of 8 Sep 1939 is needed)*
RYSTON: 22 Sep 1930 clo date confirmed by *hbl L77 (better provenance)*
ST AGNES: op 6 Jul 1903 confirmed by GWR SoL Circ. 1449 of 1 Jul 1903 *(better provenance)*
ST ANDREWS ROAD Bristol: GWR Fares Book [*Chron 62/18*] shows op. 1 Mar 1917 as an unadvertised (i.e. non-tt) Ministry of Munitions *station*, not a GWR "Platform" [*Chron 75/7].*
ST ANNES-ON-THE-SEA: clo 11 Nov 2017 (electrification works); reop 29 Jan 2018.
ST. ANN'S WELL *(with the apostrophe)*: op date 2 Dec 1889 confirmed by GNR opening poster at RAIL 935/1.

ST ANTHONY'S: GCR circular *(RAIL 226/111)* dated 7 Jan 1916 says: "St.Anthony's Station, NER … has been closed for Passenger Traffic until further notice." – but overtaken by events and press reports
ST. ATHAN: op (Fri) 1 Sep 1939 confirmed by *SoL GIC A/941 of 25 Aug 1939(better provenance)*; parcels & misc handled so must have been staffed. According to late Colin Chapman's *[respected and thorough South Wales researcher]* notes, made station **3 May** 1943 (but no source given)
ST. BRIAVELS: 1 May 1909 renaming confirmed by GWR GM circ. 2166 of 22 Apr 1909 (RAIL 253/482) *(better provenance)*; 9 Mar 1927 renaming confirmed by *Rly Gaz* issue of 17 Jun 1927
ST. BRIDES CROSSING: the 10 Sep 1951 *Wtt* (for example) has calls as follows: 1710 Glasgow – Oban alternate Sats to set down railway employees returning from Callander (no outward service) *(RAIL917/24)*
ST. BUDEAUX VICTORIA ROAD: in explanation of * note: B VICTORIA ROAD should, of course, be prefixed ST. The 26 Sep 1949 renaming date confirmed by *Western Morning News* 23 Sep 1949 was **only** in respect of the SR station - no mention of the WR station in that news report, and the Ferry Road suffix **did not** appear against the WR station in the WR tt dated 26 Sep 1949. But the chances are both stations were renamed the same date….
ST. COMBS: made unstaffed halt 7 Nov 1960 (*GIC R1534/1052 of 17 Oct 1960)*
ST. DEVEREUX: op 2 Jan 1854: cited provenance of *Hereford Times* 24 Dec is **not** a "*Co n*" but part of the paper's "Railway Time Tables" compilation (page 3); the company's own advert for the opening did not appear until *Hereford Times* **31** Dec 1853 (although that did not list all the stations).
ST. ERTH: 1 Jun 1877 renaming: *Cl pap* cite unspecified RCH document (which tallies with start of regular public service over branch). However, *R Cornwall Gaz* 25 May 1877, p.5 reporting branch opening previous day (24 May) described station as "St. Erth (late St.Ives Road)" *(although the same paper continued to use St. Ives Road in its timetable display well into June…)*; most other papers, reporting the event, used the form St.Ives Road (so take your pick). *Co n* same paper 1 Jun 1877 advertised start of public service that day – using St.Erth name.*(better provenance)*
ST. FORT: see commnent under **NEWPORT-ON-TAY** about closure in consequence of Tay Bridge collapse 28 Dec 1879.
ST. GABRIELS: fast trains (mentioned in last sentence) withdrawn from 4 Aug 1884 (*co n Swansea & Glam Herald* 6 Aug 1884)
ST HARMONS: SoL GIC A./759 of 6 Mar 1926: "On and from 2 March 1936 St. Harmons was converted to a halt."
ST HELENS Lancashire
ST HELENS CENTRAL [LNW]: **Orig. sta**. was at Peasley Cross Lane (road later called Warrington Old Road); **1849 sta**. was the one moved ca. 22ch north-west, close by Raven Inn, in Raven Street (now called Parr Street) [i.e. the dead-ended site, opposite the Raven Inn shown at https://maps.nls.uk/view/231281628]; **1858 sta**. was the one moved to beyond Parr Street bridge, on a new alignment from Ravenhead Jn. The 1949 addition of SHAW STREET confirmed by *Rly Gaz* 4 Mar 1949; **however,** this seems only to have been a *formal* recognition of an established practice for it was in use in LMSR's own public timetable (a *Brad* offprint) as early as 6 May 1946 *(happens to be the earliest accessible). Brad* had long been using it: for example, *Brad* had it in 1938 whereas the LMSR's own public tt did **not**. It *probably* first appeared in the LMSR's public tt in 1939 - as soon as they started the wartime practice of using *Brad* off prints.
ST HELENS COLLIERY: **still shown** in LMS Sectional Appendix (Western Division, Crewe & north – Mar 1937) as ST. HELENS COLLIERY HALT PLATFORM *(sic)* (1mi south of Flimby – and **not to be confused** with SIDDICK COLLIERS' HALT PLATFORM, 340yards south of Siddick Jn). *Had workers' service resumed….?*
ST HELIER [SR]: suffix *(which appeared only in index)* remained as (London) in tt 5 May 1975 (and unchanged still at 1979 tt)
ST IVES near Penzance: *R Cornwall Gaz* 25 May 1877, p.5 reporting branch opening previous day (24 May) added "During the afternoon the special train ran at intervals excursion trips between St.Ives and St.Erth (late St.Ives Road), taking…hundreds of persons over the new line." (i.e. not limited to VIPs) *Co n* same paper 1 Jun 1877 advertised start of regular service that day. J F **(not J R)** Ling (Branch Line Society founder) recorded the temporary clo. of branch (i.e. including

LELANT): 4 April 1955, reop 14 May 1955. suffix *(which appeared only in index)* remained as (Cornwall) in tt 5 May 1975 (and unchanged still at 1979 tt)
ST JAMES PARK Exeter: 1946 renaming: *Cl pap* cite unspecified railway circ/notice
ST KEYNE WISHING WELL HALT: see 2 Dec 2025**
ST LEONARDS WEST MARINA: 1851 renaming in consequence of extension of service to Hasting (SER station) – use of the abridged name noted in LBSC *Co n* in *Morning Advertiser* (and other papers) 18 Feb 1851; 1870 renaming in consequence of LBSC starting to use St Leonards (SER station), although no press reference traced to the name changes. The front cover of the LBSCR **Signalling Notice** no. 81 confirming the relocation eastwards from 1 June 1889 is illustrated at *Chron. 99/17.*
ST LEONARDS WARRIOR SQUARE: no press reference traced to 1870 name change in consequence of use of sta by LBSC). See *Chron. 99/17* for the 1 June 1889 "relocation" of the station and copy of the cover of cited LBSC notice..
ST MARGARET'S [GE]: suggest add "near Broxbourne"; Hertfordshire: suffix *(which appeared only in index)* remained as (Hertfordshire) in tt 5 May 1975 (and unchanged still at 1979 tt)
ST MARGARET'S near Twickenham: suffix *(which appeared only in index)* remained as (Middx.) in tt 5 May 1975 (and unchanged still at 1979 tt)
ST MARY'S BAY: original name HOLIDAY CAMP (FOR ST.MARY'S IN THE MARSH AND DYMCHURCH BAY); renamed (and still open as) JEFFERSTONE LANE for 1981 season (source: *Wolfe* p.21 and Paul Ross, *A Romney Album*, RH&DR Association, n.d. (post 1981))
ST MELLONS: should entry include "[GW]"? supplement dated 1 Feb 1943 to GW Section 7 *Wtt* (RAIL 937/180) shows new workmens trains to St Mellons with start date of **5 Oct 1942**. That was the start date of the winter timetable so it is *possible* that the trains had actually started at some unrecorded date during the 1942 summer timetable period.
ST MONANCE: spelling altered **Feb** 1936 by *RCH distance tables advice no 63/9 of 21 Apr 1937 (and better provenance)*. See also *RHRG 212/8* for discussion of earlier name changes.
ST PAULS [Cen]: *L.* gives renaming as 1 **Feb** 1937 which is also **confirmed** by LMS *PCC no.215 (better provenance)*
ST QUINTIN PARK & WORMWOOD SCRUBBS: LNW *Co n* for op 1 Aug 1871 spelled it SCRUBS (single B) - *Volunteer Service Gazette and Military Dispatch*, 5 Aug 1871 – so when did it became double B? *Neele*, p.389 and Borley's *L* give renaming from WS to St.QP&WS as 1 Aug 1892 *(certainly that form is what appears in Kilburn Times of 2 Sep 1892)*. Not specified how far or where the 1893 move was (unlike other sources which say it was moved 100 yards from south to north of the North Pole Road) – wisely, as there are various (at least three different variants seen) pre-1893 maps which show the sta. *already* north of North Pole Road (despite an undated and unprovenanced map on the *Disused Stations* website which does show it south). While *West London Observer* 1 Nov 1884 (reporting an accident) puts the 1871 station "about 250 yards" from North Pole Junction signal box while the 1893 station was 10ch (220 yards) south of that signal box, it would be good to have some definitive evidence! Closing fire was night of 3-4 Oct 1940, therefore w.e.f. date really ought to read 4 Oct (last train 3 Oct) according to H V Borley *Middlesex Quarterly* Autumn 1953 (reproduced in *RCHS Journal* no. 167, Jul 1997, p. 376) - despite LMS Div Supt *of Ops, Crewe letter 29 May 1945 in Cl pap.* The 1 Dec 1940 date (sometimes seen) was date from which tickets ceased to be issued here for replacement journeys by bus *(a feature tangled with in the MILL HILL THE HALE entry…).* Station clo date of 21 Oct 1940 given in GWR *Wtt* supp dated 5 May 1941 (to 28 Oct 1940 *Wtt*) at RAIL 937/178 seems to be of no particular significance; same source gave same date LMS service Willesden Jn ⇔ Earls Court suspended but Borley gives 3 Oct (date of blitz damage).
ST THOMAS CROSS: unatributed note says "closed from c.1931 to 1935" – certainly location was **not** shown in LMS *Wtt* 20 Jul – 13 Sep 1931
SALE: suffix "& ASHTON-ON-MERSEY" deleted **11 May 1931** (with electrification of line and opening of Warwick Road station) – *SoL GIC A4570/509 of 8 May 1931*
SALEHURST: stops only by request – but not suffixed HALT **–** in 11 Sep 1933 public t.t. leaflet held at NRM, York - *c.f. Frittenden Road comment*
SALEM: reop **ca.Sep** 1922 (soon after line reop 31 Jul 1922) - even though it did not appear in co's tt (or *Brad*) until 2 Oct 1922 (ZSPC 11/641); always (**not** "at times") request

SALFORD CENTRAL: clo 2 Jan 2023 (station upgrade work); reop 4 Jun 2023 *(BLN)*; clo 10 Feb 2025 (station improvement work); scheduled reop 21 Apr 2025 (https://www.northernrailway.co.uk/engineering/salford (accessed 7 Feb 2025))
SALFORDS: LBSC list of halts (produced by SoL's timetable dept dated 15 Aug 1914, reproduced in *The Brighton Circular* Spring 2012) showed SALFORDS HALT as op 8 Oct 1915 (this detail must have been added in manuscript post-publication) so presumably *U* and an article in *Railway World*, Dec 1957, which both give same date, were based on that list. **However,** MT 6/2445/4 includes a petition to the Ministry of Munitions for a train service to be provided, many workers having to walk from and to Reigate Station; it was referred ultimately to LBSCR which, on 7 Mar 1916, replied with various objections to providing a Station. *Hence the op date cannot be **earlier** than that date.* They later relented and on 29 Sep 1916 the BoT gave provisional sanction for op of stopping place on Monday **2 Oct 1916**. Salfords, when first op, was a Halt (rather than a Motor Halt), served only by (full length) Trains. It appear in Feb 1917 *Wtt* supplement – shown as Salfords Halt - in a small table headed "Special Trains with Munitions Workers" (i.e. **not** railway staff) – presumably prior workings had been in Weekly STNs or Daily Notices; there was no Sunday service [*Chron. 110/10 – existing text at v5.05 **fails** to make the **corrections** evidenced by Mr Smith – nor is it clear what the words "Grace's Guide, internet via" are intended to convey*]. Source for 17 Jul 1932 public op date (and fact that it was still regarded as halt) is *RCH distance tables advice no 47/6 of 9 Aug 1933* – RAIL 1089/88 *(a bit more specific than just 'RCH' which could be anywhere in their voluminous surviving paperwork)* – also confirmed by *Surrey Mirror & County Post* of 8 Jul 1932 (and Kennards' advert in same paper of 22 July)
SALISBURY [GW]: clo 12 Sep 1932 upon diversion to LSWR/SR station (*Salisbury Times & South Wilts Gazette* 2 Sep 1932); last train left 0250 Sun 11 Sep (*ibid.* 16 Sep 1932) *(better provenance).*
[#10] SALTBURN *Excursion station***:** the wording: unusual in that it was effectively part of the Zetland Hotel (built by the railway company in 1863, *co ½ Durham County Advertiser 14 August 1863)* is in error, as the excursion station was **not** part of the hotel but was located - with its own waiting room and other facilities - *alongside* the main station, on its north side but with access from Milton Street: see photo at https://www.facebook.com/groups/272837404739033/posts/1067988495223916/ (accessed 5 July 2026); photo dated 2 May 1937; note particularly the nameboard, left.
The hotel was reached from the main station by an extended platform 1 – see Appendix 6 below. The lack of facing point locks on the points at the east end of platform 1 must have precluded use of the track of the extension by passenger-carrying vehicles and restricted its use to luggage vans.
SALTCOATS NORTH: see commentary under ARDROSSAN NORTH clo date (4 Jul 1932) source was CGM GIC R.1534/359 of 18 Jul 1932 *(better provenance)*
SALTERSGATE COTTAGE: shown as 'Railway Station' on https://maps.nls.uk/view/102341548 (1857 survey). *{Tow Law – Waskerley}*
SALTNEY a) *(should be* (a)): was located **at** Chester Street road underbridge - see OS https://maps.nls.uk/view/114583687 (of ca. 1870) with station straddling the bridge. Reference to "near road bridge" to be deleted.
SALTNEY b) *(should be* (b)): GWR Chester Division Report 1932 (*Cl pap*) specifically noted as now being a HALT *(regardless of what tt may have said).* BR engineer's plans confirm this location was staggered platforms, both south of the road bridge, with distance point of 211m 56.6ch
Add: SALTNEY – various works sidings: used 4 Nov 1856 (*Liverpool Mercury* 5 Nov 1856) and 18 June 1883 (advert in *Cheshire Observer*16 June 1883).
SALTNEY FERRY MOLD JUNCTION: 'Mold Junction' was enclosed in parentheses – see *Brad*, LMS tts. and *HoS* (despite Clinker omitting the two words and the parentheses).
SALWICK: clo 11 Nov 2017 (electrification works); reop 29 Jan 2018.
SAMPFORD COURTENAY (b): in the text reading "…but not opened that year service suspended after last train…" there needs to be punctuation between the words "service" and "suspended". *Wikipedia* needs a proper citation:
https://en.wikipedia.org/wiki/Sampford_Courtenay_railway_station (accessed 1 Dec 2021) – *although that offers no provenance for the statement, the date stated was, in fact, the last day of operation of the Devon County Council-sponsored Summer Sunday service before Dartmoor Railway went into administration*

SANDAL: closed 19 Jun 1938, reop 3 Jul 1938 (i.c.w. bridge work) – LMS *PCC no. 280 (is this a long enough clo to include for that era?)*
SANDAL & NOTTON: should read "**SANDAL & WALTON –** see **WALTON** near Wakefield" *(compiler's confusion with ROYSTON & NOTTON/NOTTON & ROYSTON)*
SANDBACH: temp clo (for resignalling) was from **Sat 10 Dec 2005;** reop Mon 26 Jun 2006 *(Northern Rail leaflet).* Another period of temp clo was from 2 Feb 2004; reop 22 May 2004
SANDFORD & BANWELL: at op was simply SANDFORD (as stated in *Western Daily Press* 2 Aug 1869); renamed SANDFORD & BANWELL 1 Jan 1870
SANDHURST BERKS (b): suffix "(Berks.)" applied *only in index* for tt 6 May 1974 but lost it again with tt 5 May 1975. It re-acquired suffix in index **and** table with tt 12 May 1980 but lost it again (from index **and** table) with tt 24 May 1998. The entry should, therefore, be under plain SANDHURST (b)
SANDOWN: clo 12 Jan 2015 (storm damage); reop 20 Mar 2015; clo 4 Jan 2021 (new Brading loop), reop 1 Nov 2021 *(BLN 1388.2889)*
SANDLING: for what it's worth (not much), OS plan surveyed 1896 gave SANDLINGPARK *(one word)* JUNCTION.
SANDPLACE: Messenger *Caradon & Looe – The Canal, Railways & Mines (4th edn),* Twelveheads, 2019, p. 158, give opening as **Sep or Oct** 1881. see 2 Dec 2025**
SANDSFOOT CASTLE: op 1 Aug 1932 confirmed by GWR Bristol Div Annual Report 1932 - RAIL 253/552 *(better provenance).*
SANDSIDE: op 26 June 1876 – *Co n Barrow Herald* 24 Jun which **specifically** shows Sandside *(better provenance)*
SANDWICH ROAD: op. (Sat) 18 Apr 1925 *(exchanges in Chron. 75)* did *not* have HALT suffix in July 1925 *Brad.* Submission to *Brad* will have been from Stephens' Tonbridge office. It is *possible* service started when Canterbury Road Wingham (q.v. under WINGHAM below) did.
SANDY LANE: branch unadvertised workers' service (from Mansfield GC sta.) in 1 Jan 1917 *Wtt* does **not** show it – but 3 May 1920 *Wtt* **does** show it, as intermediate **halt** on Welbeck Colliery branch. *Sandy Lane bridge was at 1 milepost from Welbeck Colliery Junction, grid ref SK572678, serving Market Warsop.Trains timed 3 mins from jn, 9 mins from colliery.*
SANDYCROFT H M FACTORY PLATFORM [LNW]: that this was open by *at least* summer 1916 is also evidenced by *LNW connectional* times shown on GCR handbill for changes from 16 Oct 1916 (RAIL 931/16)
SANDYFORD: not in *Wtt* Feb 1916
SARNAU: op Wed 6 Jun 1888 confirmed by GWR SoL Circ. 707 of Jun 1888 (RAIL 253/229)
SARSDEN: GWR Traffic Committee minute of 13 Jun 1906 approving Works Order 2580 for £161 *(today's value ca. £20k)* upgrading work described it as "Conversion of 'drop platform' into a halt." (RAIL 250/344).
SAUNDERSFOOT: Original station (called SAUNDERSFOOT [MORETON] STATION in *Co n*) closed **1 Aug 1870** and "…the New Station opened in a few days afterwards." (*Co n Tenby Observer 4 Aug 1870*) *(not obvious why an interregnum necessary as the two sites were separated by nearly a mile).*Same paper 18 Aug 1870 reported: "The New Station…at Saundersfoot is now open."
SCAFELL (b): Cambrian Rlys Secretary & General Manager's Report to Board 5 Jun 1913 RAIL 92/88 *contained no suggestion that the facility was for alighting only. Nor did tts*
SCARBOROUGH excursion platform: "Washbeck Excursion Platform" was the name used in LNER working timetables at least during the 1920s (e.g. July 1924 - RAIL 944/51) and is therefore official. 1 Jun 1933 renaming (as LONDESBOROUGH ROAD) date confirmed by LMS *PCC no. 38 (better provenance)*. There was no Sunday service advertised in summer 1963 NER public timetable - final trains so shown as using Londesborough Road **after Sat 24 Aug 1963** were:
0832 SO Chesterfield Midland – Scarborough L.Rd. – until Sat 7 Sep 1963
0833 SO Nottingham Midland – Scarborough L.Rd. – until Sat 31 Aug 1963
1435 SO Scarborough Londesborough Road – Nottingham Midland – until Sat 7 Sep 1963
(it is just possible that they <u>may</u> have been diverted to Central by supplement or notice later – but that needs to be proven). When the "closure" date of 4 Jul 1966 *(an "official" date)* was announced, it was stated that the last trains had used the station in Sep 1963 – Sat 7 Sep 1963 was date of last

advertised public use. . However, a railtour did call at the station on 6 Mar 1965.
SCORRIER: with others "have been altered" (from SCORRIER GATE) by GWR GM circ 1718 of 24 Jun 1896 (RAIL 253/229) *(so earlier than shown in text, with better provenance)*
SCOTBY [Mid]: SoL GIC A/1062 – based on LMS advice – specifically showed Sunday 1 February 1942 as effective clo. date (albeit the year was wrongly rendered as 1941)
SCRUTON: rendered as SCRUTON LANE in Y&NB account book of daily takings (RAIL 772/131) of 1849.
SCULCOATES: *Brad* "Stations Closed" gave 1 Jul 1912 *(which may just have been the first of next month…).*
SEABURN: LMS *PCC no. 227* specifically described this opening on 3 May 1937 as "…a new **halt**…"
SEALAND heading should be on a separate line
SEATON JN [near Exeter]**:** shown as renamed (from Colyton Jn to Seaton Jn) "since going to press" in foreword of Jan 1870 RCH Distance Table (RAIL 1089/16) – *which makes it sound like the change was at the end of 1869*,.
SEATON near Leicester: renaming from S&U to "Seaton (Junction for Uppingham and Stamford)" was from 1 Oct 1894 - *LNW Circ. no.2664* (the same notice that gave public pass opening of Uppingham branch; the parentheses in name are as given in notice)
SEATON near Sunderland [NE]: *Bragg* (*RCHS Journal* Mar 1982, Vol. 27 no. 4 p.66) actually says moved ½ (not 1) mile.
SEATON DELAVAL: add suffix (a)
Add: SEATON DELAVAL (b): op. 15 Dec 2024 (https://www.northumberlandline.uk (accessed 2 Dec 2024)) *(ca.100 yards south of site of* (a)*)*
SEATON SLUICE: the service continued to appear in the B&T's "Summer Running" timetable advert in *Newcastle Guardian* until the issue of 29 May 1852 but disappeared from their timetable dated from 1 Jun 1852 (same paper of 5 Jun 1852) so one must assume it was withdrawn w.e.f. Tue 1 Jun 1852. The same paper continued to carry the B&T timetable **but,** unlike the paper cited by S L Bragg**, never again** showed the Seaton Sluice service. *(be very sceptical about taking the evidence of a paper from south of the Wear over one based north of the Tyne and therefore do not believe that there was a service at Seaton Sluice in 1853. Note also that "7.4 am" is a typo for "7.45am" of the 1851/2 timetables; is "1853" also a typo….? Alas, the Sunderland News and North of England Advertiser is not available online to check.)*
SEDBERGH: a respondent on *Crchat Groups io* https://groups.io/g/crchat/message/3072 (accessed 27 Jan 2025) recalled a (almost certainly the last) Sedbergh school special being at end of term either Christmas 1965 or summer 1966 ***(definitely later than** 3 Aug 1965)*.
SEDGEBROOK: J R Whittle *(Cl pap*) from GNR tts said final 'e' dropped with Apr 1878 tt, resumed with Jul 1888 tt
SEEDLEY: lest there be any lingering doubt about the year (the * note), 1 May 1882 op date confirmed by May 1882 amendment leaflet to LNW public timetable and by *LNW Circ. no. 1710. If 'warnings' about dubious or wrong data are going to be included (like this * note) then the work is going to be immeasureably extended.*
SEER GREEN: 23 Dec 1914 public op. date confirmed by public poster (RAIL 931/15) *(GC-produced, despite joint line heading; it does not acknowledge prior existence of halt)*. Full original *public* name BEACONSFIELD GOLF LINKS HALT (including the word Halt).
[#10] SEFTON PARK: although op date *might* be Mon 30 May 1892 (no press reference found, but Engineer's report in cited *co* ½ was wrong about SWANSEA BAY, q.v. below), RAIL 1005/260 p. 105 does support Wed 1 June 1892. However, LNWR *Train Alterations for July* (*co n Liverpool Journal of Commerce* 25 June 1892) *might* suggest date was Fri 1 **July**.
SELLY **OAK**: 1 Apr 1904 was **not** by *hbl* (they didn't start until 1910) but by RCH Goods Manager's Conference min. 7476 b of 28 Apr 1904 (RAIL 1080/188). Does use of goods sidings by ambulance trains on (at least) 25 Sep 1914 qualify ? (*Birmingham Evening Despatch* 26 Sep 1914).
SELSDON: 1935 renaming took effect **from** 30 Sep 1935 *(in other words, the old name did **not** apply on (as implied by 'until') 30 Sep) - RCH distance tables advice no 57/9 of 14 Apr 1936 (better provenance)*

SELSEY TOWN: use of TOWN suffix at date of clo. confirmed by summer 1934 coy. tt at http://colonelstephenssociety.co.uk/the%20colonels%20railways/selsey%20tramway%20-%20west%20sussex%20railway/index.html (accessed 28 Jan 2025)
SEVENOAKS: shown as renamed from "Seven Oaks Station" to "Seven Oaks (Tubs Hill)" – all *sic.* - "since going to press" in foreword of Jan 1870 RCH Distance Table (RAIL 1089/16) – *which makes it sound like the change was at the end of 1869,*.
SEVERN BEACH: Reop 9 July 1923 confirmed by Passenger Train Service Committee minutes for summer 1923 (RAIL 250/786) Cited circ 4077 was SoL/CGM of 21 May 1924 (RAIL 253/482), also public handbill at same location *(clearer provenance).*
SEVERN BRIDGE: is there any evidence that any of the five publicly-advertised round trips Sharpness Dock – Lydney Jn (*Co n* widely advertised in local press) actually stopped at Severn Bridge station? (no such report traced); if not, why are they mentioned here?
SEVERN TUNNEL JUNCTION: op 1 Dec 1886 confirmed by GWR GM Circ 1112 of 25 Nov 1886
SEYMOUR COLLIERY: unadvertised (in to colliery for workers resident elsewhere) started 1 Sep 1885, ceased 1 Sep 1886, being replaced by calls at **SEYMOUR JUNCTION** (the junction for the colliery), served by the unadvertised Glapwell Colliery miners' service until that was withdrawn 14 Sep 1931. *[Wtt analysis by Glynn Waite]*
SHAKESPEARE CLIFF: known to OS as DOVER COLLIERY and *hb* 1904 as KENT COLLIERY WORKS; SE&CR *Wtt* 1 Dec 1915 ufn shows calls at "SHAKESPEARE CLIFF HALT"; SE&CR Jan 1919 supp to *Wtt*. shows workmens' trains to and from Shakespeare Colliery at **SHAKESPEARE HALT**; SE&CR *Wtt* 14 Jun 1920 ufn shows calls at "SHAKESPEARE CLIFF HALT" for **Admiralty** employees; SE&CR *Wtt* 2 Oct 1922 ufn makes **no** mention of the halt. Calls there were definitely still shown in the WA *Wtt* 30 Sep 1991 but no trace in *Wtt*s since ***at least*** May 2009 edition *(probably a victim of privatisation, like Hoo Junction). Cross-ref to "*internet *Disused Stations" is a cop-out – esp. without citing URL.*
SHANKLIN: clo 12 Jan 2015 (storm damage); reop 20 Mar 2015 ; clo 4 Jan 2021 (new Brading loop), reop 1 Nov 2021 *(BLN 1388.2889)*
SHAUGH BRIDGE: special stop at Shaugh Siding ("no platform") on 31 May 1871 (*Tavistock Gazette* 26 May 1871). Suffixed PLATFORM in GWR (e.g. 1939) and BR-WR (e.g. 1958) public tts.
SHEERNESS: text says: At times S & S-ON-SEA *Brad* – depending on space available?: should the ampersand have been the word "or"? 1860 station found (from random tt sampling) only as plain Sheerness or (after 1883) Sheerness Dockyard, and the 1883 station only as Sheerness-on-Sea. SECR advert, *East Kent Gazette* 24 Dec 1921, advising the changes from 2 Jan 1922, specifically referred to the stations as SHEERNESS DOCKYARD and SHEERNESS-ON-SEA.
"In effect, the two above alternated in use from 1914." has misled readers – what is meant is that only one station was open at any one time after 1914.
SHEFFIELD BRIDGEHOUSES: map 57 shows the through lines to have been **east** (not west) of the terminal platforms. Not only did *Brad* give the station no suffix so did the *Co n* in the 1845 opening announcement. It seems never to have *formally* acquired such suffix - although it was locally known as such (e.g. non-MS&L advert in *Sheffield* 30 June 1849, p.5, and MS&L *Co n* in *Sheffield* 20 Apr 1850, p5 as "the Bridgehouses station, Sheffield"). In announcing the opening of Victoria from 15 Sep 1851 (*Co n Sheffield* 30 Aug 1851), the MS&L's advert. said "…the NEW STATION at SHEFFIELD, which, to distinguish it from the Wicker and Bridgehouse *(sic)* Stations, will be called THE VICTORIA STATION…"
SHEFFIELD VICTORIA: The use on 21 Jan 1973 was recorded by *BLN* 218, p.12, and *Sheffield Star* 22 Jan 1973. Further use on 17 June 1981 is recorded, with photos, at https://www.facebook.com/groups/1730959503584733/?multi_permalinks=37659145187006043 (accessed 19 June 2026)
SHEFFIELD [Mid.]: the intention of renaming to SHEFFIELD CITY was reported in *Sheffield Telegraph* 26 Aug 1950 but quickly rescinded by BR (*Sheffield Telegraph* 19 Sep 1950) – by which date the name had been used (prematurely, as it transpired) for the 26 Sep 1950 public tt (which is the sole 'source' *Mid.* rests upon). Thus, the station was never SHEFFIELD CITY. Renamed SHEFFIELD MIDLAND from SHEFFIELD 18 Jun 1951 according to LMR Opg.Circ.55 dated 31

May 1951 *(i.e. explicitly **not** from SHEFFIELD CITY - although the style 'Sheffield City station' did appear in Yorkshire Post, 20 Feb 1951.)*
SHEPHERDS BUSH & UXBRIDGE ROAD: could do with x-ref to UXBRIDGE ROAD entry
SHEPHERDS BUSH MARKET: symbol ^ (after *(RCG)* should presumably read *
SHEPPERTON: "for HALLI**WELL**" should read "for HALLI**FORD**" *(someone is thinking of Ginger Spice!)*
SHEPTON MALLET:
SDJt: their own sectional appendix (e.g. Jan 1933) and LMS (joint owner) public tt e.g. Jul 1938 give **no** suffix but LMS e.g. May 1946 public tt does, as footnote: the latter issue was a *Brad* offprint so it seems the suffix had only been a *Brad*-ism prior to WW2 – probably not official until *26 Sep 1949?*
[Cl. note 3143 which gives addition of suffix for pass stn from 1883 seems highly questionable and probably derives from Brad, not from railway's own tt]
GW: their public tt e.g. Jul 1939 and May 1946 both give suffix only as a footnote ("High Stret Station – about 1 mile from Somerset and Dorset Railway (Charlton Road) Station") – *Clinkers papers* gives first such use by public tt as **4 Jul 1938** – *but possibly not **official** name change until 26 Sep 1949?*
SHERBURN HOUSE: 24 Jul 1893 op date confirmed by NER circular F.80a.The v5.05 cited item does **not** say Sherburn House station had been moved, and from comparison of available early OS plans, Sherburn House station was clearly on the **same site** on the west side of the road bridge pre- and post- the replacement of the Shincliffe line by the Durham Elvet line in 1893 (it might have moved from one side of the line to the other, perhaps). Isn't it also likely to have been used by the annual Durham Miners' Gala specials to Durham Elvet – at least until WW2, if not until 18 Jul 1953?
SHERINGHAM: clo 31 Mar 2019 (platform reconstruction); reop 22 May 2019. Note that the level crossing wasn't abolished – it is retained for access to North Norfolk Rly; the change enabled the original station to be given over entirely to the NNR.
SHIFNAL: spelled SHIFFNAL in co tt 13 Nov 1849 (RAIL 615/9) and still spelled SHIFFNAL in GW's public tt for Oct 1854 (RAIL 981/141).
SHILTON: 16 Sep 1957 clo date confirmed by LMR W2 WON of 14-20 Sep 1957 *(better provenancec)*. However, 0540 Stafford – Rugby Mid booked to call Fridays only at 0720 *[LMR Western Lines Sect A Wtt 15 Jun – 13 Sep 1959] – probably i.c.w. staff wages.*
SHINCLIFFE TOWN: 24 Jul 1893 op date confirmed by NER circular F.80a
SHIPLEY GATE: present day convention would give clo date **w.e.f.** (Mon) 30 Aug 1948 (Sat was date of last train – *Ilkeston Pioneer* 27 Aug 1948 – and there was no booked Sun service). *Why all the explanation of reasons for closure? – not given in other cases….*
SHIPSTON-ON-STOUR: op 1 Jul 1889 confirmed by GWR SoL Circ 725 (RAIL 253/229)
SHIREBROOK NORTH: Renaming – as SHIREBROOK NORTH FOR LANGWITH (presumably a sop to the old name; no parentheses) – first appeared in their timetable dated 14 Jul 1924. Renamed from SHIREBROOK NORTH FOR LANGWITH to SHIREBROOK NORTH from 18 Jun 1951, according to LMR Opg.Circ.55 dated 31 May 1951. No evidence of Tuxford workers' service in *Wtt*s for 1959, 1960, 1961, 1962, 1963. Un-timetabled but semi-regular winter football service ran for home games in Nottingham via Shirebrook South etc.: text to mirror Shirebrook South etc. *Note that in summer 1962 (only) the only scheduled trains here were the starting/terminating round trip to Skegness via Shirebrook South etc.*
SHIREBROOK SOUTH: Renaming – as SHIREBROOK (SOUTH) (suffix in parentheses) – first appeared in their timetable dated 14 Jul 1924 but presumably took effect 2 Jun 1924 *(as did other renamings – including Shirebrook North, of course – on LNE and LMS*). alas, not known whether the football trains ran in winter 1962/3.
SHIRLEY: op (Wed) 1 Jul 1908 confirmed by SoL/CGM Circ F1793 of Jun 1908 (RAIL 253/482) *(better provenance)***SHOOTING RANGE**: M. Messenger's *The Bodmin & Wadebridge Railway 1834-1983* (Twelveheads, 2012) page 126 speculates about unofficial stopping after move of rifle range ca. 1885 and adds "In 1900 the LSWR were formally asked to provide a platform and a simple one was provided." – this virtually adjacent to 1½ mile post – hence location {Grogley – Wadebridge}. Messenger asserts it was known as Rifle Range Platform by GWR but very grave

reservations exist about that (it wouldn't have been staffed so GWR would have called it a Halt not a Platform – and one is prompted to wonder whether there is some confusion with Rifle Range Halt near Bewdley….).

SHOREHAM AIRPORT BUNGALOW TOWN: *West Sussex Gazette* 30 May 1935, reporting inaugral flight on Mon 27 May 1935 added: "Close by is Bungalow Town railway halt, now known as Railway Airport, soon to be rebuilt." Although it's not clear *from that* whether the halt was in use at that date, *W D Press* item of 14 June 1935 (**not** 16th - *they didn't publish on Sundays)* is quite explicit that the reporter on 12 Jun "…was met at Shoreham Airport halt…". Report in the *Worthing Gazette* 19 Jun said: "…the Railway Company had now re-named their Bungalow Town Halt 'Shoreham Airport' " but same paper 3 July explicitly states "Shoreham Airport Station (late Bungalow Town Halt) was re-opened for passenger traffic on Monday" *(i.e. 1 July). RCH distance tables advice of 3 Dec 1936 also uses that date* but it is almost certainly when *more frequent* train service commenced. LMS *PCC no. 185* in an item headed "ALTERATIONS IN STATION NAMES – SOUTHERN RAILWAY The following alterations in station names etc., will take place on and from July 5th 1936:" stated: "Re-opened in Jul 1935, under the title of **Shoreham Airport – Bungalow Town Halt**, in connection with traffic to and from Shoreham Airport, as a temporary measure, to continue in use under same name until further notice and to deal with ordinary traffic in addition." *(Nothing in LMS PCC about this location in 1935).*

SHOREHAM-BY-SEA: suffix *(which appeared only in index)* remained as (Sussex) in tt 5 May 1975 (and unchanged still at 1979 tt)

SHOREHAM KENT: suffix *(which appeared only in index)* remained as (Kent) in tt 5 May 1975 (and unchanged still at 1979 tt)

SHORNCLIFFE CAMP: see comment under WESTENHANGER about 1874/5 deletion of Sangdgate suffix

SHOTTON:

LNW sta. was shown as "has been renamed" SHOTTON LL in LMR Opg Circ. 130 of 11 Dec 1952 (*Cl pap*) while WM&CQ sta. was shown as "has been renamed" SHOTTON HL in LMR W1/2 *(engineering)* notice of 10 Jan 1953 *(alas, copy not available)* - so *Cl.* and *JS* seem to be premature in thinking it was from 15 Sep 1952 tt change, where both old names were used. Both new names were used in 8 Jun 1953 public tt, but only the WM&CQ high level renaming appeared in the 5 Jan 1953 t.t. supplement (with a note that it had been implemented since 1 Dec 1952 supplement). Hence "ca. Dec 1952/Jan 1953" for both renamings.

SHREWSBURY [SH Jt]: the station which op (ceremonially on 12 Oct 1848 and for the public from 14 Oct 1848) was **not** 'temporary' (although not *complete*) but was the station we know today – delete wording: "temporary station; replaced, on extension of line, by permanent 1 June 1849 *(Cl)*;" – instead see fully detailed paper as *RHRG 190/11 et seq.* The opening of the S&C marked start of use of the joint station – albeit uncompleted. The 'extension of line' from 1 June 1849 was the opening of the joint line from Wellington, and did **not** involve any 'replacement' or new station at Shrewsbury, but simply another two users of the joint station.

Ticket platforms: from Severn Valley line – *Shrewsbury Chronicle* 13 Aug 1880; i.c.w. Royal Ag. Show in July 1884 an enlarged ticket platform was to be provided near the English Bridge; from Crewe – *Wellington Journal* 17 Dec 1887

SHREWSBURY ABBEY: although the "Abbey" suffix seems never to have been formally withdrawn, it was **not** used in the station banks of public timetables throughout the light railway era, being replaced by the suffixes Sropshire & Montgomery *(sic)* Rly (1911), Shrop & Mont Ry (1915), S&MR (1920 – 1933) – although Abbey sometimes appeared in the company's address at the foot of handbills.

Ticket Platform: the context of the incident (reported not only in *Leicester Daily Mercury* but also *Bolton Evening News* 30 Dec 1875) shows that this could **not** have been Abbey (there is no reference in either item to even hint that that was the location – nor that it was a dead-ended "terminal" station) – the reports refer to a ticket platform **north of the joint station**.

SHREWSBURY ABBEY FOREGATE: LNWR&GWR Joint Committee min. 4414 of 1 Aug 1884 [RAIL 404/10]: letter of 31 Jul from Deputy Mayor asked that "temporary drop station at Abbey Foregate, **recently erected** *(my emphasis)* for use of visitors to Royal Agricultural Show", should be

made permanent, and the committte concurred, suject to Corporation finding a proper access at no cost *(outcome unknown).* Joint Officer's Committee min.9862 of 22 Jul 1889 [RAIL 404/ 63] tabled a plan of extension of platforms, with alterations to provide exit to Monkmoor Road in place of route across sidings to Underdale Road (approved by Joint Committee on 2 Aug 1889).
ticket platform: mentions in *Derbyshire Free Press* 3 Sep 1887 and *Swindon Advertiser* 27 Aug 1887
Add: SHREWSBURY BELL CUTTING [SM]: temporary facility provided at "Bell cutting" – bridge under Abbey Foregate (street) at Bell Hotel, on the otherwise non-passenger line from North Wales Jn/Potteries Jn – on account of Severn floods in Dec 1869 (*Wellington Journal* 24 Dec 1869, p.5)
SHREWSBURY WEST: Board of Trade authorisation for passenger use was only given on 24 May 1912. A more careful look at MT6/2093/8 suggests the conclusion that (although the remaining "paperwork" there doesn't actually say so), as the BoT were relaxed enough about Meole Brace junction to give a "conditional" approval 12 months before getting round to examining it (for works that involved point work in the running line!), they would not have worried about a simple platform (involving no signalling or pointwork), about which the Inspector would have known at the time of inspecting and sanctioning for the line's April 1911 re-opening. The balance of probabilities is that there were nods and winks - and that Shrewsbury West op just as soon as the work was done. What is more curious is that Stephens failed to have it ready until four or five months after April - perhaps they had some hassle with the Council over the pedestrian access from the highway.....
SHREWSBURY: <u>non-tt</u> use of various goods yards for excursions – which all suggest these locations had a long run for various shows:
SHREWSBURY ABBEY FOREGATE goods yard (as opposed to eponymous station/ ticket pfm and other temporary platforms**):** *Eddowes's Journal* 14 May 1884, p.8, *Co n* in *Lichfield Mercury* 16 Aug 1895, *Shrewsbury Chronicle* 1 Sep 1899
SHREWSBURY CASTLE FOREGATE GOODS YARD: also used on 17 and 18 Jul 1884 *Co n Cheshire Observer* 12 Jul 1884) and *Eddowes's Journal* 14 May 1884, p.8 (applicable to same Jul 1884 event). Also *Cambrian News* 16 Aug 1889, *Co n Oswestry Advertiser* 10 Aug 1892 (17 and 18 Aug), and *Shrewsbury Chronicle* 1 Sep 1899.
COLEHAM EXCURSION PLATFORM: Shropshire Flower Show - "8,000 passengers dealt with at improvised station at Coleham Goods Yard" - *Eddowes's Journal* 26 Aug 1855. Not (one suspects) from this platform, but *Shrewsbury Chronicle* issue of 25 Oct 1861 reported that a train from Shrewsbury ("the Coleham station") had run - carrying those prepared to travel at their own risk (in advance of BoT approval) - to Much Wenlock on Wed 23 Oct 1861 in connection with 12th Wenlock Oympian Society meeting, the formal opening to goods of Much Wenlock branch, and turning first sod of line towards Craven Arms. See for event 17 and 18 Jul 1884, also *Eddowes's Journal* 26 Aug 1885, same paper 29 Aug 1888 (about Shropshire Horticultural Society event 22 and 23 Aug 1888) and *Co n Oswestry Advertiser* 10 Aug 1892 (17 and 18 Aug 1892), *Shrewsbury Chronicle* 1 Sep 1899 and *Co n Western Mail* 17 Aug 1927. In addition to the above, there are reports for at least 1881 (*Eddowes's* 2 Feb 1881), 1882 (*Wellington Jnl* 19 Aug 1882), 1883 (*Montgomery Exp*.7 Aug 1883), 1886 (*ibid.* 17 Aug 1886) and 1887 (*ibid.* 24 Aug 1887).
SHRIVENHAM: Despite the potentially misleading GWR General Traffic Committee minute of 16 December 1840 (RAIL 250/116) *implying* that only the section west of Shrivenham was delayed in opening, it was the whole Faringdon Road – Wootton Basset Road section for which the opening was delayed by a day, witness *Wilts & Glos Standard* 19 Dec 1840, which confirms that prospective passengers had to be posted to and from Faringdon Road (rather than Shrivenham) on 16 Dec.
SIBSON: the background to this short-lived station is given in *RCHS Journal* for May 1958 (Vol. 4, no.3). That sense prevailed and GN trains re-commenced using the LNW Wansford station is confirmed in *Stamford Mercury* 1 Mar 1878 ("henceforward" but no specific date given).
SIDDICK JUNCTION: in advising the clo to passengers from 1 Oct 1934, LMS *PCC no. 100* added that parcels for the colliery would still be handled (by the numbertaker) and that the 0745 Whitehaven – Carlisle would continue to call to set them down – *so any report of this train being booked to call there after 1 Oct 1934 was not for passenger purposes!* Clo date affirmed by *Hbl.93.*

SIDDICK JUNCTION COLLIERY: shown in LMS Sectional Appendix (Western Division, Crewe & north – Mar 1937) as SIDDICK COLLIERS' HALT PLATFORM *(sic);* deleted (using the same name for the platform) 6 Dec 1952 by LMR W1 WON. *See observation under ST HELENS COLLIERY [LNW] that the two are not to be confused or conflated.*
SIDLEY: limited service restored, TFO, **late** Jun 1917 - *Bexhill on Sea Chronicle* 23 Jun 1917 (schedule is shown same paper 11 Aug 1917).
SILVERDALE near Carnforthy: suffix *(which appeared only in index)* remained as (Lancashire) in tt 5 May 1975 (and unchanged still at 1979 tt)
SIMPASTURE ROYAL ORDNANCE FACTORY: "absent from *Wtt* 1 October 1945" should read "absent from *Wtt* **by** 1 October 1945" to match Demons Bridge entry
SINDERBY: Clo 1 Jan 1962 - *GIC A1/39 of 15 Jan 1962 (better provenance)*
SINGER: there was no Sunday service at all on the Balloch/Helensburgh/Milngavie line in Nov 1907 when the Kilbowie/Singer changeover took place, so the *effective public* date was (Mon) 4 Nov 1907.
SINGER WORKMEN'S *and* SINGER WORKERS PLATFORM (although there were more than one platform!): OS evidence clearly supports the case that this remained in the location on the south side of the original Kilbowie station and that the *U* reference to "op after 1942" is without foundation (what provenance supports their assertion?). https://maps.nls.uk/view/82875762 shows the works platforms south of Kilbowie station in 1896. https://maps.nls.uk/view/82874367 shows the situation in 1914 and https://maps.nls.uk/view/82874370 shows much the same in 1937. There is no large scale map available for 1942 or later, but the photographs on the Railscot website suggest that nothing much changed, apart from electrification. https://maps.nls.uk/view/91578807 also indicates, at smaller scale, that arrangements were much as before. The working timetable (RAIL944/152) of (for example) Sep 1935 shows unadvertised workers' trains terminating/starting at Singer without onward or inward empty stock movements which means they must have been berthed in sidings there – which only exited at the old Kilbowie/workers' platforms site. *Perhaps 1942/3 is simply when a specific 'workers' platform' line of entry was added to the station bank in the working timetable; it did not signify a 'new opening'.*
SINGLETON near Chichester: had no Sun service - *normally use the Mon w.e.f. date* Although clo date specifically given as Sun 7 Jul 1935 in LMS *PCC no. 135*, note that *West Sussex Gazette* 25 Jun 1935 (clearly based on SR press notice) gave closure "as from Jul 8" (i.e. Monday)
SIR WATKIN'S: to read: **SIR WATKIN WYNN *(private)*** – see GLAN LLYN *(two words)*
SITTINGBOURNE: "MILTON" replaced by "MILTON REGIS" **March 1927** according to *RCH distance tables advice no.21/3 of 30 Jan 1928*
SKEGBY: *A*dvertised summer Saturday use continued only to **18 Aug** 1962 (last train) *(ER tt RAIL 908/22 – the second "every summer Saturday" train did not run after 1961, leaving only the "dated" train for 1962)*; the (un-timetabled but semi-regular) winter football service (for home games in Nottingham) lasted to about the same time as the advertised summer Saturday use; not known whether the football trains ran in winter 1962/3.
SKELLOW: J R Whittle in correspondence with Clinker (in *Cl pap*), on basis of research in GNR Engineer's records, stated "New shelter for miners at Skellow nearly ready on 3 July 1916". GNR siding diagram at RAIL 236/661 shows the halt and names it unequivocally as SKELLOW (and it can be seen, albeit not labelled as such, on large scale OS plans). It was clearly in existence at the date of the drawing 12 June 1916, i.e. before the shelter was provided so there may have been a stopping place in use long before then. The colliery was sunk between Nov 1909 and Dec 1911 – in a greenfield area - so is it possible that a service ran to link Brodsworth's colliery village (Woodlands) with Skellow. MT6/2284/2 shows a signalling plan for Skellow Jn box, provision of 'Colliers Platforms' on the Stainforth side of the level crossing (now a road overbridge), curve to Carcroft Jcn to be used for passenger trains and facing traps to be removed (as it had originally been goods only and presumably not previously passed for passenger traffic): inspected by BoT 26 May 1914 which strongly suggests a second half 1914 opening date for the halt.The colliery was Bullcroft but the halt was Skellow.
SKEWEN (a)**:** 1 Oct 1904 renaming confirmed by GW SoL Circ 1529 of 23 Sep 1904 (RAIL 253/482) and GWR GM circ 1985 dated 5 Sep 1904 (RAIL 253/482 and reproduced in C R Potts,

Windsor to Slough - A Royal Branch Line, Oakwood, 1993, p. 93). 1 May 1910 reop, upon relocation, confirmed by *GWR Magazine* March 1911

SLOUGH: Clinker's statement that Slough station moved 10 ch west in Sep 1884 is surely wrong: the new station was **on the site** of the former west platform and **partly on the site** of the east platform (original station had both platforms on the down side). It's hard to conclude that the mid point moved 10ch for a comparison of OS plans https://maps.nls.uk/view/102339977 and https://maps.nls.uk/view/101450197 will show the **mid point** still at the end of Mackenzie Street….. The goods depot, however, *did* move some 25 ch west.

SMALL HEATH: a Brummie would show the 1852 temporary royal station (*Birmingham Journal* 2 Oct 1852, p.5) under **Bordesley**, but at least there is a cross reference. However, there also ought to be a cross ref for the Midland's platform – presumably under **Camp Hill**. As this facility saw no *public* use why is it included? Isnt' it analogous with VIP specials on ceremonial opening days prior to regular public service….?

SMALLBROOK JUNCTION: clo 12 Jan 2015 (storm damage); reop 20 Mar 2015; clo 4 Jan 2021 (new Brading loop), reop 1 Nov 2021 *(BLN 1388.2889)*

SMARDALE: 1 Dec 1952 clo date confirmed by ER Comm Supt Circ no. 248 in *Cl pap*; *BR notice* should read *Co n*

SMEAFIELD: was **not** included in Y&NB account book of daily takings (RAIL 772/131) of 1849 through to Sep 1850 (i.e. unlike Benton, Chivington *(sic)*, Plessy, Cragg Mill, for which entries ***did*** appear) so **not** op. by then. *Research in successor volumes to RAIL 772/131(available down to 1855) could be fruitful.*

SMETHWICK WEST: According to OPRAF's Statement of Reasons for supporting proposal to withdraw all services, during the twelve months since Smethwick Galton Bridge station had op, West had been scheduled to be served by only two trains a week: 1035 SO Hereford - Birmingham New Street and 1130 SO Birmingham New Street - Great Malvern. Therefore, while it is quite correct to show last trains on (Sat) 28 Sep 1996, it is right not to show a w.e.f. closure date for a station served only on Saturdays. This is one of those cases where the w.e.f. date definition (the next date on which trains would have called but for the closure) is unhelpful or inappropriate (as with seasonal services). The Franchising Director's statement was that the closure would take effect from (Tue) 1 Oct 1996.....

SNARESBROOK: altered from plain SNARESBROOK to SNARESBROOK **AND** WANSTEAD by *RCH distance tables advice no. 52/8 of 17 Sep 1934*

SOHAM: reop 13 Dec 2021 (https://www.itv.com/news/anglia/2021-12-13/the-station-thats-been-waiting-more-than-50-years-for-a-train (accessed 27 Feb 2025))

SOHO: the *Co n* in *Wolverhampton Chronicle* 27 Apr 1853 specifically says "On and from Monday 2 May 1853 Albion and Soho Stations" will be op (so there is no need for the * note, unless to fend off comparisons with *W Mid*! If such is required here, it is also required for Albion). A new goods shed op. 16 Nov 1885 – Clinker (note of 9 Jul 1954) did not disagree that the P sta. move could have been around the same period.

SOHO ROAD: 5 May 1941 clo confirmed by *hbl L15 (better provenance)*

SOUTH BERMONDSEY: shown as renamed (from ROTHERHITHE) "since going to press" in foreword of Jan 1870 RCH Distance Table (RAIL 1089/16) – *which makes it sound like the change was at the **end** of 1869. * note:* not only does LBSCR *Wtt* (RAIL 951/47) shows station reop Apr 1917, but a private advert in *Brockley News, New Cross and Hatcham Review* of 27 Apr 1917 rather implies that it was **public** reop *(what does Brad show?)* SR *Sig inst* no.20(1928) – for extensive works in the area effective from Sunday 17 June 1928 - stated that new station "has been provided about 227 yards on the Old Kent Road side of the existing station, which will be abolished." *(better provenance)*

SOUTH CANTERBURY: although *hbl L20 (better provenance)* gives clo 1 Dec 1940, there was **no Sunday service** so should be wef (Mon) **2** Dec 1940

SOUTH GRIFFIN Colliery/Pit(s) entry to read: **SOUTH GRIFFIN COLLIERY**: non-tt colliers' service worked by John Lancaster & Co. Ltd. from Nantyglo via Tyler's Arms Junction from March 1889 (RAIL 937/50); withdrawn 1 Apr 1893 (RAIL 937/57); restored 24 July 1893 (RAIL 937/58); replaced by LNWR service to TYLER'S ARMS PLATFORM (on GW Western Valley line) 21 June

1915 (GWR Running Powers Agreement book) {private siding from Tyler's Arms Jn, south of Blaina}

SOUTH HAMPSTEAD: should be shown as LOUDOUN ROAD reop 1922 under new name – not a "new" sta. *(apparently internal rly circs treated it as reop, as did hbl L.44 of Jul 1922)*

SOUTH HAREFIELD: LMS *PCC* no. 66, advising opening from 24 Sep 1928, specifically called it Harefield **Halt**. LMS *PCC* no. 95 (issued 17 Apr 1929) said "…has been renamed 'South Harefield Halt'" (later confirmed by *hbl 71* of May 1929).: Some of the above having been used in the text, that should at least record that 1929 renaming was **before 17 Apr 1929.**

SOUTH HOWDEN (and other stations): According to Smith, *The Hull & Barnsley Railway* in *Railway World*, Aug 1960, a Sunday excursion to Bridlington ran each summer from 1953

SOUTH KENSINGTON [Picc]: clo 27 Feb 2021 (escalator repairs); reop 1 Jun 2022

SOUTH MARSTON: initially shown as STRATTON FACTORY SIDINGS in GWR *Wtt*s from first appearance 6 Oct 1941 (RAIL 937/179) to 3 May 1943 (RAIL 937/182). From 4 Oct 1943 *Wtt* (RAIL 937/184) shown as SOUTH MARSTON FACTORY SIDINGS. Services shown up to and including 22 May 1944 *Wtt* (RAIl 937/185) – but shown as SUSPENDED from 2 Oct 1944 *Wtt* (RAIL 937/186) (and later deleted altogether) – hence clo **summer** 1944. The reference to *GW Agreement M85875* cannot apply to activity in 1956/7 – presumably means *BR WR Agreement…*

SOUTH MILFORD: The consequence of the clo of the line between Leeds Marsh Lane and York Jn (i.e. what eventually became Gascoigne Wood) from 9 Nov 1840 (*vide* **1834 Sep 22**) was that all the stas. were then clo until line reop ca. Nov 1850 (certainly they had been restored by Dec 1850 *Brad*). The other relevant entries (i.e. all stas. Marsh Lane to **and including** York Jn.) also need amplification.

SOUTH PIT: The four weekly report of the Port Talbot Rly's G.M. dated 12 Nov 1920 stated 'Platform had been completed and can be brought into use anytime.' (RAIL 1057/1528) - that very much suggests it was op **well before** cited 1923 'by' date. Relocation – part of very minor realignment – was carried out during 1955/6 according to WR CCE records. Clo 2 Nov 1964 given by *SLS Journal Feb 1965* based on Cardiff Div tt notice.

SOUTH RUISLIP [GW/GC]: op 1 May 1908 as NORTHOLT JUNCTION confirmed by GWR SoL/CGM Circ. F1785 of 29 Apr 1908 (RAIL 253/482) *(better provenance)*;.renamed **30 Jun** 1947 (*CGM GIC* R.1534/714 of 9 Jun 1947)

SOUTH SHIELDS [TWM]: existing text "clo 8 July 2019 *(A. Brackenbury Chron 105),* replaced to south by >" better provenance https://www.nexus.org.uk/news/item/south-shields-metro-station-closes-make-way-new-transport-interchange (accessed 7 Feb 2025)

SOUTH SHIELDS INTERCHANGE: existing text " 4 August 2019 (Joe Brown); still open". better provenance https://www.nexus.org.uk/news/item/south-shields-ps21m-interchange-delivers-step-change-quality (accessed 7 Feb 2025). *"Joe Brown" is not a primary source*

SOUTH SNOWDON: only gives renaming to year (standard practice); did not revert to Rhyd Ddu for 1934 in tt *(believed last minute change of plan after tickets had been printed Rhyd Ddu and Brad had been similarly advised…).*

SOUTH TOTTENHAM: clo 26 Sep 2016 (electrification work), reop 27 Feb 2017; clo 19 Nov 2017 (electrification); reop 15 Jan 2018.

Add: "SOUTH WALES JUNCTION" near Llansamlet**:** an intriguing operational event on Tue 1 July 1862 for an Eisteddfod at Carmarthen was the transfer of passengers on an outward excursion from Swansea Vale train to South Wales train at "South Wales Junction" (presumably Swansea Valley Jn (SWR)) - adverts in *Merthyr Telegraph* and *Carmarthen Weekly Reporter*, both of 28 Jun 1862 (on return, passengers walked between the two railways' Swansea terminii).

SOUTH WIMBLEDON: source *(ug)* should read *(Ug).*

SOUTH WOODFORD: "George Lane for South Woodford station: Commencing with the Summer issue *[5 Jul 1937]* issue of the L&NECo's Public Time Table, the above mentioned station will be renamed 'South Woodford (George Lane)' ". *(CLC CF Circ. No. 501, 1 May 1937).* This specifically pinpoints the date rather than leaving it open as to whether the station might have been altered during the course of the previous tt's validity.

SOUTHAMPTON CENTRAL: 7 July 1935 renaming confirmed by LMS *PCC no.129,* CGM GIC *R.1534/432 of 24 Jun 1935* and *RCH distance tables advice no 57/9 of 14 Apr 1936 (more specific provenance).*

SOUTHAMPTON: **Boat trains**: basis. *Details of changes 1992-94* Eastern Docks last used for Cunard sailings' connections in 2004 season (source: communication from Cunard). Subsequent use as a rail passenger station for *Belmond British Pullman* (successor to *VSOE*) and other excursion trains seems to have ceased by *at least* 2020.

Eastern and Ocean Docks

Ocean Terminal was berths 43/44; https://thebeautyoftransport.com/2014/03/26/lost-beauty-6-time-warp-terminal-ocean-terminal-southampton-uk/ accessed 28 Jan 2025) *says terminal closed 1980 (possibly December) but not known whether train connections still provided at that date*

SOUTHBOURNE: staffed from 10 Jul 1938 – LMS *PCC no. 283* – hence no longer a halt (presumably)

SOUTHPORT LONDON STREET: comparison of OS plans ('1848' (see https://maps.nls.uk/view/102343988 (allegedly1848 but actually a post-1855 revision)), 1894, 1928 – similarly available online) shows that the original London Street station (which closed in 1857) was repurposed (not in passenger use) until the site was brought within a much extended Chapel Street during major remodelling in ca.1914. The subsequent 'London Street' was two excursion platforms, relieving Chapel Street, but not *directly* connected to the main station (being off to the north east) – they were known internally and No. 1 and No. 2 Excursion platforms, but to the public – to indicate their separation from the main station concourse – as 'London Street', by which thoroughfare they were accessed by pedestrians. So delete "later excur *(U)*" (alas, Croughton *et al*.misled themselves on this). Also, "later absorbed…" might better read "**former site** later absorbed" (from the 1914 remodelling).

SOUTHWELL: John Gough (*Mid.*) has significantly altered his SOUTHWELL BRANCH text and now shows: reop May 1852 *(discounting Cl.'s reference to horse drawn meantime)* but clo again Apr 1853. Source *JG* is not explained (perhaps meant *Mid.*?)

SOUTHWICK near Dumfries: clo date 25 Sep 1939 advised by LMS *PCC no. 340* and *SoL GIC A/946 of 3 Nov 1939 (better provenance)*

SPEECH HOUSE ROAD: also used for special for Masonic meeting at Speech House Hotel on 10 June 1874 (*Western Mail*, 6 Jun 1874). *And possibly other such meetings…?* see **1933 ****

SPEEDWELL COLLIERY: renamed IRELAND COLLIERY *by* Jul 1885 – q.v. for later history. Pickup/.set down would have been on main line adjacent to colliery.

SPENCER ROAD: LBSC list of halts (produced by SoL's timetable dept dated 15 Aug 1914, reproduced in *The Brighton Circular* Spring 2012) confirms op 1 Sep 1906. Bryan Wilson (1999) said last trains in Apr 1915 *Brad – has it been double-checked that he got this wrong?c.f. comments under BINGHAM ROAD.*

SPETISBURY: "will be worked as an unstaffed halt on and from 13 Aug [1934]" – LMS *PCC no. 97*

SPILSBY: LNE emergency service started 11 Sep 1939 confirmed by *hbl L15 (better provenance)*

SPITAL: quadrupling (the driver for the station's remodelling) of the Birkenhead line north of Ledsham Jn was carried out during 1902 (the old layout is still on OS plans revised 1897 - *Chron 101/20 is in error over dating)*: the section between Hooton and Rock Ferry was recorded by LNWR Locomotive Committee minute 19890 (RAIL 410/260) as having been completed on 5 Oct 1902. It is, of course, quite possible that the stations had been relocated during the course of the works and might well have been brought into public use before the extra tracks were brought into use. But at least it can be said that Bebington, Bromborough and Spital were all relocated **by** 5 Oct 1902 (if not from that date). Note that neither Rock Ferry nor Hooton was relocated in consequence of these particular works.

SPON LANE: *hb/hba* carried the following variants over the years: 1862 and 1871 Spon Lane; 1877 Spon Lane for West Bromwich (?*error)*; 1883 Spon Lane; 1890 Spon Lane for West Bromwich; 1893 "West Bromwich now Spon Lane & West Bromwich" *(doesn't seem logical)*; 1895 Spon Lane and West Bromwich; 1904 Spon Lane (for West Bromwich).

SPOONER ROW: clo 14 Sep 2019; reop 4 Nov 2019

SPRING ROAD: op (Wed) 1 Jul 1908 confirmed by SoL/CGM Circ F1793 of Jun 1908 (RAIL 253/482) *(better provenance)*

SPRINGBURN: op 13 Dec 1886, by GSW ([*Glasgow*] *Evening News* 13 Dec 1886). [*The NBR circle service started 1 Feb 1887 (co n. North British Daily Mail 31 Jan 1887) but the station was already open*]. Despite appearing in *Brad* without trains in NBR tables from 1 Jan 1917 for the duration, G&SW continued to **advertise** *their* workmen's trains to the general public through this period so "clo." is misleading. The average reader would assume **advertised** meant advertised in such a way that a member of the general public (not some "privileged" group – such as workmen or staff) can find details .
SQUIRES GATE: clo 11 Nov 2017 (electrification works); reop 29 Jan 2018.
STAINCROSS: 22 Sep 1930 clo date confirmed by *hbl L77 (better provenance)*
STAINES: 26 Sep 1949 renaming date confirmed by *Middlesex Chronicle* 19 Aug 1949, citing letter from SR London West Supt to Staines UDC *(better provenance)*. *Implication* is that West station's suffix was added at same time.
STAINES HIGH STREET: the Woking – Windsor service which served this station ran weekdays only (so could not have Sun. clo date). New L&SW tt started (Tue) **1 Feb** 1916 so this should be date (*R&TM* Mar 1916).
STAINES WEST: 1949 renaming: see comment above about SR station.
STAMFORD EAST *and* **TOWN**: 25 Sep 1950 renamings confirmed by ScR comm. circ. FK22/29 of 1 Sep 1950 *(better provenance)*
STAMMERHAM FARM: second auction also attracted a special train, on 27 Aug 1889 – auctioneer's advert in *Mid Sussex Herald* 17 Aug 1889
STANLEY Liverpool: clo. 31 May 1948 confirmed by *RM* Jul 1948 *(as were the other stations Edge Lane to Spellow)*
STANLOW & THORNTON: Footbridge (only access to station) declared unsafe 2 Feb 2022, sta clo wef following day (Network Rail control log and *post hoc* confirmation in LNW(N) WON 47/21: "STANLOW & THORNTON STATION - UNTIL FURTHER NOTICE - Due to critical defects identified in the station footbridge which serves as the only means of access to the station, the bridge, and therefore the station, has been closed until further notice. (D19019) (12/02/2022) (50)"
STANMORE VILLAGE: 25 Sep 1950 renaming date confirmed by LMR Opg.Circ. 21 of 14 Sep 1950 and *Daily Telegraph*
STANNER: reduced to halt 28 Jul **1941** - *GWR Div Supt letter 5 Apr 1945 in Cl pap* and confirmed by SoL GIC A/1038
STANNINGTON: rendered as plain NETHERTON in Y&NB account book of daily takings (RAIL 772/131) of 1849.
STANSFIELD HALL: 31 Jul 1944 was 'temp. clo' – permanent date 17 Aug 1949 (*LMR M2 WON Week 30 3-9 Sep 1949)*
STANTON near Swindon: although GWR SoL Circ 505 of May 1883 *(issued after line's opening)* uses name STANTON FITZWARREN the entries in working (service) tts March 1883 (pre-opening; RAIL 937/38) and June 1883 (first after opening; RAIL 937/39) and public book for June 1883 (RAIL 936/16) all use simply STANTON. ***The FITZWARREN suffix should therefore be discounted.***
STAPLEFORD: LNE emergency service started 11 Sep 1939 confirmed by *hbl L15 (better provenance)*
STAPLETON ROAD: "Bristol" prefix was firm in GW and WR tts *by* 1939 (if not earlier), deleted with tt 6 May 1974 *(i.e. as Lawrence Hill, with which it is entirely analogous)*
STAR CROSSING: deletion of Halt suffix given in Railway Notices in (e.g.) *Brad* Dec 1928 (having not been in equivalent listing in their Jan 1928 issue)
STARCROSS: op 30 May 1846 confirmed by co. handbill (RAIL 1014/16/10) *(better provenance)* Clo 3 Feb 2014 (sea wall collapse); reop 4 Apr 2014
STAVELEY CENTRAL: 25 Sep 1950 renaming confirmed by ScR comm. circ. FK22/29 of 1 Sep 1950 *(better provenance).*
STAVELEY TOWN: *Cl pap* cite RCH Distance Tables & Supps for his date of 1 June 1900. *Derbyshire Courier* of 9 Jun 1900, noting the change, fails to give the effective date but says "will, in future" be known as.
STEAM MILLS CROSSING: see **1933 ****

STEER POINT: closed 7 July 1930 (GWR General Manager's Report); reop 1941 (see **1898 Jan 17 ****)
STEVENSTON MOOR PARK: see observation under ARDROSSAN NORTH clo date (4 Jul 1932) source CGM GIC R.1534/359 of 18 Jul 1932 *(better provenance)*
STEWARTBY: 1917 clo. in *T 22 Dec 1916* gives HALT. Also same commentary as for ASPLEY GUISE
STEWARTON: Clo 7 Nov 1966 – *BLN67 (better provenance – and did not RM Jan 1967 mention it along with the others this date?)*
STILLINGTON: very final sentence: citation should be *Bragg* (S L Bragg's article in *RCHS Journal* Mar 1982 (Vol. 27 no. 4 p.66))
STIRLING [Stirling & Dunfermline/NB]: the (by then abandoned) junctionry by which the S&D – from its 1852 opening - entered and used the SC station can be seen north of the Forth bridge on OS plan (1859-60) https://maps.nls.uk/view/74984454. But this was overtaken when the E&G took over operation of the S&D from 1 Aug 1853 for a parallel bridge and line, and a separate station (apparently north of Shore Road), which had all been constructed by the S&D at E&G insistence, were brought into use (*Stirling Observer* 4 Aug 1853). McPherson & MacIntosh, *Stirling Railway Station* (CreateSpace Independent Publishing Platform, 2014) state: "An agreement between SCR, E&G, S&D as to use of the station was signed on 12th September 1853, a reference to the independent station being closed suggests that the station operated as two separate facilities in the early days." Press evidence (*Stirling Observer* 6 Oct 1853) strongly suggests that the E&G very quickly transferred passenger traffic *back* to the SC station and closed the exceedingly short lived second passenger station (presumably a consequence of the 12 Sep 1853 agreement). However, by the 1858-60 OS survey (https://maps.nls.uk/view/1994366170) the Dunfermline trains were again using the parallel bridge and line – but extended to a platform which was an integral part of the SC station.
Beware that (a) *Fife* is a slightly flakey source, and (b) the https://www.railscot.co.uk/locations/S/Stirling_East/ statement that there remained a separate entity until 1968 relates only to the goods facilities.
STOATS NEST: for the avoidance of doubt: used i.c.w. ceremony of laying foundation stone for Asylum for Fatherless Children on Tue 5 Aug 1856 – advert *Morning Post* 5 Aug 1856. Some reports seen (e.e. *Wells Journal* 9 Aug) imply that a special temporary station was used, but report in *Morning Post*, 6 Aug, made clear that guests used the Stoat's Nest station.
STOBHILL HOSPITAL: "…. See internet item on this for much fuller details including maps.": proper citation https://www.crassoc.org.uk/forum/viewtopic.php?f=4&t=338 (accessed 1 Dec 2021)
STOCKPORT (EDGELEY): Addition of suffix in LMR public tts: not in 26 Sep 1949; **only** in index from 5 Jun 1950 *(its inclusion seems to have been a consequence of the Regional boundary changes of 2 Apr 1950 when Tiviot Dale became LMR instead of ER);* in index and tables from 8 Jun 1953 *(sic)* (however, official advice of application of suffix to *passenger* station (it had long applied to goods depot) was not until unidentified Circ. of 15 Aug 1958!) and taken forward in *hbl L.5 of Sep 1958*
Add: **STOCKSBRIDGE LOWER YARD** [Stocksbridge Railway]: pass service with Deepcar (GC sta.) operated, carrying public according to company's brochure of ca. 1955.. Press reports in 1877 *(see details given in relation to Section 7.5, page 488, below)* confirm that passenger service had not started by mid Aug 1877 but was intended to do so that year. *Despite appearance in Section 7.5 (page 488), it warrants inclusion here, too, apparently being more than 'just workmen'.*
STOCKTON Leeds Northern: use of "-on-Tees" suffix (or not): Clinker (in *Cl pap*) asserts STOCKTON until 1868, STOCKTON NORTH 1868-1890, NORTH STOCKTON 1891-2, until NER announced change to (plain) STOCKTON in 1892, that being subsequently used by NER/LNER (although -ON-TEES by RCH). ER Comml. Circ. 48 (of 1972) announced renaming from STOCKTON-ON-TEES to STOCKTON. ER RHQ in letter 8 Jan 1973 (in *Cl pap*) explained: "…the passenger station has been shown for many years as STOCKTON in the timetables and there was no –ON-TEES on the station nameboards. It was found, however, that there was some lack of uniformity in ER domestic publications (e.g. STOCKTON in working timetables, but STOCKTON-ON-TEES in the Sectional Appendix) and the recent instruction was issued solely in the interests of

standardising reference to this station." Also confirmed by LMR WON WE1 16/17 of 21 Apr 1973 - see APPENDIX 1.
STOKE CANON: the 1844 temporary use on account of flood was from **one week earlier** than reported – from Wed **13** Nov 1844 – *Exeter & Plymouth Gazette*16 Nov 1844. *Yet another example of that trap for the unwary: a later paper, further from the event, copying an earlier, more localpaper, without adjusting the date….* 2 July 1894 move confirmed by public notice (RAIL 981/598) and GW GM circ 1632 (RAIL 253/229); the *Wtt* supp for same is at RAIL 397/60.
STOKE EDITH: op Fri 13 Sep 1861, as *Co n Hereford Times* 14 Sep 1861 was correct – do not be confused by the adjacent second advert! All is explained by *Bell's Weekly Messenger* 14 Sep - limited service 13 & 14, increased service from 16*th* as shown in *Co n Worcester Journal* 14 Sep
STOKE FERRY: 22 Sep 1930 clo date confirmed by *hbl L77 (better provenance)*
STOKE PRIOR: op. date 8 Jul 1929 confirmed by *GWR official source via Cl pap*
STOKE-ON-TRENT*:* see 18 May 2003**
STONE [NS]*:* see 18 May 2003**
STONE CROSS: 7 Jul 1935 clo confirmed as same date (Sunday) as start of SR summer tt by LMS *PCC no.129 (better provenance)*
STONEBRIDGE PARK [LNW]: 1 Aug 1917 reop date is confirmed by LNWR's own reports at RAIL 410/757; however, *Harrow Observer* 10 Aug 1917, p.3, disagrees and gives date as **Sat 4** Aug. [*L* (Borley) favours 1 Aug]
STONEHOUSE near Stroud**:** 1951 addition suffixes: the stations were shown as "have been renamed" (by addition of the suffixes) in BR Opg. Circ. 52 of 3 May 1951 – but the instruction was "hereby cancelled" in Opg. Circ. 54 of 24 May 1951; subsequently both confirmed *post hoc* by LMR Comm. Circ. 73 of 12 Oct 1951 – which would tend to validate *Cl.* and *JS* date of 17 Sep 1951
STONELEIGH: op date 17 July 1932 confirmed by SR *Sig Inst*. no. 30(1932) and *RCH distance tables advice no 47/6 of 9 Aug 1933* – RAIL 1089/88
Add: STORMSTOWN JUNCTION [TV]: *non-tt*: used for contractor's workmen travelling to Stormstown Jn in second-half of 1918 (*adverts in S Wales between 5 June 1918 and 16 Dec 1918) (doubtless in connection with additional siding accommodation at Stormstown for dealing with Admiralty coal traffic)*
STOULTON: op date 20 Feb 1899 confirmed by *Co n* in *Worcestershire Chronicle* 11 Feb 1899 *(better provenance)*
STOURBRIDGE JUNCTION: resiting date (Tues) 1 Oct 1901 confirmed by *Co n* in *Birmingham Mail* 28 Sep 1901 *(better provenance)*
STOURBRIDGE TOWN: shown in list of wartime closed stations in Jan 1917 GW public tt as simply "Stourbridge" (no suffix); clo. date was **28** Mar 1915 as the Sunday service was also withdrawn, from this date, weekdays from following day (GWR Passenger Train Alterations Committee minutes (RAIL 271/4)) although Divisional Supt's letter of 30 Mar 1915 (private collection) specifically gives 29 March as closure date; reop 3 Mar 1919 confirmed by GM Circ 2653 of 25 Feb 1919 (RAIL 253/482). "…. clo by staff dispute (substitute buses) 3 January 2005 *(Central Trains website),":* ASLEF dispute started this date (branch reop 28 March 2005). The Central Trains website at this date is not archived so this citation is useless. Better citation: *BLN* 990.242 p. 66/50. A further period of replacement by bus service applied from 14 Dec 2008 until rail service resumed 15 Mar 2009 (*BLN* 1082.91 and 1086.270)
STOURPAINE & DURWESTON: *post hoc* confirmation of planned op date of Mon 9 Jul 1928 in *W Gaz North Dorset edn* 13 Jul 1928 *(better provenance)*
STOURPORT-ON-SEVERN: 1934 renaming: CGM GIC R.1534/415 of 15 Oct 1934 advising change from unspecified date
STRACATHRO: renaming from INCHBARE to STRACATHRO advised as "have been altered" in *GCR Special traffic arrangements and engineering works* notice N&ED No. 111 for w/e 16 Nov 1912. *It does make an intermediate change (Dunlappie) seem unlikely….* ; 4 Jul 1938 reop date confirmed by LMS Press Bureau press release (announcing 1938 reopening of Edzell branch) *in Cl pap 14/99* Experimental reop from 4 Jul to 24 Sep 1938 incl. confirmed by LMS *PCC no. 282* – hence clo wef 26 Sep 1938

STRANRAER: The initial pier comprised a 500ft stone embankment plus an 850ft timber extension. Swan *The Port Road* (2017) p.210 states that the initial 1 Oct 1862 station was at the seaward end of the timber pier (essentially where the present station stands) but that the BoT inspector on 2 Dec 1862 refused to sanction its use because the pier was a fire hazard and not strong enough for locomotives. Thereupon trains terminated at the outer end of the stone embankment. Regular sailings (by Stranraer & Larne Steamboat Co) ceased 1 Jan 1864 (Thorne *Rails to Portpatrick* (2005) p. 61), while *Cal*. and Reed *The London & North Western Rly – a history* (1996) note the harbour branch and sta. clo. at end 1863. Regular Stranraer – Belfast service (and hence branch and sta.) reop by Cal. from 4 Dec 1865 (*Glasgow Morning Journal* 28 Nov 1865) when use of a tank engine enabled resumption of use of the original sta. This service still advertised at *Belfast News-letter* 2 Nov 1867 but (as text already records) ceased from 28 Jan 1868. Larne & Stranraer Steamboat Co resumed 1 July 1872 (*Londonderry Sentinel* 27 July 1872). *Brad* from *at least* Jan 1865 until May 1866 had no mention of Harbour or Pier (even though steamer times *were* shown from May 1866). From Jun 1866 one inbound train timed to terminate at Stranraer **Pier** (at 1945 in Jun and Jul, at 2300 from Aug). From Jan 1867 until steamer service withdrawal in Jan 1868 *Brad.* carried no mention of Pier or Harbour until July 1872 when the train connection for the departing steamer is specifically noted as running to the Harbour before continuing to the town station. Swan p.211 adds that use of the original 1862 site ceased from early 1873 (in favour of site at outer end of stone embankment) until resumed apparently in Dec 1877.
Also same commentary as for BARRHILL
STRATFORD East London: suffix *(which appeared only in index)* remained as (London) in tt 5 May 1975 (and unchanged still at 1979 tt)
STRATFORD MARKET DEPOT STAFF PLATFORM: is the name used in the working timetable – on the ground, the location carries nameboard STRATFORD STAFF HALT
STRATFORD-UPON-AVON: "on" altered to "upon" **Jun 1951** – *presumably 18th* (WR Optg. Supt. Circular A140/132 of 8 Jun 1951)
Birmingham Daily Post 24 Feb 1864 reports Stratford Railway and GWR agreement to remove their Birmingham Road building to use it to replace temporary building (i.e. that provided from 1 Jan 1863) at Alcester Road. *Birmingham Daily Gazette* 5 Jun 1865 reports letting of contract. *Leamington Spa Courier* 2 Dec 1865 reports completion, north of original temp building there *(would that put it on the north side of the road bridge and predecessor on south side?).* That seems to leave Birmingham Road site at late 1865 with no passenger station buildiing or platform. Contemporary evidence of continued (after 1 Jan 1863) excursion use of Birmingham Road sta. provided by *Stratford-on-Avon Herald* in Mar and May 1863, and at Stratford-on-Avon Rly's AGM (which specifically used the suffix) on 26 Aug 1863, but last traced press references to excursions there were for event in early May 1864.
STRATFORD RACECOURSE: Baker *An Illustrated History of the Stratford on Avon to Cheltenham Railway* (1994), p.48 reproduces handbill for first (6 May 1933) meeting – note suffix "Platform". Formal clo date in 1968 was same as for Stratford-upon-Avon – Gloucester service, viz. 25 Mar 1968
STRATFORD [SMJ]: at time of 1873 op., "SMJ *Co n*" was not SMJ but E&WJ. Also same commentary as for BLAKESELEY.
STRAVITHIE: Stravithy" was used in both the NBR and A&St.A undertaking documents, despite the use of "Stravithie" in the public timetable.
STRETTON-ON-FOSSE: op 1 Jul 1889 confirmed by GWR SoL circ 725 (RAIL 253/229); proper station only provided 1 **Nov** 1892 – GWR SoL circ 865 (RAIL 253/229) and *Co n* in *Evesham Journal* 29 Oct 1892; reop 1 Jan 1919 confirmed by GWR GM's Circ 2647 of 23 Dec 1918 (RAIL 253/482)
STROUD: 1951 addition of suffixes *applied only to goods depots* – see **1951 (second item)**
SUDBURY near Uttoxeter [NS]: index of LMR tt summer 1963 (*but not table)* carries suffix "(Staffs)"
[#10] SUGAR LOAF: date of sale of contractor's equipment at Sugar Loaf Tunnel (second line of text) was 29 July **1868**; no suggestion of special stops given in auctioneer's press adverts which simply give start time of noon. *Railways* (1951 – issue not known) stated that one morning and one

evening train called to take schoolchildren to and from Llanwrtyd wells, with additional calls on Fridays for Llandovery market. Winter 1960/1 *w.t.t.* also showed the following stops at Sugar Loaf: 6.15 am from Swansea Victoria if required to take up only; 12 noon from Shrewsbury if required FX, also FO to pick up market passengers, at 2.33pm *[the returning market passengers (wives) must have made ad hoc arrangements]*. Publicity held for 1987, 1989, 1990, 1992 contains **no mention of Bank Holiday** : **Monday** usage – only summer Sundays. Statement "first in public tt 17 May 1992" should make clear that it was still **only seasonal** – and still **only Sundays** prior to 1995 (and it didn't appear in the index for 1992). It (and also CYNGHORDY) saw **no service** during tunnel closures between the following inclusive dates: 17 Nov 1949 to 8 Jan 1950; 11 to 27 Jun 1993. clo 27 Aug 2020 (derailment near Llanelli); reop 8 Mar 2021

SULLY: op date **1 Feb 1889 -** "On Friday morning, being the 1st February, the coast line of the Taff Vale Rly. was opened to Sully…" – *Western Mail* 2 Feb 1889. What does source *Penarth* signify? (not given in COMBINED LIST OF SOURCES)

SUNNYMEADS: op date 10 Jul 1927 confirmed by *Rly Gaz* issue of 15 Jul 1927 and *hbl 65* - but a more local press report would be *Middlesex Advertiser & County Gazette* 15 Jul 1927

SURBITON: the name change to SURBITON was 1 July **1863** (not 1862) – same as op of Kingston branch – as vouchsafed by LSW poster reproduced in *SR Magazine* of Jan 1936.

SURFLEET: J R Whittle *(Cl pap)* from GNR tts said '& G' was pre-1860 but not dropped again from their tts until **Mar 1883** edition

SURREY QUAYS [East London]: *the 1989 renaming had originally been advised in a BR circular as being from 21 Feb 1989 – but this was subsequently countermanded, so ignore any advice that this was the date.* Source *(ug)* should read *(Ug).*

SUTTON near Croydon: suffix *(which appeared only in index)* remained as (Surrey) in tt 5 May 1975 (and unchanged still at 1979 tt)

SUTTON COLDFIELD [LNW]: the station was *extended* (rather than re-located or replaced) in 1884.

SUTTON COLDFIELD TOWN [Mid]: 1 Apr 1904 was **not** by *hbl* (they didn't start until 1910) but by RCH Goods Manager's Conference min. 7476 b of 28 Apr 1904 (RAIL 1080/188).

SUTTON OAK: 1 Nov 1864 renaming confirmed by *LNW Circ. no. 526 (better provenance).* 18 Jun 1951 clo given by ***Co n*** in cited *Runcorn Weekly News* p.5 , and also by LMR W1 WON of 16-22 Jun 1951

SUTTON SCOTNEY: ceremonial op of line on 1 May 1885 included public excursions (of 20 carriages so not just VIPs) calling at stations (GWR notice T.114 at RAIL 937/42). Start of regular service 4 May 1885 confirmed by GWR SoL Circ 597 of March 1885.Suffix "for WONSTON" added – GWR SoL circ 694 of 1 Dec 1887 (RAIL 253/229) said "is now called" – but suffix had disappeared from *Brad* (and GWR tts?) by 1910.

SUTTON IN ASHFIELD CENTRAL [GC]: suffix *(with parentheses)* added 1 Jul 1923 (source: *RAIL 393/151 LNE Chief General Manager's Circular no. 23 dated 22 Jun 1923). However, it did* ***not*** *make the LNE's first timetable of 9 Jul 1923 - the change first appeared in their timetable dated 1 Oct 1923.*

SUTTON IN ASHFIELD TOWN [GN]: 1923 renaming was to S-in-A (TOWN) (in parentheses, the "for" dropped) (source: *RAIL 393/151 LNE Chief General Manager's Circular no. 23 dated 22 Jun 1923). However, it did not make the LNE's first timetable of 9 Jul 1923 - the change first appeared in their timetable dated 1 Oct 1923.* 14 Sep 1931 clo confirmed by LMS *PCC* no. 218. Advertised summer Saturday use continued **to 18 Aug 1962** (last train) *(ER tt RAIL 908/22 – the second "every summer Saturday" train did not run after 1961, leaving only the "dated" train for 1962)*; the (un-timetabled but semi-regular) winter football service (for home games in Nottingham) lasted to about the same time as the advertised summer Saturday use; not known whether the football trains ran in winter 1962/3.

SUTTON PARKWAY: op 20 Nov 1995 confirmed by Notts. County Council tt leaflet for new service. Leaflet also confirmed op. /re-op. of MANSFIELD (former Town) and MANSFIELD WOODHOUSE same date (but did not mention "fun day" although doubtless that did happen).

SWADLINCOTE: resiting 1 May 1883 cite handbill in Mid. public tts at TNA Kew *(better provenance).* Final football special **8 Dec** 1962 *(LMR public tt and Div Mgr Nottingham letter PD3/9/4655 of 30 Mar 1963).Delete the* "certainly 1960/1 season, probably also 1961/2" *wording***.**
SWALE: 1960 relocation was from old bridge approach to the parallel (but more **northerly**) new bridge approach, the change-over being effected on 10 Apr 1960 (as shown) (*RM* Jun 1960, p. 388 might be better provenance)
[#10] SWANSEA BAY: despite LNW Engineer's report in *co ½* (*Railway Times* 13 Aug 1892), op date **30 May** 1892 for re-sited station is confirmed by *co n (South Wales Daily News* 26 May) and the LNW Officers' Meeting of 13 June 1892 (cited min 33645).
SWANSEA EAST DEPOT TICKET PLATFORM: mention of ticket platform on Vale of Neath line in *Brecon County Times* 6 Jun 1868 and in property advert of house for sale in PortTennant Road "nearly opposite the ticket platform of the Vale of Neath company" – *Western Mail* 8 Dec 1870
SWANSEA WIND STREET: confirmation of wef date of Sat 1 Mar 1873 by notice in GWR public tt and GWR Circ 353 of 26 Feb 1873 (RAIL 253/228)
SWANSEA RIVERSIDE: renamed from DOCKS to RIVERSIDE "forthwith", according to GWR GM Circ 3011 of 17 Sep 1926;
SWANSEA VICTORIA: see opening day comment under GORSEINON
SWANSEA BAY: it is not immediately clear from the text that:
a. **original** ticket platform op unknown date (?with line) on viaduct section, **much nearer Victoria**;
b. moved to 11m37ch (between St Helens Jn and St Helens signal box) with alighting allowed *[almost certainly co-terminous]* on unknown date between 14 Feb 1877 (LNW General Traffic Committee min 28647 of that date authorised the move – RAIL 410/181) and 2 Apr 1877 (cited press report of that date showed it had happened)
c. relocated to 11m16ch 30 May 1892 (*Co n South Wales Daily News* 26 May 1892)
Add: **SWANSEA BATHURST STREET**: non-tt: siding *(which **is** shown on OS plans)* near Gasworks at crossing of Bathurst Street and Langdon Place – used for military party on Sat 19 July 1884 (*Swansea & Glamorgan Herald* 19 Jul 1884).
SWINDON: Non-tt [GW]: stops for workmen: S G BOX/CABIN: "G" box was renamed "Locomotive Yard" box by notice S589, dated 22 Jan 1909 which means it was located on **Gloucester** (i.e. Purton) line. It must, therefore, surely be the same location as 'S. WORKS'. Dating its period of use (the entry as it presently stands is contradictory), however, will have to involve a trawl through GWR *Wtt*s at RAIL 937 (or perhaps at Didcot museum).
SWINTON near Manchester: suffix *(which appeared only in index)* changed from (Lancashire) to (Greater Manchester) from tt 5 May 1975 (and unchanged still at 1979 tt)
SWINTON CENTRAL *and* **TOWN**: 1950 renamings confirmed by ScR comm. circ. FK22/29 of 1 Sep 1950 *(better provenance)*
SWINTON TOWN: use of station on summer Saturdays: No such calls in 1970 (DM Sheffield letter P5/Q/112 of 2 Jun 1970).
SYLFAEN: *Existing wording does not make clear that HALT superseded FARM (rather than became FARM HALT) 1 Feb 1913.* Amendment in RCH Distance Table (870/2 – at RAIL 1089/70) showed it as simply a renaming (HALT vice FARM) on that date. The 1 Oct 1907 Cambrian public tt shows (simply) SYLFAEN FARM, while Oct 1915 *Wtt* and 14 Jul 1916 public tt show (simply) SYLFAEN HALT - note that none includes the GOLFA or SIDING suffixes that *hbl* . had added). 9 Feb 1931 clo date confirmed by *GWR SoL GIC A/497 of 6 Feb 1931* and *Co n* in *Montgomeryshire Express* 3 Feb 1931
SYMOND'S YAT: op date 4 Aug 1873 confirmed by *Co n* in *Gloucestershire Chronicle* 9 *(sic)* Aug 1873
SYON LANE: op date 5 Jul 1931 confirmed by SR *Sig inst* no.23, 1931
TAFF MERTHYR COLLIERY: op Mon 28 March **1927** (*Merthyr Express* 2 Apr 1927 and GWR *Wtt* supp April 1927 (RAIL937/146)).
TAL-Y-CAFN: *North Wales Chronicle* did not publish on Sundays: the date of issue reporting opening was **20** June 1863
TALLEY ROAD: reduced to "unattended" halt 2 June 1941 (SoL GIC A/1028)

TALSARN: shown in e.g. *hb* 1938 as PLATFORM – thus signifying staffed (as does the related goods entry). Seems to have been unstaffed (and so downgraded to a halt) by 1948 (*CGM GIC R/1534/729 of 2 Feb 1948* - "Closure of Stations: Talsarn to be deleted from Merchandise Rate Books".)

TALSARNAU: See **17 Oct 2020****

TALYBONT near Harlech: Clo 4 Jan 2014 (storm damage); reop 1 May 2014 See **17 Oct 2020****

TALYLLYN [Mid-Wales] and [BM]:

Nomenclature used below: No. 1 Jn was what became North Jn, where the MWR's station was built; No. 2 Jn was what became South Jn (the Talybont end of the triangle); No. 3 Jn was what became West Jn (adjacent to the 1869 station).

1. Brynderwen, as a non-railway location on the Ordnance Survey map, is *east* of the tunnel, backing on to the site of the 1869 station, while the topography and lack of road access *west* of the tunnel makes it (surely) much more probable that the temporary station [named "Talyllyn or Brynderwen" in 1864 and plain "Talyllyn" (no suffix) from 1865 *Brad*] was on or very close to the 1869 station site.
2. Although the MWR normal public service did not begin until 21 Sep 1864, they (and the HH&B) ran advertised public excursions on 19 and 20 Sep 1864 to Brecon races (in which they – with other adjacent railways – sponsored a race). Bear in mind that the HH&B could not exercise their running powers between Three Cocks Jn and Talyllyn Jn (and Brecon) until the MWR started its passenger service so the MWR **must have been running** from 19 Sep 1864 in order that Three Cocks Jn, station and line thence could be in use by HH&B – and the MWR station here must have been op 19 Sep 1864.
3. John Gough advises that J. W. P. Rowledge has stated that when the BM op (23 Apr 1863) its trains ran along its main line (what later became the south side of the triangle) via its temporary station, but that when the MWR was op the BM continued to use its main line, but diverted its passenger trains via the MWR station by doing a double run from No. 2 Jn. along the east curve. This is hinted at, or stronger, by e.g. Barrie's *Brecon & Merthyr*, Smith's *Hereford Hay & Brecon*, etc. (?circularity of source…). If it be true, it would suggest that BM trains shuffled into and out of the less publicly accessible MWR station, either purely for interchange purposes (although there is some suggestion that that may have been the case with a couple of BM trains in 1865 not running to/from Brecon but turning back at Talyllyn for Mid Wales connections – bear in mind the HH&B was being worked in common with the BM at this stage), or to then stop again at their own station for local traffic (for which *Brad* gives no indication). However, against all this is the fact (MT6/32/8) that the BM on 29 Sep 1864 **withdrew** their Notice of opening – thus the east curve **never received BoT approval for passenger use so could not legally be op for passenger**s (they would have been unlikely to have tried to do so on the q.t. because Capt. Tyler would have found out!) There is **no** indication in BoT (or BM) papers at TNA of any subsequent request for re-inspection. If we assume they did not proceed illegally, then BM trains must *either* (a) have reversed instead at No. 3 Jn, using the same track as the MWR and HH&B to read the MWR station, *or* (b) continued to use their "temporary" Brynderwen station.
4. As long as the BM was worked in common with the HH&B (initially by Savin, later on own account), it *might* be presumed that both used the same station (whichever it might have been). However, at June 1868 (for example) *Brad* has BM suffix-less, with MWR and HH&B as "Junct.".From Jul 1868 all were "Junct.", but then BM became suffix-less again from Dec 1868. Arguing that Jul to Nov 1868 was merely an aberration, this *might* support the position of 3(b) above: BM using Brynderwen, MWR and HH&B using MWR station. But *Brad* has the same still at Dec 1869 when we know (below) they were all at the BM's 1869 station. *Brad* did show them all "Junct." by Jan 1878 – which must have been the BM 1869 station. The RCH closure for the MWR station simply (very) belatedly caught up with the reality of that station's passenger closure way back in 1869. However, as has been said about running times derived from *Brad*, it's not at all sure that *any* conclusions – one way or another – can be drawn from this source *on its own and unsupported*. Newspaper timetable listings (which have been consulted) were equally ambiguous.
5. However, (contra to 3. and 4. above) it seems more likely that Savin, the contractor and then operator of BM and HH&B, simply commenced using the east curve and the east platform of the

station at the north junction as soon as works on the east curve were completed in autumn 1864, that re-examination by BoT simply went by default, and that the temporary Brynderwen closed a.s.a.p; when the BM had to take over operating trains upon Savin's financial collapse, operation via the east curve was the accepted norm and they just continued so doing until the 1869 station op, having completely forgotten the matter of the 1864 BoT non-re-inspection….

6. *hb*, because of its simplistic conventions, for 1867 tells us nothing. However, *hb* 1877 plus the *hba* 1879 do show that in 1877 the BM and MW+HH&B were using different stations (only the MW+HH&B could handle livestock!) but in 1878 the record was altered, so that all three companies were shown as using the BM facilities (no livestock for any of them): that seems to have given credence (via Clinker) to BM using its 1869 station, and MW+HH&B not moving to there until 1878. Against that, however, is a press report and MWR and BM minutes of 1869 which both very strongly lead to the conclusion that all three *passenger* operations (regardless of what may have happened about goods) transferred to the new BM station from 1 Oct 1869. The *Brecon County Times, Neath Gazette and General Advertiser* 16 Oct 1869 suggests the BM *had* moved to the MWR station prior to this - but only to enable their new station to be built. The suggestion that the new station was not yet open at the time of its publication is not borne out by BM minutes –one can conclude that the report *is* compatible with the fact that the refreshment rooms were not ready from the start of that month but that train services (including the Midland having taken over operation of the HH&B from 1 Oct 1869) had been consolidated on the due date.
7. *Cooke TLD* shows station at north jn as a single station – which must surely have been so, in that it was on MWR property – in the vee of the north junction; this surely calls only for a single opening/closing date for that location (c.f. other joint stations). Although he gives 15 May 1878 as closure date he tells me he cannot now recall the provenance. W H Smith, *Hereford Hay & Brecon Branch*, KRM Publications, 2008, p. 110 gives the same date – but likewise offers no provenance (and seems to be somewhat of a cut'n'paste affair). The fact that the Loop platform seems to have closed (and to have been removed) before the Mid Wales mainline side closed does not make it two separate stations, however!
8. The MWR had sold the BM the coping stones from the MWR station in Nov 1870. Therefore one **strongly questions** (a) whether the BM ever left their initial 1863 station to use the MW station before temporarily doing so to enable building of the 1869 station, and (b) whether the MW+HH&B used the MWR station after late 1869. In other words, while one could accept there were two stations *immediately* prior to 1 Oct 1869 it is not clear *when* there came to be two, and one is unpersuaded that there were two stations *after* 1 Oct 1869.

n.b. piece at *Chron. 84/26* will have to be revised some time in view of para. 5, above

TALYLLYN JUNCTION was at west junction, east of tunnel. See *Chron. 84/26*

TAMERTON FOLIOT: formal (VIPs) op was Tue 21 Dec 1897, public 22 Dec (as shown) *despite an initial erroneous L&SWR Co n in Western Morning News 15 Dec, rapidly corrected in subsequent papers!* 1906 renaming: *SR* and *Cl.* both give last appearance of old form as **Jun** 1906. *Cl.* gives unstaffed from **5 Jan** 1959.

TAN-Y-MANOD: any *supporting* reason to think it didn't survive until the end of the n.g. operations? (disappearance from tts didn't always prove 'closure')

TANFIELD [N&DJn]**:** Greene's Field (Gateshead) is very unlikely to have been site of sta. op. June 1844 (it faced the wrong way) – more likely the top of the incline, close to town centre, not needing onward haulage to Oakwellgate….. Last appearance in *Durham Chronicle* was as TANFIELD MOOR (with BOWES'S BRIDGE as the only intermediate station) **27** June 1845; following week's issue had new tt ("corrected to July 1, 1845") without the service.

TATTENHALL: 16 Sep 1957 clo date confirmed by LMR W2 WON of 14-20 Sep 1957 *(better provenance)*

TATTENHALL ROAD: 1 Aug 1872 renaming confirmed by *LNW Circ. no. 998 (better provenance)*

TAUCHERS: first appeared in HR Programme of Special trains (= *weekly notice*) no. 264 issued 5 Aug 1922, as GLEN TAUCHERS PASSENGER PLATFORM. *A date is now needed for its renaming…. Calls continue as Glen Tauchers, advised by notices, at least until the end of 1922 – but*

there is then a gap in available Weekly Notices until November 1923, by which time (Keith Fenwick tells me) it is not listed in the notices. From some date, it appears – as "Tauchers Platform" – in working timetables (the earliest readily accessible is Sep 1924), so the renaming was from some date between 31 Dec 1922 and 22 Sep 1924….

TAUNTON Ticket platforms: press ref for op should read: *(B&E co ½ Weston-s-M Gazette 13* ***Aug*** *1870).* Clo date 1 May 1912 confirmed by GWR *Wtt* supp for May 1912 (RAIL 937/107)

TEES-SIDE AIRPORT: clo 16 Mar 2020 (Covid lockdown – *BLN* 1363.3011); reop 13 Dec 2020; since last call on Sun 24 April 2022 (latterly had been served Saturdays and Sundays only – clo *officially* declared as from 29 Apr 2022 or 1 May 2022 – depending on which source you find acceptable) this location has joined I B M (where services are officially described as "suspended" (rather than station "closed", although the effect is the same)).and Redcar British Steel (presently described as "closed (technically mothballed)"). All three are in the same situation – some 'standard' wording would be appropriate…. Note that the airport itself is **not** hyphenated – see https://www.teessideinternational.com/news/chancellor-announces-teesside-airport-in-running-to-be-new-investment-zone (accessed 28 Jan 2025) - nor are the station nameboards – see https://www.bbc.co.uk/news/uk-england-tees-51340195 (accessed 28 Jan 2025) - nor is Northern Trains' website's list of stations https://www.northernrailway.co.uk/stations/teesside-airport (accessed 28 Jan 2025) (and nor, of course, is Teesside itself) – but for some reason the station **is** given a hyphen in railway-originated printed matter such as the downloadable timetable leaflet https://www.northernrailway.co.uk/sites/default/files/templates/N3/2022-05-15-to-2022-12-10-1648631060.pdf (accessed 28 Jan 2025) - yet in a Network Change notification Network Rail used the un-hyphenated version.

TEIGNGRACE: 5 May 1919 reopening confirmed by GWR Passenger Train Alterations Committee minutes (RAIL 271/4) and GWR GM Circ. 2663 of 24 Apr 1919 *(at GWTrust archive) (better provenance).* Conversion to halt "in Sep 1926" according to *GWR Div Supt letter 28 Mar 1945 in Cl pap* is disproven by *Co n* giving **8 May 1939** (*Torbay Express & South Devon Echo* 3 May 1939).

TEIGNMOUTH: op 30 May 1846 confirmed by co. handbill (RAIL 1014/16/10) *(better provenance)* Clo 3 Feb 2014 (sea wall collapse); reop 4 Apr 2014

TELFORD COALBROOKDALE: this location was advertised as "TELFORD (COALBROOKDALE)" for the single 1979 season but reop as "IRONBRIDGE GORGE" (*sic* – and *q.v*. – needs a cross-ref thereto) for 1987 to 1990 seasons. The leaflet cited in text which called it IRONBRIDGE GORGE referred to **1987** season and should **not** be mentioned here

TEMPLECOMBE LOWER: Ambiguous current wording in text should read: "still absent July 1945 but present 6 May 1946; still present prior to Jan 1966 but not in emergency tt thereafter until line closure, hence not used after night of 1 Jan 1966".

TEMPLETON: **op 1 May 1906** according to SoL/CGM Circ F1645 of 26 Apr 1906 (RAIL 253/482) *(no mention of prior 'existence' which suggests it must have ceased since earlier Brad appearances).*

TENBURY WELLS: GWR GM Circ. 2313 of 14 Nov 1912 *(at GWTrust archive)* gave addition of suffix "Wells" as forthwith *(better provenance)*

TENBY: the wording "re-sited on extension to Whitland 5 September 1866" does not take account of the fact that at least one round trip ran from the new sta on Tue 4 Sep 1866 (although earlier trains used the old sta.) *Pembrokeshire Herald and General Advertiser* 7 Sep and *Potter's Electric News* 12 Sep reported ceremonial opening train at noon on 4 Sep and *Cardiff Times* 7 Sep confirmed that normal pass services started 5 Sep, so while the previous dead-ended sta. clo. w.e.f. Wed 5 Sep, the new sta. op. w.e.f. Tue 4 Sep.

TENTERDEN ST.MICHAELS: stops only by request – but not suffixed HALT **–** in 11 Sep 1933 public t.t. leaflet held at NRM, York

TENTERDEN TOWN: For op. see *Kent County Examiner & Ashford Chronicle* of 20 Mar 1903 p.5 **(need to specify date)**. For clo. *Times* 2 and 4 Jan 1954 (the latter with illus.) (same goes for all other stas. affected).

TETBURY: op 2 Dec 1889 confirmed by GWR SoL circ. 762 (RAIL 253/229)

TETBURY ROAD: clo 1 May 1882 confirmed by GWR GM Circ 463 of 4 May 1882 (RAIL 253/228)

TETTENHALL: op 11 May 1925 confirmed by GWR CGM/SoL circ R.1639/F.4155 of 9 May 1925 (RAIL 253/482) *(better provenance).* The cited *Dudley Chronicle* report appeared in the issue of **21** May 1925

Add: TEWGOED COLLIERY: special train to this location on 13 Dec 1894 – auctioneer's advert in *Glamorgan Gazette* 7 Dec 1894. Located at end of R&SB Tymaen branch (near Cwmavon) – passengers alighted and re-embarked in Torymynydd Colliery sidings.

TEWKESBURY: *Mid* states that loco working was until **17** Feb 1844 ("from 18 February 1844 all traffic except for the night mail service began to be worked by locomotives"), and horse working resumed **1 Jan** 1850 (the latter confirmed by *Times* 24 Jan 1850). *Worcester Herald,* 26 Oct 1850: "The Midland Company have resumed the use of locomotive engines on the branch line from Tewkesbury to Ashchurch." – however, an accident on 14 Dec 1850 showed that passenger workings were still by horse, the locomotive being limited to goods (a BoT report had this 'dual' operation starting 7 Nov 1850, which makes faces at the Worcester paper's report). It seems solely horse working was restored shortly thereafter, until replaced by solely loco working from 1 Aug 1853. *(All this about form of motive power beuing used is a bit tenuous in the context of passenger station history…)*

THAMES HAVEN [LTS]: *Thames Haven* p.25 states there was no service during summer 1876 *so arguably need clo and reop dates – or a note to that effect.*

Add: THANET PARKWAY: op 31 Jul 2023 (https://www.networkrailmediacentre.co.uk/news/rail-minister-officially-opens-thanet-parkway-station-as-southeastern-and-network-rail-prepare-to-welcome-customer-number-10-000 (accessed 7 Feb 2025) – a *post hoc* ceremonial opening for a change) {Ramsgate – Minster}

THE DYKE: *London Evening Standard* - 2 Sep 1887 confirms full public service started previous day (although there was also a celebration luncheon). Last train ran evening of Sat 31 Dec 1938 (*Sussex Agricultural Express* 6 Jan 1939) – as there had been a booked Sun service in winter, wef date is confirmed as Sun 1st (not Mon 2nd as might have been expected had there been no Sunday service).

THE HAWTHORNS (a)**:** op 25 Dec 1931 confirmed by *Co n* in *Sports Argus* 19 Dec 1931 (*provenance)*. 27 April 1968 was undoubtedly the last *advertised* call, but at least one further call was observed: "On Saturday 19th February 1972 I made a farewell trip on the 1240 SO Snow Hill - Wolverhampton LL and 13.50 return (40p adult return...). There were very few passengers but three travelling together were going to a home match at West Brom Albion and asked the guard if they could stop at 'The Hawthorns' as it would be more convenient than walking back from West Bromwich station - the guard and driver readily agreed, the 1-car DMU stopped and they alighted." *(reporter was not myself but a reputable source; Albion did play Southampton at home that day).*

THE LAKES: op 3 Jun 1935 confirmed by *Birmingham Gazette* 4 Jun 1935 *(better provenance)*

THELWALL: clo 17 Sep 1956 confirmed by *LMR WON W2 of 8 Sep 1956 (better provenance)*

THORNEY & KINGSBURY: RAIL 253/643 reveals that – before opening – this was to have been KINGSBURY HALT *(presume someone then looked in hb….).*

THORNEYWOOD: op date 2 Dec 1889 confirmed by GNR opening poster at RAIL 935/1.

THORNFORD: op 23 Mar 1936 confirmed by GWR Bristol Div Annual Report 1936 - RAIL 253/556 *(better provenance).*

THORNHILL [LY]: "THORNHILL (LMS) has been altered to THORNHILL FOR DEWSBURY" – LMS *PCC* no. 209 issued 8 July 1931. Clo 1 Jan 1962 *(GIC A1/38 of 8 Jan 1962 – better provenance)*

THORNIELEE: clo. by floods 7 Jan 1949; reop 19 Mar 1949 *(RM* Jul/Aug 1949)

THORNLIEBANK: clo 25 Jan 2025, reop Sun 18 May 2025 (electrification works - https://www.railengineer.co.uk accessed 18 Oct 2025)

THORNLEY: rendered as plain THORNLEY in Y&NB account book of daily takings (RAIL 772/131) of 1849

THORNTONHALL: clo 25 Jan 2025, reop Sun 18 May 2025 (electrification works - https://www.railengineer.co.uk accessed 18 Oct 2025)

THORNTON JUNCTION: JUNCTION suffix added 1 Jul 1923 (source: RAIL 393/151).

THORNTON-CLEVELEYS: *Cl.* gives official date of renaming Feb 1953, first appearing in 8 Jun 1953 tt. (eventually appeared as amendment to *hb.* in ER Comm. Circ. 271 of autumn 1953) . Clo 1 June 1970 confirmed by *BLN 156* p.76 (report of last train - *better provenance*).

THORP ARCH: a review of ROF No. 8's circular railway is given in *BRJ* nos. 65 and 66 in a well-researched piece by Mike Christensen. The railway was worked clockwise, with halts (in direction of travel) WALTON, ROMAN ROAD, RANGES, RIVER. Working of passenger trains over the partially completed line – between Thorp Arch East box and Ranges only (in both directions!) was covered in instruction dated 20 Nov 1941 (the op date of 19 Apr 1942 is wrong *for Ranges halt* because there is another change in the method of working of passenger trains over this short section before that date!). Officially, the *complete circle* op for passengers 20 Apr 1942, when all four halts came into use although the 1340 Leeds – Thorp Arch actually made the circuit the previous day (Sunday) (that date – Sun 19 Apr 1942 - supplied by LNER Press Relations Officer (G Dow) letter 13 Aug 1945 in *Cl pap*). Last day of passenger service confirmed (and also by D Bertram in *Trains Illustrated* Feb 1961) as Fri 15 Aug 1958 – i.e. w.e.f. 18 Aug 1958

TRAVELLERS REST: was **not** closed in 1910 but was downgraded (and presumably unstaffed): TV Traffic Committee min of 11 Mar 1910: "A recommendation to convert into a Motor Car Platform the Station at Travellers Rest at an estimated cost of £5 was approved and referred to the Engineering Committee to carry out." – so RAIL 1005/280 and *hbl* to be discounted. The suffix "Upper Abercynon" *may* have been added at some date (not in 1904 *Hand-book of Stations)* and dropped from July 1924 (as asserted by *Cl.*), even though (a) the change did not appear in the GWR's official list of renamings from that date, and (b) the suffix still appeared in 1928 *Wtt*. *More research needed.*

THREE BRIDGES: "for East Crawley" suffix renaming formally advised as w.e.f. 17 Jun 1963 *(GIC A2/54 of 6 May 1963)* - appeared in public tt index (but not tables) from 17 Jun 1963; dropped again with 4 May 1970 tt.

THREE OAKS: "& G" suffix survived to 1 May 1979 tt; deleted with tt 12 May 1980

THROSK: Forth bridge broken 12 Oct 1904, reop 1 Jun 1905. *Was there any service as far as Airth or Throsk Platform?* (when broken again 15 Aug 1920 until reop 1 Mar 1921 there **was** a service Larbert – Throsk – as well as trains via Stirling (Cal.)). "Halt" suffix removed by a *hb.*amendment in ER Comm.Circ. 309-12 of Jan 1954

TIBSHELF & NEWTON: op for unadvertised workers' service as NEWTON ROAD 1 Oct 1877 and had some periods when 'suspended' but otherwise these trains from Alfreton ran until public servicces started *[Glynn Waite's Wtt analysis]*

TIDDINGTON: GW Traffic Committee had reported on 23 May 1866 that station would be ready for opening 1 June *(but no post hoc report found)*.

TIDWORTH: "branch came into existence in unorthodox way since War Office not BoT responsible" is a tad misleading: the branch (except the first 5ch which was railway owned to access goods yard and loco shed at Ludgershall) was **owned** by the W↑D but **built** (by agreement of 19 Nov 1900 – *GWR Running Powers* (GWR privately published, 1927)) by M&SWJR, and **leased and worked** (by agreement of 16 Feb1903 – *ibid.*) by the same. The BoT **were** involved – as revealed in TNA MT6/1137/1 – for on 28 Sep 1901 the M&SWJ invited BoT inspection of line for passenger use and the inspector noted (minute of 19 Oct 1901) that - the line not being a statutory railway - the BoT had no jurisdiction even if company ran advertised service. On 11 Nov 1902 (i.e. after service had started) the **War Office** invited BoT inspection; line inspected and BoT report of 8 Dec 1902 confirmed that "the siding" to Tidworth complied with BoT requirements. After expiry of lease in 1917 the line continued to be leased and worked under the same terms until 1955.

TIDWORTH <u>non-tt</u>: not much doubt about those hospital trains – see *Railway Archive* no. 41 (2012), page 45.

TIFFIELD: Taylor, *The Stratford-upon-Avon & Midland Junction Rly, Vol. 1* (2017), p. 33, citing *Northampton Mercury* 15 June 1872, records that, in consequence of a landslip overnight 8/9 June 1872, it appears that Tiffield was used temporarily as interchange for road vehicles to/from Blisworth.

TILBURY MARINE: Date of final sailing was Sat 30 Apr 1932, hence clo. w.e.f. 1 May 1932.

TILBURY RIVERSIDE: addition of RIVERSIDE suffix more likely from 1930 rebuilding [some discussion at Peter Kay *The London Tilbury & Southend Railway*, vol. 5, p.358] *or* 1 Oct 1934 (c.f. TILBURY TOWN…, below)

TILBURY TOWN: LMS *PCC no. 104* said 'As from October 1st 1934, Tilbury Docks Station has been renamed Tilbury Town for Tilbury Docks' (an earlier *PCC – no. 97* – had said that the change had already taken place in early Aug 1934 but that was countermanded by the following week's circular). See discussions about whether spelling (also later as suffix) was properly "Dock" or "Docks" in Peter Kay *The London Tilbury & Southend Railway*, vol. 5 (pp. 380, 382 [photo] and 387 [note "para. 1"])

TILBURY Non-tt: Boat trains ran to dock berths (*boat trains handled on dock lines adjacent to berths)* from 1886 opening of docks, although quasi "stations" did exist within the docks*:*

Tidal Basin / Marine (berths 28/29) q.v.

Berths 31-33 op. 1917 clo. 13 Sep 1970

No. 1 Berth Passenger Terminal op. Jun 1957 , clo. 13 Sep 1970

Hence clo date was 13 Sep 1970 - confirmed by GIC 293 of 5 Oct 1970: "Rail connection has been severed and all passengers are now booked to Tilbury Riverside."

Citation "P Kay….." could be shortened to "*LTS vol.5 pp.391, 394, 398, 407)*"

TILE HILL: 1 Sep 1863 renaming confirmed by *LNW circ. no. 467* and 1 Apr 1864 renaming by *LNW Circ. no. 509 (better provenance)*

TINKER'S GREEN: 16 Oct 1939 date confirmed by (undated) coy. handbill ref. TH(S)C at RAIL 1014/33 **(not** RAIL 1014/33/**18** as wrongly shown in text); this clearly shows an apostrophe in Tinker's. Also Oswestry district notice 502 of 14 Oct 1939 (RAIL 279/45). Additional unadvertised services given in notice 503 of same date and source.

TINTERN: GWR GM Circ. 2249 of 20 Nov 1911 *(at GWTrust archive)* gave addition of "for Brockweir " suffix as forthwith *(better provenance)*

TIR-PHIL: renaming to TIR PHIL (two words, no hyphen) "forthwith", according to GWR GM Circ 3011 of 17 Sep 1926

TISTED: "for Selborne" deleted **11 July 1926** according to *RCH distance tables advice no.21/3 of 30 Jan 1928*

TITWOOD: Area later served for pass. by CROSSMYLOOF (q.v.)

TIVERTON: resiting intended for 3 Jul 1884 postponed (c.f. Bampton) until 1 Aug 1884 (as shown) (*Western Times* 5 Aug). *Beware that GWR SoL circ 566 at RAIL 253/228 refers to the originally intended public op date of 3 Jul 1884 that was postponed.*

TODDINGTON: GWR SoL/CGM Circ. F1540 of 28 Nov 1904 (RAIL 253/482) confirmed op (Thu) 1 Dec 1904 *(better provenance).*

TONFANAU: in existing citation, *Cam* should read ***Cambrian News***. Press reports of opening (perhaps merely belated ceremonial?, perhaps the "real" start date?) as Mon 9 March 1896 – *Wrexham Advertiser* 14 Mar 1896, p. 2 (which doesn't actually name the station) and *Montgomery County Times* 14 Mar 1896, p. 5 (which doesn't actually state the date – and mis-spells the name of station and river). Correspondence between Cambrian and BoT (MT6/1185/6) shows that the station had been passed by BoT for use by one train each way subject to not including those calls in public tts because the levers controlling the signals and siding were not adequately protected; after it had appeared in *Brad* July 1896 issue, BoT wrote to Cambrian on 16 Sep 1896 enquiring why, to which the company replied the following day that it would be deleted (which it was, from Oct 1896) – but it continued in 'request' use. Even so, the station sported a Station Mistress (early sexual equality!) – noted as far away a Middlesbrough's *North Eastern Daily Gazette* 1 June 1896 (although more local papers don't seem to have remarked on the fact). The question of non-advertising arose from residents in 1903 (the halt clearly continued in 'unadvertised, request' use); when the Cambrian enquired of the BoT whether it could now be advertised they were reminded about the need for the box, so Cambrian board authorised expenditure of £60. On 25 Aug 1903 BoT agreed to removal of restriction on advertising - the appearance in July 1903 *Brad* was premature for McKenzie & Holland's plan was only dated 3 July! (*Cam Coast* vol. 2, p. 158). During disappearance from tts sta was still in use for the limited unadvertised calls, as it had also been from Mar 1896 until Jul 1896 See **17 Oct 2020****

TONGHAM: line had no Sun service – *so would normally use Mon w.e.f. date.* This entry (for right or wrong) and ASH GREEN should both be the same.

TONMAWR HALT: Corrwg Merthyr (q.v.) workmen's train "commenced 17 March 1924" in *Wtt* supp RAIL 937/137 - called at TONMAWR JUNCTION HALT. .
TONTEG [Barry]: see *Chron. 73/11*
TONYPANDY [TV]: a stopping place existed here – as TREALAW – in 1905 (see APPENDIX 2) but APPENDIX 3 tells a different story and should perhaps be discounted in respect of such earlier existence of a stopping place here.
Despite *RCG,* TV *Co n* for op of sta from 9 Mar 1908 (*Pontypridd Observer* 7 Mar 1908) gives name as TONYPANDY & TREALAW.
Add: TOP OF INCLINE near Abercynon [TV]: see INCLINE TOP near Abercynon
TORRINGTON: "… Last use was excursion from Bristol Saturday 6 November 1982 *(website entry).*": proper citation http://www.sixbellsjunction.co.uk/80s/821106to.htm (accessed 1 Dec 2021) *(as for Bideford)*
TOTTENHAM COURT ROAD [Cen]: clo 3 Jan 2015; reop 1645hrs 6 Dec 2015
TOTTON [LSW]: " ….. See article by Mick House on Eling Wharf Tramway in Cornwall Railway Society's
website,": proper citation http://www.cornwallrailwaysociety.org.uk/totton-the-eling-branch.html (accessed 2 Dec 2021)
TOW LAW: 1868 resiting was south on to deviation line (cite *Bragg*)
TOWN GREEN: 5 May 1975 dropping of 'for' suffix confirmed by LMR WE2-16 WON of 19-25 Apr 1975
TRAFFORD PARK: Suffix "& STRETFORD" had been advised as deleted by *LMR Opg.Circ.323 of 13 Dec* ***1956*** (but not carried to public tt until 19**74)**
TRAM INN: op 2 Jan 1854: cited provenance of *Hereford Times* 24 Dec is **not** a "*Co n*" but part of the paper's "Railway Time Tables" compilation (page 3); the company's own advert for the opening did not appear until *Hereford Times* **31** Dec 1853 (although that did not list all the stations).
TRAVELLER'S REST: Colin Chapman's extract from RAIL 1080/177 (RCH **Goods** Managers' minutes) which recorded sta as closed 4 Apr 1910 carried the note *(not clear whether Chapman's or minute's)* '**Refers to closure of Booking Office; … remained open as a Motor Car Platform'** - in other words, staff (and presumably parcels activity) withdrawn but remained in pass use. Hence clo not shown in *Cl.* – and no trace of reop!
TRAWSFYNYDD CAMP: in use **June** 1911 (RAIL 253/806/447); had been authorised by GW Traffic Committee on **13 Oct** 1910 (RAIL 250/347) *(better date and provenance than GW Mag)*
TRECWN SIDINGS: text still retains redundant wordings "sites of others?" and "(N. J. Hill *Chron 103,October 2020)*".which stemmed from mis-reading the (tortuous) query in *Chron. 103/6*. There were **no** intermediate halts on the Trecwn workers' service *apart from* Jordanston. [The five intermediate stopping places referred to in the cited query were the stopping places on the main line between **Clarbeston Road and Trecwn Junction** – Hill was asking whether Jordanston (and, by implication, Fishguard & Goodwick) survived – for workmen only. The short answer must surely be that the workmen's service was unaffected until the unadvertised Trecwn service was withdrawn wef 3 Aug 1964]. *"Connop Price" makes only the briefest of references to ther BR service, being principally concerned with the MoD's internal narrow gauge system.*
TREDEGAR SOUTH END: From LNWR Traffic Com Min 14 May 1890 (at TNA Kew) - "Tredegar, a special platform for the use of the colliers employed at Pochin Pits to be erected at the south end of the yard. £100." *so presume op 1890*
TREFEGLWYS: pass service withdrawn from 1 Aug 1879 – *Cambrian News* 25 Jul 1879, p.5
TREFFOREST: first station op (as TREFOREST) **21 Nov** 1846 (first appearance in tt from that day) – *Co n Cardiff & M G* 21 Nov 1846. 'New' station op afternoon of 21 Dec **1884** (**not** 1881) – *Co n South Wales Daily News* 19 Dec 1884 or *Western Mail* 20 Dec 1884, p.1. Clo 5 May 1930 of High Level and deletion of Low Level suffix confirmed by *GWR Train Alterations May 1930 ufn* leaflet (RAIL 936/64) and SoL GIC A/457 17 Apr 1930. Changed from single F to Ff with 12 May 1980 tt (*it may be noted that the double "ff" was dropped from the* ***index*** *from 10 Dec 2006 issue and this curious aberration still applied at 2014 – need to recheck later issues)*
TREFFOREST ESTATE: op (5 Jan 1942) *Wtt* supp is at RAIL 937/179; changed from single F to Ff with 12 May 1980 tt.

TREFOREST HALT [Cardiff Rly]: to go with the other 'abortive stopping place' entries should be this one which never op - 7ch short of the Treforest Jn with the Taff Vale.
TREHAFOD: The Taff Vale Directors' minute book (at TNA RAIL 684/13) carries the following for a meeting held on 19 December 1916: "A letter dated 9th inst. from the Railway Executive Committee with reference to the suggested curtailment of train services, closing of branch lines etc. was submitted, having been referred to the Board by the Traffic Committee. Detailed information as to the course to be adopted, including the closing of Trehafod, Dinas and Ynishir Stations, and a revised trains service as from January 1st, 1917, were considered and necessary authority given." The revised train services are reported in local press (e.g. *Western Mail* of 26 Dec and *Aberdare Leader* of 30 Dec). Unfortunately, neither paper mentions closure of the three stations mentioned (although the *Western Mail* 's report does note: "These are but a few of the alterations given...". The minute does not suggest that the directors resisted the closure of the three stations, and it seems unlikely that implementation would have been deferred for three months, so there ought to be added: clo. 1 Jan 1917. However, Trehafod and Ynishir were shown with service in Jul 1917 *Brad (?* reop - or never clo?).
TREHARRIS: op. 2 Jun 1890 confirmed by GWR opening handbill in RAIL 937/52
TREHERBERT:[**also** intermediate stations TREORCHY, TON PENTRE, YSTRAD RHONDDA, LLWYNYPIA, TONYPANDY, DINAS RHONDDA, PORTH and TREHAFOD (**n.b.** YNYSWEN has a different reop date so see separate entry below)]: clo 30 Apr 2023 (electrification works); reop 26 Feb 2024 (https://www.newcivilengineer.com/latest/treherbert-line-reopens-to-passenger-traffic-after-nine-month-transformation-26-02-2024 (accessed 7 Feb 2025)
TRELWIS PLATFORM: company to read [TBJ]
TREMAINS FACTORY: op. date – as "TREMAINS" (no suffix) confirmed by *GWR official source via Cl pap* and Notice no. W.2829 reproduced in *Welsh Railways Archive* Supp. to Vol. V (Apr 2015) p. 3; clo. date confirmed *op. cit.* p. 28 (last train Sat 9 Sep 1961 – *op.cit.* p. 5) - unadvertised services still in summer 1961 Section F and G *Wtt*s but cut back to Bridgend from 11 Sep 1961 Section G *Wtt* and Carriage and Guards' working programmes (although erroneously still included in Section F *Wtt*))
TRENCH WARFARE: branch from **Crayford Creek Jn** to Trench Warfare Halt. See also R M Lyne *The Military Railways of Kent* in *RCHS Journal* Jul 1982 p.114 (presume precursor to the book). He doesn't get opening right but does have line sold to non-military use 1918 (*did thos affect workers' service?*)
TRENT: Final sentence is missing a word (?"they") between "that" and "did".
TRENTHAM GARDENS: Details of 1926/7 run-down of services: **no service** with effect from Dec 1926 *Brad,* SuO resumed 17 Apr 1927 with ThS added from 7 May 1927; all withdrawn after running on 25 Sep 1927. Re-op. Jun 1935 (summer Sundays only - LMS pre-WW2 public books all show this *(the weekday train shown - for no obvious reason - was only on the main line between Stoke and Trentham - **did not use the branch**)* until and including summer 1939 (last day: Sun 10 Sep 1939). Post-war LMS/LMR tts until *at least* Aug 1948 simply show a table with no trains. Despite the fact that the LMS issued a *post hoc* statement of renaming from 'Park' to 'Gardens' from 7 Oct 1946 (copy in *Cl pap* and noted in *RM* Jan & Feb 1947: Notes & News) and in LMS W1 weekly notice dated 5 Oct 1946, those post-war LMS/LMR public timetables that continued to show the "suspended" service retained Trentham **Park;** it was "Gardens" in the 1956 *hb.* Or cite pieces at *Chron. 85/25* and *86/16.* Deleted from *hb* for pass.use ("Open only occasionally for Summer Excursion Traffic") by Leaflet L2 Sep 1957. Final demise of branch: LMR W2 WON of 14-20 Sep 1957 reads: "The Trentham Gardens Branch which is only open for Summer Excursiontraffic will be permanently closed on and from Tuesday, 1st October 1957."
TREOWEN: clo 11 Jul 1960 *(BR WR Comm Officer circ. U4/1645/C, 20 Jun 1960* (private collection)) *(better provenance)*
TREVIL: converted to halt 1 Nov 1932 (*Merthyr Express* 22 Oct 1932) *(better provenance)*
TREVOR: in the RCH Distance Table update for the line opening (RAIL 1089/8, GWR Amendment List 11 July 1862) the station is given as **Chwarelan** (but this seems likely to have been a misprint so beware).

TRIMDON FOUNDRY: " bubrynmenynilt " presumably means 'built'. Rendered as plain TRIMDON in Y&NB account book of daily takings (RAIL 772/131) of 1849.
TRIMINGHAM: op date 3 Aug 1906 confirmed by M&GN Supplementary Wtt No.8 (July 1906) *(best provenance)*
TRINITY (& Newhaven): extension to Granton 19 Jan 1846: cite *Edinburgh Evening Post & Scottish Record* 17 Jan 1846, p.1 *Co n [an error about this date appears to stem from Lewin, then copied by Thomas and Smith & Anderson (Edin.)]*
TROED-Y-RHIW: by *at very latest* GWR public tt 1939 both these locations were rendered **without** hyphens
TROED-Y-RHIW [TV]**:** TV directors' min. of 24 Aug 1841: "Ordered to make trial station at Troedyrhiw." (RAIL 684/1). In that a min. of 16 May 1848 (RAIL 684/2) required "A new platform at Troedyrhiw to be arranged." and 9 Feb 1849 (RAIL 684/3) ordered that a "platform, etc be erected", it seems that the 1841 facility may have been a very modest ground level affair, in which case it would surely have been op before the onset of winter 1841.In that *Carmarthen* 9 Sep 1842, *London Evening Standard* 21 Nov 1845, *Merlin* 2 May 1846 and *Co n* in *Cardiff & M G* 1 Aug 1846 all use the formulation TROEDYRHIW this should be given as its earliest nomenclature.
TROED-Y-RHIW HALT [GW/Rhy]: Better to cite closure w.e.f. **5** Feb 1951 for reasons given at **1951 ****,
Add: TROEDYRHIW: see TROED-Y-RHIW because by *at very latest* GWR public tt 1939 both these locations were rendered **without** hyphens *(and it makes a difference when searching text)*
TROEDYRHIEW GARTH: *S Wales* 12 Jun 1873 reported: "A new new station *[i.e. this one]* has been erected on the Llynvi Railway, near Cwmfelin, for the convenience of the public of that district." Did they really wait three months before actually opening it?
TROEDYRHIWFUWCH: op date 1 Apr 1908 confirmed by *Co n Western Mail*, 30 Mar 1908, p.1 . Closed (temporarily – duration not known – on account of landslip) from Mon 21 Feb 1910 - *South Wales Daily News* and also *Evening Express*, of 21 Feb 1910
TRUMPERS CROSSING: full name as rendered on the nameboard was "TRUMPERS CROSSING [FOR OSTERLEY PARK] HALTE" (no possessive apostrophe but inclusion of Osterley Park); reop 12 Apr 1920 confirmed by GWR GM Circ. 2712 of 25 Mar 1920 *(at GWTrust archive)*. Clo Feb 1926 by GWR *Wtt* supp (RAIL 937/144); Borley's *L* gives 1 Feb 1926 *(but no local press confirmation traced)*
[#10] TRURO [GW] **ticket platforms**: both up an down pfms shown in GWR and Cornwall working tt of Nov 1876; pfm in Up direction mentioned in *West Briton* 14 Aug 1879 and *Lake's Falmouth Packet* 21 Oct 1882. Confirmed done away with (no date) *Lake's Falmouth Packet* 22 Apr 1899. Describing is as "Cornish side" is not helpful for a station in the middle of Cornwall: if Up side (some users may not know their Up from their Down) is not acceptable, then **West** Cornwall (or Penzance) side might be better.
TUE BROOK: clo. 31 May 1948 confirmed by *RM* Jul 1948 *(as were the other stations Edge Lane to Spellow)*
TUFNELL PARK: clo 8 Jun 2015 (lift replacement); reop 4 Mar 2016
TURNBERRY: daily (weekdays) unadvertised service (one round trip from Ayr via Girvan) ceased w.e.f. Thu 25 Jun 1942 (*LMS Northern Division Fortnightly Notice – Cl pap*). Any pass. use *thereafter* was only by **specials**.
TUTSHILL was **east** (not west) of Chepstow East (virtually at Wye Valley Jn).
TUXFORD: addition of suffixes (both with parentheses) 1 Jul 1923 confirmed by *RAIL 393/151 LNE Chief General Manager's Circular no. 23 dated 22 Jun 1923. Suffixes did not make the LNE's first timetable of 9 Jul 1923 - the change first appeared in their timetable dated 1 Oct 1923.*
TWECHAR: according to *RCH distance tables advice no. 2/1 of 14 Jan 1925* renaming was from **1 Oct** 1924 *(better provenance)* .
TWEEDMOUTH: rendered as plain TWEEDMOUTH in Y&NB account book of daily takings (RAIL 772/131) of 1849.
TWENTY: first appeared in **GNR** tt **Aug** 1866 *(so op. with line).* Bourne - Spalding line clo on account of floods 9 Oct 1880 (*Lincolnshire Free Press* 12 Oct 1880), reop **2** Feb 1881 (*Boston Independent* 12 Feb 1881 - not as shown in Greville & Spence). *Likewise COUNTER DRAIN and NORTH DROVE entries*

TWYFORD near Southampton: *Salisbury* 9 Mar 1840, p. 4, carries an advert for property which includes: "…..only two miles from the Railway Stations at Twyford and Bishopstoke."
TWYFORD ABBEY: op. 1 May 1904 confirmed by GWR poster
TY GLAS: clo. 17 July 2025 for ca. 10 months. https://news.tfw.wales/news/temporary-closure-of-ty-glas-railway-station-for-major-upgrades (accessed 24 June 2025); reop Sat. 4 April 2026 (https://news.tfw.wales/news/ty-glas-railway-station-reopens-following-major-upgrades accessed 9 Apr 2026)
TYCOCH: was still with service in 22 May 1944 *Wtt* (RAIL 937/185) as PLATFORM
TYDDYNGWYN: delete the words "to south" (the station building and stopping place remained on the same site - compare "late 1860s" photo in *NGRSC* with post-1883 OS plans – but do not be misled by plan in Boyd's *NGRSC*)
TYGWYN: op. date 11 Jul 1927 confirmed by *GWR Dist Tfc Mgr letter 6 Apr 1945 in Cl pap.* See 17 Oct 2020**
TYLACOCH: a stopping place *allegedly* existed here in 1905 (see APPENDIX 2) but APPENDIX 3 tells a different story: *Brad* Oct 1906 entry sounds a tad previous if BoT inspection was only late Sep but doubtless op.soon after the inspection
TYLWCH: unstaffed from 10 Jul 1939 – LMS *PCC no. 334 (and also Cl pap)*
TYNYCWM: op – as Halt - confirmed by LMS *PCC no.131*
TYSELEY: op 1 Oct 1906 confirmed by SoL/CGM Circ F1680 of 24 Sep 1906 (RAIL 253/482) *(better provenance).*
TYSELEY WARWICK ROAD: . Last use by advertised 'main line' passenger train believed to have been 16 Dec 2017 (see www.heritagerailway.co.uk/6057/ (accessed 28 Jan 2025)) as trains in 2018, although advertised, were cancelled by the TOC they had been using; when Vintage Trains' 'main line' services resumed they were not immediately using Warwick Road, although the platform was still used by 'internal' shuttles on Tyseley Locomotive Works open weekends. Some Vintage Trains' advertised 'main line' excursions resumed using this platform from 4 August 2021 but this ceased again after Nov 2022.
TYWYN [Cam]: *Boyd*'s reference to a temporary station at the Neptune Road bridge [the one by Wharf station] should be **discounted** [*Cam Coast Vol.* 2, 1996, makes **no mention].** The line to Llwyngwril op from 24 Oct 1863 (the opening was Aberdovey – Towyn – Llwyngwril) so that's irrelevant, while the 1870 change was the replacement of the insubstantial original building provided by the contractor (a feature found at other A&WC stations, too) by a more permanent structure. See 17 Oct 2020**
*Local authority adopted new spelling in autumn **1967** (Talyllyn News no. 56, Dec 1967)* – BR renaming 5 May 1975 confirmed by LMR WE2-16 WON of 19-25 Apr 1975. *The preserved TR did not adopt the new spelling until 1976 season.*
TYWYN: **TOWYN PENDRE** and **WHARF**: are we to assume these are not prefixed TYWYN because the "rest of its *[TR's]* history" ceases upon preservation in 1951, while they were still TOWYN? (this is not explicitly explained). New spelling not adopted by TR until start of 1976 season (10 Apr 1976).
ULVERSTON:
"(at first Ulverstone *hb*)": the Dec 1860 working timetable (merely for an available example) uses both spellings in station banks – but "Furness and Ulverstone and Lancaster Railways" correctly as the heading (reflecting the names of the two companies).
Temporary terminus **ULVERSTON ROAD:** why not cite local Ulverston paper for op 27 May 1852: *Soulby's Ulverston Advertiser* 27 May.
UNION BANK FARM: 18 Jun 1951 clo given by ***Co n*** in cited *Runcorn Weekly News* p.5 , and also by LMR W1 WON of 16-22 Jun 1951
UNITED STEEL CO'S WORKMEN'S HALT: Richard Foster states there is no evidence for this in *Wtt*s during the alleged period of its life – certainly there is no hint of it in e.g. 5 Oct 1942, 16 Jun 1947, 30 Jun 1952 *Wtt*s consulted.
UP EXE:. deletion of '&SILVERTON' confirmed as effective from **1 May** 1905 by GWR GM Circ 2012 of 13 Apr 1905 (RAIL 253/482). *The circular is quite explicit about effective date – someone has confused the issue date with the effective date*….Conversion to halt 1 Oct 1923 (with new tt same

day) – *Langport & Somerton Herald* 5 Oct 1923, p. 3 *(better provenance).* Disregard deletion in *hbl* 25 Oct 1923 *(presumably intended to signify reduction from full station by deleting G activity).*
UPMINSTER BRIDGE: op date 17 Dec 1934 confirmed by LMS *PCC no. 111 (better provenance than L)*
UPPER BANK: although no reference to pass opening traced in local press, the fact that it had op is confirmed by letter to editor in *Swansea & Glamorgan Herald* of 13 July 1864, p. 8, and an excursion advertised in same paper of 17 Aug 1864. The same paper on 6 Sep 1865 reported Swansea Vale Rly Co. half yearly, Engineer's Report dated 21 Aug 1865 to the effect that platforms had been lengthened at Swansea, Upper Bank, Llansamlet and Pontardawe. *But Upper Bank hadn't appeared in that paper's railway timetables by the time they ceased publishing them in spring 1866!*
UPPER BOAT [ANSW]: was a halt from the **outset** (served by 'motor cars') and so designated in *Brad* from opening.
UPPER HOLLOWAY: clo 26 Sep 2016 (electrification work), reop 27 Feb 2017; clo 19 Nov 2017 (electrification); reop 15 Jan 2018.
UPPER LYDBROOK: see 1933 **
Add: UPPER MILL - see UPPERMILL *(hb* used the two-word version)
UPPER PONTNEWYDD: source for 1 Sep 1881 renaming to UPPER CWMBRAN was GWR Circ **637** of 25 Aug 1881; confirmation of 4 Nov 1881 further renaming to UPPER PONTNEWYDD - "in response to request of local residents" - was GWR GM Circ 648 of 4 Nov 1881 (RAIL 253/228) *(corrected and better provenances)*
UPPER WARLINGHAM: 1 Jan1894 renaming is from RAIL 1080/187, min. 6758, and confirmed by SER Goods Mgr's circular no. 2325 of 30 Dec 1893
UPPERMILL: Despite *Brad, T 22 Dec 1916* spells it as two words – as does *hb* 1904 *(and thus require it – or x-ref - to be placed in proper alpha order)*
UPTON & BLEWBURY: GWR GM Circ. 2221 of 16 Jan 1911 *(at GWTrust archive)* gave addition of "& Blewbury" suffix as forthwith *(better provenance)*
UPTON & NORTH ELMSALL: another football special ran 11 April 1953 (BLN 1473.1222 has photo of poster)|
UPTON-BY-CHESTER: op. date 17 Jul 1939 confirmed by *SoL GIC A/935 of 14 Jul 1939*) and GWR Chester Division Report 1939 (*Cl pap*) *(better provenance) (opening had been delayed: halt was ready and inspected by BoT on 27 Oct 1938 but opening delayed by lengthy arguments with the Highway Authority over access. (MT29/93/69))* …but LMS *PCC no. 334* (in advising op date of 17 Jul 1939) makes explicit that it was a **staffed** halt
UPWEY (c): shown with others "have been altered" (from BROADWAY to BROADWEY) by GWR GM circ 1718 of 24 Jun 1896 (RAIL 253/229) *(if the co tt already showed this in 1893, presumably GM's inertia…).* GWR GM circ. 2042 of 2 Jan 1906 (RAIL 253/482) gave alteration to BROADWEY (DORSET) as "in future" *(better provenance).* GWR GM circ. 2319 of 18 Dec 1912 (RAIL 253/482) gave alteration from BROADWEY (DORSET) to UPWEY as 1 Jan 1913 *(better provenance)*
USK: the temporary pass sta (1856-7) was on west side of the River Usk, final station was on east side. The Newport correspondent of *Edinburgh Evening Courant* 5 Apr 1866 forecast use of 1866 temporary platform for "at least three weeks or a month". *Needless to say, tunnel collapse = news, tunnel reopening = not news.* Monmouthshire papers were *showing* the regular timetable by issues of 21 Apr - but that doesn't prove anything, of course.
UTTERBY: GIC advice of clo 11 Sep 1961 also called it Utterby **HALT** *(wonder when it became unstaffed?)*
UTTOXETER: The NSR public timetable dated 1 Dec 1849 (reproduced in *The North Staffordshire Railway*, Manifold, 1952) shows only UTTOXETER JUNCTION.
UXBRIDGE HIGH STREET: 3 May 1920 reop date: GWR Passenger Train Alterations Committee minutes (RAIL 271/4) *(better provenance)*; 1 Sep 1939 clo date: GWR Annual traffic records for stations in London Division, p.137 (RAIL 266/90) *(better provenance).* Alan A Jackson's exposition in *RCHS Journal* no. 197, Jul 1997, p.376, concurs.
UXBRIDGE ROAD: the L&NW/GW Joint Committee changed the station's name from SHEPHERD'S *(sic)* BUSH to UXBRIDGE ROAD shortly before it op 1 Nov 1869 – see RAIL 404/3.

Anent the sta on H&C link line: H & C Joint Committee of 1 July 1864 minuted plan for temporary station at cost of £200, proposed to be called **Norland**. "Resolved, plan approved and to be carried out." *Sounds like it was intended to be while Uxbridge Road junction sorted out….* 21 Oct 1940 *Wtt* supp date (given in GWR *Wtt* supp dated 5 May 1941 (to 28 Oct 1940 *Wtt*) at RAIL 937/178) was date LPTB Edgware Road ⇔ Addison Road services was suspended (LMS service Willesden Jn ⇔ Earls Court had ceased after blitz damage 3 Oct).

Add: VAYNOR HOUSE: "Reported that the train on the Merthyr Branch occasionally stops opposite Mr. *[William]* Crawshay's house for him to get up or down. Resolved that it be continued on sufferance." - LNWR Shropshire & South Wales Committee minute of 17 Feb 1869 (RAIL 410/715). *non-tt.* {Cefn Coed – Pontsarn}

VICARAGE CROSSING: commentary as for BERWIG

VICKERS PLATFORM: at the outset, this would have been Armstrong Mitchell & Co. (https://www.gracesguide.co.uk/Armstrong_Whitworth (accessed 28 Jan 2025)) so it would **not** then have been named VICKERS PLATFORM. Firm merged to form Vickers Armstrong 1927, when it may well have been renamed VICKERS PLATFORM. It seems it may also have been known as ADMIRALTY PLATFORM as it was about the testing of naval guns, which were basically obsolete by the end of WW2 so it seems likely the activity was wound down thereafter. However, the LNER Sectional Appendix for 1947 deals with this as follows, under REEDSMOUTH JUNCTION: "**Platform for Messrs. Vickers Armstrong Ltd.** This platform is situated about one and a half miles east of Reedsmouth Station." and goes on to give instructions about its use. Passengers using it were to pay the fare to the station beyond. *Note LNER describes it as **east**, not north, of Reedsmouth.* Cross-references under ADMIRALTY PLATFORM, BROOMHOPE and REEDSMOUTH are called for.

VICTORIA PARK [NL]: At the end, there was no LNER Sunday service so w.e.f. clo. date for the single remaining Stratford line platform (the other had been removed in 1895) properly reads (Mon**)** 2 Nov 1942 *(despite what Cl., L, and Connor state – Greville & Spence got it right, though).*

WADDESDON ROAD: the advice in LMS *PCC no. 158* said the branch would "…be closed entirely after Nov 30th [1935]": as there was **no** Sunday service, the clo. w.e.f. date should read (Mon) **2 Dec** 1935

WAENAVON: GW tt – in 1939 – still spelled as two words:

WAINFELIN: reop date 30 Apr 1928 confirmed by *Wtt* supplement *RAIL 937/149*

WALBERSWICK: Paye, *The Southwold Railway* (Lightmoor Press, 2018): states sta. inspected and approved by BoT inspector on 15 Apr 1882, and states BoT date for op. of 1 Jul 1882 was wrong *(this date may also have been assumed by previous writers because prior months' Great Eastern timetables as reproduced in the Essex Standard and which included the Southwold did not include Walberswick until July: inertia?)* – Paye seems not to give actual op. date although strongly implying it was immediately after the successful inspection (page 23) – so **late Apr** 1882 sounds more plausible; Paye also states clo. "to all traffic from 10 Feb 1917" (page 76) and reop. 1 Jul 1919 (page 77). *D&C2 sounds like simply lifted from G&S.*

WALKDEN [LNW]: LL suffix added 2 Jun 1924 (source: *RAIL 393/151*)

WALKER GATE [NE]: *Co n* for service commencing 24 May 1841 in *Newcastle Courant* 21 May 1841, p.6, when the intermediate stations were listed, **excluded** Walker *(i.e. the later Walker Gate),* and specifically added (in capitals): "THE STATION AT WALKER WILL BE DISCONTINUED." So a reopening date is now needed…. Closure was likely of short duration for a property advert in *Newcastle Courant* 30 Jun 1843, p.1, refers to the station in a way which indicates it was then again open. Rendered as WALKER in Y&NB account book of daily takings (RAIL 772/131) of 1849.

WALKERBURN: clo. by floods 7 Jan 1949; reop 19 Mar 1949 *(RM* Jul/Aug 1949)

WALLSEND (a): rendered as CARVILLE in Y&NB account book of daily takings (RAIL 772/131) of 1849 – so renaming was post that date.

Add: WALLSEND CHEMICAL CO WORKMEN'S PLATFORM: non-tt.**:** *Jarrow Express* 20 Mar 1885, p.6, refers - in report of Wallsend Local Board meeting - to existing use of "Wallsend workmen's platform". *Jarrow Express* 23 Aug 1889, p.6, reporting another meeting of that Board, refers to "... the great need of a passenger station … opposite the Wallsend Chemical Company's Works, where the workmen's platform now is." *Dates of op and clo needed.*

WALNUT TREE BRIDGE [Rhy]: clo **1 Jan 1872** (C*ardiff Times* 30 Dec 1871)
WALSALL: for first station, search on BESCOT (shown in text as B BRIDGE so it's no good searching on BESTCOT BRIDGE)
WALSALL: *Cl'*s 1849 replacement is not specifically mentioned (but might be implied) in report in *Wolverhampton Chronicle* 11 Apr 1849
Bodley's Crossing: further flood use later in 1875 – *County Express* (Brierley Hill), 23 Oct 1875.
WALTHAM-ON-THE-WOLDS: The *owning* railway used the form **Waltham-on-the-Wold** (hyphens, singular Wold) predominantly (but admittedly not entirely) (sources: *hb* (for examples, 1904, 1938 and 1956 editions), McCorquodale's *Railway & Commercial Gazettee;* E Henshaw, *The Great Northern Railway in the East Midlands*, vol. 4 RCTS, 2003: GNR ticket illustrated on page 97 and GNR signalling notice illustrated on page 165 (*but, alas, Henshaw's own text and maps repeat the solecism*)). GNR representative minuted as advising opening of station for goods as **Waltham on the Wold** at RCH Goods Managers' Conference 26 Apr 1883, min. 5941/9 (RAIL 1080/186). Indirect evidence of use by excursions for annual Waltham Fair: Mid Rly working notices show extensive alteration to their freight trains on e.g.(list is not exhaustive) 18 and 19 Sep 1891, 17 and 19 (*sic*) Sep 1892, 18 and 19 Sep 1896 (source: *RAIL 963/*various).
J R Whittle *(Cl pap)* stated that GN "official sources" gave opening as 30 March 1882 *(which tallies with entry)* – and Wold singular, by the way.
WALTHAMSTOW
WALTHAMSTOW QUEENS ROAD: clo 6 Jun 2016 (electrification work), reop 27 Feb 2017; clo 19 Nov 2017 (electrification); reop 15 Jan 2018.
[WALTHAMSTOW] WOOD STREET: "to March 1971**" should read: "renamed WOOD STREET March 1971**"
WALTON Liverpool:
WALTON MERSEYSIDE: 7 May 1973 renaming confirmed by LMR WON WE1 16/17 of 21 Apr 1973 *but note the wording at* APPENDIX 1.
WALTON & ANFIELD: clo. confirmed by *RM* Jul 1948 *(as were the other stations Edge Lane to Spellow)*
WALTON-ON-THAMES: 30 Sep1935 renaming date confirmed by LMS *PCC no.147, CGM GIC R.1534/436 of 26 Aug 1935* and *RCH distance tables advice no 57/9 of 14 Apr 1936 (better provenance)*
WANSFORD ROAD: clo 1 Jul 1929 confirmed by LMS *PCC* no. 103
WANSTEAD PARK: clo 6 Jun 2016 (electrification work), reop 27 Feb 2017; clo 19 Nov 2017 (electrification); reop 15 Jan 2018.
WANSTROW: "Wanstrow platform opened as a station 1 Apr 1909" - RAIL 253/530. *One takes that to mean it was **converted** from a Platform (i.e. a staffed halt) to a full station that date.*
Wantage: reason for banishment to Section 7 – presume regarded as tramway rather than railway (*Cl.* disagrees). Why, then, is Glyn Valley included?
WARBLINGTON: LBSC list of halts (produced by SoL's timetable dept dated 15 Aug 1914, reproduced in *The Brighton Circular* Spring 2012) confirms op 1 Nov 1907 (no press references traced). Staffed from 10 Jul 1938 – LMS *PCC no. 283*
WARREN BRIDGE: reop (as WARREN HALT) 1 Jun 1946 (RH&DR *Guide and Time Table* for 1946, Ian Allan) but clo again same year (*Wolfe*, p.52). *The two provenances are needed.*.
WARRENBY: Board of Trade file MT29/78 folio 136 refers to a new platform ("pending provision of a regular station") here, in 1916. In 1916 Dorman Long acquired Walker, Maynard & Co (which had op an ironworks ca. 1873 on the SE side of the railway at Tod Point) [*T*, 13 Apr 1916] and started construction of their own Redcar Iron & Steel Works on the *other* side of the railway there, absorbing site of former Coatham ironworks of Downey & Co (op ca.1872). Hence need for halt, for construction workers and then for employees of the new, larger plant (the works op 1917 and was in full production *before* 1920) (i.e. earlier than the opening date from source *U*). Note also that Warrenby Halt was adjacent to Tod Point Ironworks – see https://maps.nls.uk/view/100941356.
WARRINGTON [GJ]: *see Chron 106/8 with three press references: Chester Courant* 10 May 1831, *Cheshire Chronicle* 29 Jul 1831, *Morning Post* 3 Jun 1831

The latter cited item has been wrongly transcribed so date in second line should read *3 Jun **1831***, **not** *1832*, so the whole paragraph wrongly implies that the year was 1832. It would have been better to have cited *Chron. 106/8.*

WARRINGTON BANK QUAY LOW LEVEL: the Liverpool – York night mail continued to run (but *unadvertised* **from 9 Sep 1963** *(not from 10 Sep 1962 as text implies)*) and to call here until it was diverted away from this route (and made mails and parcels only) from 4 Jan 1965

WARSOP: reference to use subsequent to withdrawal of regular local services to read: "…but advertised summer Saturday use continued to 2 September 1961 (last) then **again** from Sat 22 June 1963 until 5 September 1964 (last)" *(the summer Saturday trains that in previous years had used the Mansfield Rly to reach the LD&EC were for these two years diverted to use the Shirebrook West – Warsop link). Note that Cl. (October 1978 edition) does correctly quote 5 September 1964 date. Note also the curiosity – in 1962 only – of the Manchester ⇔ east coast trains calling (unadvertised) at Clowne South, but neither at Shirebrook North nor at Warsop*

WARTON LYTHAM DOCK: shown (simply as WARTON) in RCH notice 151 of 16 March 1875 (RAIL 1089/17 a.k.a. *RCH Dist.*) as "…was closed on 30th April 1874." Whether that represents 'last use' or 'w.e.f.' convention is not made clear *(but it's better provenance than Cl.)*.

WARWICK ROAD [MSJA]: CLC *Wtt* supp *(RAIL 925/42)* for 11 May 1931 states: "CRICKET GROUND STATION. This station has been re-named 'Warwick Road (Old Trafford)' and the existing 'Cricket Ground' signal box has been re-named 'Warwick Road' ". Apart from the mention of signal box same story in *Manchester Evening News* 20 Apr 1931 – so previously merely for cricket matches – **when originally opened?** Earliest press reference is *Manchester Courier 23 May 1863.* Public op 11 May 1931 (with electrification of line) confirmed by *SoL GIC A/509 of 8 May 1931 (better provenances).*

WARWICK ROAD near Burton Dassett: word "in" in 2nd line should presumably be placed immediately in front of *Birmingham....* Proper citation for *Warwickshire Railways website entry* should read https://www.warwickshirerailways.com/lms/smjbd188.htm (accessed 14 Mar 2023). Its use by mine workers has not been even hinted at elsewhere and seems unlikely in the absence of any supporting provenance. Also same commentary as for BLAKESELEY.

WATFORD NORTH: worked as a passenger station (i.e. ceased to be a Halt) from 12 Dec 1934 according to LMS *PCC no. 113*

WATH CENTRAL *and* **WATH NORTH**: 25 Sep 1950 renamings confirmed by ScR comm. circ. FK22/29 of 1 Sep 1950 *(better provenance)*

WATSON'S CROSSING: clo. 8 Jul 1929 confirmed by LMS *PCC* no. 106, where it was designated as HALT

WATTON-AT-STONE (a): LNE emergency service started 11 Sep 1939 confirmed by *hbl L15 (better provenance)*

WATTON-AT-STONE (b)**:** re-op date 17 May 1982 confirmed by BR passenger timetable booklet A2/8 (4/82) C120 for King's Cross line suburban services.

WEAR VALLEY JUNCTION: 8 Jul 1935 clo date confirmed by LMS *PCC no. 139 (better provenance)*

WEARMOUTH: the WEARMOUTH paragraph erroneously appears twice.

WEDNESBURY TOWN: sta relocated (probably slightly south, into angle of jn with new Darlaston/ James Bridge branch) mid/late 1863 – *Staffordshire Advertiser* 18 Apr 1863 *either* with *or* in anticipation of op of Darlaston and Ocker Hill branches on 14 Sep 1863

WEDNESFIELD HEATH: *W Mid* gives 1852 renaming as **Nov** crediting *Brad Cl.*'s reop date of 1 Aug 1855 could be correct, for an excursion from here *(inter alia)* is advertised for Mon 27 Aug 1855 in *Staffordshire Sentinel* of 25 Aug 1855, p.8 (but no press ref to the reop itself has been traced). The original 1837 sta (as reop in 1855(?)) was replaced by new sta (presumably towards Bushbury) 5 Jan 1863 (*Co n* in *Birmingham Journal* 3 Jan 1863)

WELBECK COLLIERY: Pass use to the colly. *might, just might* have started when its branch op 19 Apr 1915 (*GC* vol. 3, p. 296) or soon thereafter (Booth, *LD&ECR* vol. 2 (2018) simply says workers' service started on branch in 1915) - but on the other hand: (1) there was certainly no mention of pass use in BoT inspector's report about the new Welbeck Colliery Junction (MT6/2409/1 of Apr 1915); (2) see comment at MANSFIELD CENTRAL [GC] which questions whether the workers' service started from there before Jan 1917.

Note that the Jan 1917 *Wtt* shows only stop on branch as that at Welbeck Colliery. *Sandy Lane was **intermediately** on the branch – see separate entry, above. OS grid ref should read, in full, **SK**572678.*
WELLOW: clo 7 Mar 1966 confirmed by BR Alterations to Passenger Services leaflet P11-449, in which "Halt" suffix is applied
WELLS-NEXT-THE-SEA: 1 Jul 1923 renaming date confirmed by *RAIL 393/151*; 1 Jan 1957 renaming date confirmed by unidentified BR(ER) Circ. **of** 1956 *(current wording makes it sound as though 1956 was **identity** of circular).*
WELSH'S CROSSING: op 27 Jan 1936 confirmed by *hbl L102*
WELSHPOOL Ng stations **WELSHPOOL. SEVEN STARS. RAVEN SQUARE**: 9 Feb 1931 clo date confirmed by *GWR SoL GIC A/497 of 6 Feb 1931* and *Co n* in *Montgomeryshire Express* 3 Feb 1931
WELTON [LNW]: name at opening was CRICK (Jack Brooks & Harry Paar, *Welton Station, London & Birmingham Rly* in *RCHS Jour* 140, 1988, p.310, which quotes as its sources: map dated 1838 reproduced in *Century of Progress: London - Birmingham: 1838-1938,* LM&SR, 1938 and timetable dated 13 May 1839 reproduced in G Royde Smith, *Old Euston* in *Country Life*, 1938, p. 70 [note that authors thus disagree with *RCHS Jour* XV/2, 1969, p. 33]). Renamed CRICK AND WELTON **by** Sep 1840 (*Co n* in *Morning Herald*, 4 Sep 1840 and other papers (thus pre-dating Brooks & Paar, *op cit).* Despite *Cl.* the & WELTON suffix last found *Leamington Spa Courier*, 4 Jan 1851. Renamed WELTON 1 Aug 1881 shown as 'in future will be known as' in *LNW Circ. no. 1647 dated 26 Jul 1881* – but public handbill K.206 gave 1 Aug 1881 specifically (also *LNW dates* cites Officers' Min. 22388 for specific date) *(better provenances).*
The website claiming stopping place at PULPIT BRIDGE HALT is (now) http://www.forgottenrelics.org/bits/pulpit-bridge/ (asccessed 29 Jan 2025). The *Chron*. citations debunking this should read: *Chron 72/19, 74/30 and 79/12.*
WELWYN GARDEN CITY: J R Whittle *(Cl pap)* gives op date ("from official sources") as 16 Aug 1920 (Monday). *No press references traced on-line* but op date of **16** Aug 1920 and the resiting date of 20 Sep 1926 were given by H V Borley in letters to *RCHS Journal* Jul 1973 (Vol. 29 no.2 p 49) and May 1961 (Vol. 7, no. 3, p.59), respectively, but no provenance in either case
WEMBLEY STADIUM (b): was so renamed from some date **between** May 1987 timetable change and December 1987 *(present wording is ambiguous)*
WENDLEBURY: clo 1 Nov 1926 - LMS *co n **Buckingham** Advertiser* **23** Oct 1926. Waste of space to speculate about *Cl.*'s wrong date.
WENSLEY: same commentary as for ASKRIGG
WEST ACTON: *West Middlesex Gazette* of Sat 10 Nov 1923 reported **both** NORTH and WEST ACTON op "on Monday" (i.e. 5 Nov) and op date given as 5 Nov 1923 in *hbl* 52... *So both North Acton and West Acton op same date (which sounds entirely logical).* The station was, of course, op by GWR.
WEST AUCKLAND (b): 1878 renaming was 1 **Apr** 1878 according to notice of that date at RAIL 410/1315
WEST BROMPTON [WL]: GWR *Wtt* supp (RAIL 937/177) gave clo **14 Sep** 1940 – *same date as used for Battersea and Chelsea: all three must be the same…..*
WEST BROMWICH: *hb* 1904 W B & SPON LANE (note '&' **not** 'for' – had it really changed since 1895?)
WEST DRAYTON: relocation started in late 1878 (i.c.w. quadrupling line Southall - Slough): work on the station was underway by early Sep 1878 (*Bucks Herald* 14 Sep 1878); "new and commodious station is being erected somewhat to the east of the old building" (*Windsor & Eton Express* 12 Oct 1878); new down line from Southall into use Mon **18** Nov 1878 (GWR Divisional notice of 31 Oct 1878 (private collection)) which refers to "New station" *(if the old one was still in full use surely it would have been used as reference point for signal distances)* [**n.b.**: report in *Windsor & Eton Express* 30 Nov 1878 (and in *Buckinghamshire Advertiser* same date) *implies* effective date of new down line as **25** Nov (*was the work delayed or was the paper a week adrift?*) and said "New stations are being erected at West Drayton and Langley" - *which doesn't necessarily mean that new station hadn't been brought at least **partially** into use at same time or even earlier*]; "new stations…being *(implying existence and use)*…West Drayton…" (*Shipping & Mercantile Gazette* of 23 Dec 1878 and other papers), in reporting opening of Up relief line between Slough and West Drayton on Sat 21

Dec.; *Uxbridge & West Drayton Gazette* 31 May 1879 reported new station ***partially*** in use *(no press reference traced to show when situation resolved)*; *Bucks Herald* 14 June 1879 reported completion of 'auxiliary/slow' (relief) lines between Southall and Slough *(this must be the Down line between West Drayton and Slough to 'mirror' the Up line completed 21 Dec 1878)* and must have represented completion of that part of the new station on the **relief** lines *(but it doesn't prove – one way or the other – whether the old station and its platforms on the **main** lines had yet been replaced…).*
Addition of '& YIEWSLEY' suffix 'forthwith' confirmed by GWR GM circ 1686 of 9 Nov 1895 (RAIL 253/482) (*better provenance*)
WEST GOSFORTH: clo. "on and from 16 June [1929]" given by LMS *PCC* no. 103 – but that was a Sunday, hence 17 Jun 1929 wef date
WEST HAMPSTEAD [LNW]**:** 5 May 1975 renaming confirmed by LMR WE2-16 WON of 19-25 Apr 1975
WEST KIRBY [Birkenhead]: LMS public tt (e.g. summer 1938) distinguishes the two stations in reference (on Joint line table) to need for passengers to "travel from one station to the other at own expense" and in footnote about the through Euston carriages on the Wirral line table which mentions "West Kirby Joint Station" without further explanation. Continued use of Joint sta. after 17 Sep 1956 confirmed by *LMR WON W2 of 8 Sep 1956* thus: "Special trains will continue to be operated to and from West Kirby Joint Station as required for RAF personnel stationed at West Kirby."
WEST LEIGH: 1876 renaming was shown as 'in future will be known as' in *LNW Circ. no. 1292 of 25 Aug 1876 (I question whether Cl. had any other source)*
WEST LYNN: 1 Jul 1886 clo confirmed by "GN&Mid Rlys Bourne & Lynn Joint Line" poster bound in Mid public tts at RAIL 962/18 *(better provenance)*
WEST MALLING: 23 May 1949 renaming given in *GIC R.1534/760 of 16 May 1949 (better provenance)*
WEST MONKSEATON (a): 20 Mar 1933 op. date given in LMS *PCC no. 30 (better provenance)*
WEST MOORS: cogently argued article in *RHRG 34/18* concludes that this and LEONARD'S BRIDGE are essentially the same location, at different eras.Addition of "for FERNDOWN" was from **1 Jan 1938**: *CGM GIC R.1534/494 of 10 Jan 1938*, also LMS *PCC no. 260* and *RCH distance tables advice no. ??/11 of 5 Jan 1938*
WEST PENNARD: had been plain PENNARD in 1887 *Brad*; RN from PENNARD given (no date) in RCH Distance Tables amendment 932/2 of 20 Dec 1920 (RAIL 1089/70) but had been so since at least 1910 *Brad.*
WEST RUISLIP [GW/GC]: renaming 30 Jun 1947 date confirmed by *CGM GIC R.1534/714 of 9 Jun 1947 (better provenance)*
WEST RUNTON: clo 31 Mar 2019 (platform reconstruction at Sheringham,; reop 22 May 2019
WEST WEMYSS: *Co n* in *Leven Mail* 26 Oct 1949 (similarly in other Scottish papers) states "From SATURDAY, 5th Nov.,1949. On and after the above date WEST WEMYSS STATION will be CLOSED TO BOTH passenger AND FREIGHT TRAIN TRAFFIC…" Presumably that represents an "after last train on" date rather than a w.e.f. date. *(but better provenance).*
<u>WESTBOURNE PARK</u>:
Ticket platform: further evidence of its existence is GWR's acceptance on 10 May 1855 of tender for "new" ticket platform at Westbourne Park (RAIL 250/188) – not clear whether changed location from that mentioned in 1845 or simply renewal *in situ*.
WESTBOURNE PARK [HC]: Report in *Windsor & Eton Express* 4 Nov 1871, p.4, about new station (also replacing **Ticket platform**) confirms op. **Wed 1 Nov** 1871 (not 30 Oct). In that the sta. served both HC and GW main lines, is it not misleading to dub it merely [HC]? GW part of sta. also temp. clo. 15 Oct 1967 to 19 Nov 1967 for Padington resignalling *(London Div Notice L.25, Oct 1967)*
WESTCOTT: the advice in LMS *PCC no. 158* said the branch would "…be closed entirely after Nov 30th [1935]": as there was no Sunday service, the clo. w.e.f. date should read (Mon) **2 Dec** 1935
WESTCOTT RANGE: https://westcottvillage.com/westcott-history-group/web_archive/Rifle%20Range/Westcott%20Rifle%20Range.pdf (accessed 13 Oct 2025) records construction of the halt completed June 1915 (citing National Archives MT6/2387/2) and that it continued to be used after the First World War, being damaged by fire in 1928 and never rebuilt. *SEC* says the War Office requested the halt in April 1915 and that it op in May 1916. However, given

that it was a basic halt, being built for military use during wartime, completion in June 1915 seems entirely consistent with having been requested in April 1915. The Westcott History Group's notes say that the original *range* was replaced by a much larger one in 1916 - possibly *SEC* and *U* were misled by this into thinking that was when the range (and the halt) first op.

WESTENHANGER: 1874/5 deletion of suffix date: 1 Oct 1874 – in advance of opening of branch - seems premature (and of course secondary sources *Cl* and *JS* offer no provenance); 9 or 10 Oct – on opening of branch - seems too meticulous for the era; 1 Jan 1875 seems too late – *except for* SER Goods Manager's circular no.510 of 30 Dec 1874 which *implies* that date (but doesn't actually say so, and was only about goods anyway – perhaps that circ was what RCG source (Goods Mgrs' Conference minutes) picked up and applied to all traffic?). Press copies of SER monthly timetable still using suffixes well in to 1875 but may be lethargy. *Similar observation – apart from not having a Goods Mgr circ – goes for Shorncliffe Camp's suffix.* Brian Hart's book (cited under HYTHE entry) does not help.

WESTHEAD: 18 Jun 1951 clo confirmed by LMR W1 WON of 16-22 Jun 1951 where it's shown as HALT

WESTON

WESTON-ON-TRENT: it would be helpful to suffix this with [GN] to avoid any confusion with same named Mid. sta. (below) and also to **add** a 'plain' **WESTON** [GN] - see INGESTRE entry here

WESTON BATH: LMS *PCC no. 104* said renamed WESTON (BATH) *(with parentheses)* from 1 Oct 1934

WESTON BRIDGE: Served Ayr Colliery Pit no.9 - see http://maps.nls.uk/view/75494866*;* **not** shown in G&SW *Wtt* June 1900 but **is** shown with unadvertised workers' service in *Wtts* ***by*** 1 Oct 1922 until ***at least*** 7 May 1945 *[service also served Auchincruive Colly Pfm with reversals at Trabboch or Drumdow]* Almost certainly clo. when miners' services with Auchincruive Colliery withdrawn 3 Mar 1947.

WESTON RHYN: 1871 re-opening: GWR Board min of 15 Mar 1871 (RAIL 250/23): "Reopening of PREESGWEENE station, closed some years since, approved. Estimate £270 to be revised…" Third-party adverts (some already cited) in *Wrexham Advertiser* 20 May 1871 (which actually reads: "will be reopened **very** shortly"), for chapel event (*ibid* 15 Jul), and another (*ibid* 29 Jul), all call it PREESGWYN whereas a property advert (*ibid* 19 Aug and *Eddowes's* 16 Aug) calls it PREESGWEENE (but the latter does make clear that station was open by that date). All in all, June /July 1871 looks best bet at this stage…. Report of GWR *co ½ (London Evening Standard* 31 Aug 1871, p. 2, and at least two other papers) mentioned authority for capital expenditure for several stations - including PRESGWYN - clearly based on GWR report (so they themselves weren't too careful about spelling…). *hb* 1872 spelled it PREESGWEENE. 1935 renaming: CGM GIC R.1534/424 of 25 Feb 1935 "has been renamed" but short items in both *Birmingham Gazette* and that city's *Evening Dispatch* of 20 Feb, also *Chester Chronicle* of 23 Feb, put the renaming in the future, while *Halifax Daily [Evening] Courier* of 22 Feb 1935, p.3, specifically gives renaming as w.e.f. (Fri) 1 Mar 1935.

WESTON-SUPER-MARE [GW**]**: 1953 renaming: *Cl pap* cite first appearance in WR public tt as 21 Sep 1953 – surely the citation *Cl pap* should be in parentheses.

Add: ticket platform: in reporting op of new loop line, *Bristol Mercury* 26 Feb 1884 mentioned that a new ticket pfm 267 yards long had been erected at Worle station. *Or should that appear at WORLE (a) [GW]?*

WESTON-SUPER-MARE JUNCTION: clo 1 Mar 1884 should presumably cite *Bridgwater Mercury* 5 Mar 1884 or *Weston Mercury* 1 Mar 1884?

WESTON-SUPER-MARE LOCKING ROAD: the original 1854 platform here was physically relocated as part of the Mar 1884 changes: *Weston Mercury* 1 Mar 1884: "…[it] is practically within as easy a distance of the town and beach as the platform hitherto used for excursionists" – in other words, at a different location and thus worthy of record, justifying a > somewhere in the text. The new site was, however, essentially the same as its expanded 1914 successor which was not a new site. One may find a couple of trains advertised in 1964 summer public tt on *other than* Saturdays – but they were amended by supplement to run to General. (DM Bristol letter TT.157 of 26 May 1964)

WESTON-SUPER-MARE ASHCOMBE ROAD: coy's own tts (from *at least* 1933 to clo.) did **not** carry the ASHCOMBE ROAD suffix (likewise Portishead) so presumably just a helpful *Brad*-ism
W-S-M [non-tt]: the entry's juxtaposition *may* mislead readers to think this was associated with Ashcombe Road – it was not. The platform was actually *inside* the BAC factory siding, accessed from Hutton signal box, just west of former Weston Jn – i.e. it was ***not*** {on main line…..} – see *Cooke TLD* 16/26
WETHERBY: it might be helpful to explain that the original sta. was at what became (on op. of line from Leeds) **east** junction, c.f. the 1902 sta. at south junction) *(n.b.* ***not*** *as named on OS maps!)*
WEYMOUTH: "the new goods station was … temporarily converted into a passenger station" for handling Volunteers attending a military display in the area on Whit Monday 25 May 1885 (*Bridport News* 29 May 1885, p. 3)
WEYMOUTH excursion platform: on the up side of the station, this became pfm 5 as shown in *Cooke TLD* 17/1 and subsequently renumbered pfm 1 (*ibid*. p.17/2) – so an integral part of the station. Work was put in hand June 1883 (*Bridport….Telegram* 22 Jun 1883) and reportedly (*Bridport….Telegram* 10 Aug 1883) used ABH Monday 6 Aug 1883 – perhaps on an *extempore* basis. According to MT6/366/11 it was declared ready for BoT inspection 21 Jun 1884, actually inspected 10 Jul 1884, and doubtless used on ABH Monday 4 Aug 1884 – but, again, may already have been used for Whit Monday 2 June 1884 (*Bridport….Telegram* 30 May 1884). Anyway, it was certainly op much earlier than 1886. It was only available for **departing** trains (BoT inspection report - MT6/366/11). It does not qualify as a separate *location* from Weymouth main station.
[#10] WEYMOUTH ticket platform on Portland branch: clo 1 June 1870 upon opening of Rodwell, where tickets were instead collected. (B L Jackson, *Isle of Portland Rlys* Vol. 2, p.29)
[#10] WEYMOUTH non-tt use of new goods yard for special trains for military volunteers on Whit Monday 25 May 1885 (*Blandford & Wimborne Telegram*, 29 May).
[#10] WEYMOUTH QUAY: Clinker's m/s list of clo. stations from 1 Jan 1929 ("corrected copy" in *Cl pap*; a "sister" compilation to *Cl.29*) gives pass. clo**.** date as 25 Jul 1940, with this note: "Last CI Boat trains from Quay Sep 5 1939, to Quay Sep 6 1939 Since that date (to Jul 25 1940) 16 trains passrs. and Contraband Control run. Cargo Stage and Tramway still in operation." **However,** the 5/6 Sep 1939 dates should read **Sat 9** Sep (both inward and outward) according to Oswestry notice 416 of 8 Sep 1939 (RAIL 279/45) despite what J H Lucking, *Weymouth Harbour Tramway* (1986), p.42 says. That all surely means that, while regular CI boat trains ceased after **9** Sep 1939, a further 16 passenger-related trains (specials) ran – but only until 25 Jul **1940** (year missing from v5.05 text). Lucking actually says that "during May and June 1940 there was a temporary resumption of passenger working, when a number of specials were run to Paddington for refugees" (this would be entirely consonant with the impending German occupation of the Channel Islands from July 1940 – and would account for the majority of Clinker's 16 trains, no doubt). Further, Lucking states: "the final passenger train left the quay on 25 July [**1940**] carrying survivors from the torpedoed French liner *Meknes.*" So that date represents last use. The vessel *Meknes* had been repatriating French naval officers and men to Marseilles in accordance with Armistice terms. Reop for pass. early on **16** (not 15) Jun 1946 so far as the Quay station was concerned, according to Clinker's m/s (at Brunel University). Twice-weekly winter operation ceased after 11 Oct 1969 (apart from Christmas and Easter); resumed one train a week in one direction (Friday evenings from Waterloo) from 12 Oct 1973; became twice-weekly (as up to 1969) from 17 Nov 1981 (but still only outbound service – apart from Christmas/Easter); winter operation ceased **w.e.f. Monday 30 Sep** 1985 (line closed for major engineering works from that date until 16 Mar 1986); seasonal (spring to autumn) service ceased after 1987 summer season – last ran Sunday 27 Sep 1987; this was the end of the boat trains. Publicly advertised shuttle services between Town and Quay stations ran on 30 Dec 1989 and 3 Apr 1993 (see https://www.sixbellsjunction.co.uk/80s/891230br.htm and https://www.sixbellsjunction.co.uk/90s/930403hr.htm respectively). An advertised excursion ran weekly (1245 Wednesdays to Yeovil) in summer 1993, from 14 Jul until last ran 1 Sep 1993. Latter date marks final clo. of regular services *(source: public and Wtts, abetted by PSUL)*
Thereafter retained only for ad hoc specials – last such recorded 2 May 1999. The 'legal' background about this "non-closure" appeared in article by Barry Doe in Rail no. 921.of 24 Mar 2021.

WHATSTANDWELL: Clo 25 Aug 2018 (remodelling of Derby station); reop 8 Oct 2018
WHIELDON ROAD: it had a platform only on the eastbound track and there was no restriction on passengers travelling *from* Whieldon Road towards Trentham (if they wished…). For what it's worth, A C Baker & M G Fell *The Railways at Trentham* Part 2, in *Railway Archive* no. 50 (2016), p. 14 support the 30 Sep 1918 clo date.
WHIMSEY: see **1933 ****
WHITACRE: the 'Junction' suffix did not appear in *Co n* in various papers (such as *Morning Post* 5 Feb 1842) announcing opening of the station with direct line to Birmingham but it **did** appear in tt in *Aris*, 21 February 1842, so *presumably* suffix did apply from 10 Feb 1842. [note that Mid. *Wtt*s omitted the suffx.]. The 1904 change was never recorded as an alteration to the *Hand-book of Stations* – the station remained Whitacre Junction until the final (1956) edition – despite what the public timetable showed!
WHITCHURCH HANTS [LSW]**:** announced as "are renaming" – *hence implying in future* - (dropping 'North' but no mention of adding 'Hants.') by LMR WON WE1 16/17 of 21 Apr 1973 – see APPENDIX 1
WHITCHURCH TOWN near Andover: ceremonial op of line on 1 May 1885 included public excursions (of 20 carriages so not just VIPs) calling at stations (GWR notice T.114 at RAIL 937/42). Start of regular service 4 May 1885 confirmed by GWR SoL Circ 597 of March 1885.
WHITCHURCH CARDIFF: GWR GM circ. 2917 of 18 Jun 1924 *and* List of station name alterations in *GW tt* 1 Jul 1924 gave new name as WHITCHURCH (GLAM.) *(c.f. Withington (Glos.))*; from 12 May 1980 tt the table showed ***no*** suffix (although the index retained (South Glam) suffix) and this was still the situation with tt 14 Jan 1996. Subsequent tts not immediately accessibe, but *by* tt 28 Sep 1997 is was (Cardiff) in index but (Glam.) in table and so it remained until the table caught up with the index in tt 18 May 2003 (what a struggle!)
WHITCHURCH DOWN: suffixed PLATFORM in GWR (e.g. 1939) and BR-WR (e.g. 1958) public tts. which indicates it was staffed (and therefore had more of a building than just a pagoda shelter). That makes it much more likely that the change in 1907 was **not** a relocation but the construction of a "building" (a.k.a "station" in newspaper speak) to enhance the already existing 1906 platform (i.e. the prepared site for joining/alighting). No obvious grounds for inferring that two sites were in existence at the same.
WHITE CITY [Cen]: RCH Distance Tables amendment issued 30 Apr 1921 (RAIL 1089/70) gave renaming as from WOOD LANE to WOOD LANE (WHITE CITY) (but gave no effective date)
WHITE CITY [HC]: Name at op.1 May 1908 confirmed as WOOD LANE **(EXHIBITION)** *(sic)* by *GWR Magazine* Jun 1908, p.132 (including illustration confirming name) and by GWR GM Circ. 2126 of 30 March 1908. During 1930s also used for Rugby League matches (apparently from 1933-4 season) and athletics events.
WHITE MOSS LEVEL CROSSING: 18 Jun 1951 clo confirmed by LMR W1 WON of 16-22 Jun 1951 – shown as HALT
WHITEBOROUGH: *Mid.* and *Brad* (e.g. Aug 1887) render WOOD END as one word
WHITECROFT: see **1933 ****
WHITEHURST: op (as LLANGOLLEN ROAD **HALT**) **Mon 2** Oct 1905 (it had no Sunday service – GWR tt RAIL 936/38). It might be more helpful to say that the earlier Llangollen Road was at the **opposite end** of Whitehurst Tunnel. GWR GM circ. 2049 of 26 Apr 1906 (RAIL 253/482) gave alteration from LLANGOLLEN ROAD **HALT** to WHITEHURST *(presumably still HALT)* 1 May 1906 *(better provenance).* Sentence "First shown 'P' in *hba* 1926 as W PLATFORM." to read: "First shown 'P' in *hbl* 54, Jan 1925 as W PLATFORM." *(in this context, 'P' signified "Passenger and Parcel station").*
WHITLAND [Pembroke & Tenby]: div. of Pembroke line trains to main sta. implied as from 'tomorrow' Sat 28 Aug 1869 in P&T ½-yrly mtg (report in *Western Mail*, 30 Aug), although *Welshman*, 3 Sep, suggested there would be a few days' delay and *Tenby Observer* did not carry new timetable until issue of 8 Sep. *Perhaps 'early Sep 1869' might be better than Cl. date…..*
WHITLEY BAY (a): 1910/1 relocation of station needs primary source support *(none found in BNA)*…

WHITROPE SIDING: R Maund observed people joining a train here (despite no platform) in June 1961 - "the stop … is given for the purpose of conveying the railway employees and their families for shopping purposes." (source: letter from Traffic Manager, Edinburgh (ref. EW.300/518), 19 Jun 1961)

WHITSTABLE [LCD]: 1860 temp. sta. was west of Oxford Street bridge, 1861 permanent sta. was east of bridge *(so that makes it a 'relocation')*. The 1879 renaming *Cl.* identifies as first appearing in **Jul** 1879 tt. The 1915 re-location was **not** accompanied by any alteration of name for (according to https://www.s-r-s.org.uk/ArchiveSignals/SE.php#secr) the SEC signal notice (actually numbered 49/PW/**1914)** did **not** mark renaming of relocated sta. while *Brad* continued to show it as WHITSTABLE TOWN until 1936. The announcement – clearly from a Southern Rly press release – in *Whitstable Times and Herne Bay Herald* of 8 Feb 1936 shows the 'before' name as WHITSTABLE TOWN. 1 Feb 1936 renaming date confirmed by *RCH distance tables advice no 57/9 of 14 Apr 1936,* by LMS *PCC no. 166* and *CGM GIC R.1534/446 of 20 Jan 1936 (better provenances)*

WHITTINGTON HIGH LEVEL: citation "*co ½ T 1110/52- line*" should presumably read "RAIL 1110/52 - *line*" – or, better, *Co n Eddowes's Shrewsbury Journal* and *Liverpool Mercury* 27 Jul 1864 – *line* – or *Wrexham Advertiser* 30 July (citing *Oswestery Advertiser)* **specifically showing** Whittington station. A special ran on Mon 25 Jul – apparently not restricted to VIPs – but the report in *Wrexham Advertiser* 30 Jul 1864, p.5, added: "The line was opened for general traffic on Wednesday." (i.e. 27th). New sta. site (with crossing loop and two pfms) brought into use (Sun) 2 Jul 1899 [MT6/907/1]

WHITWELL IoW: unstaffed 1 Jul **1941** *(*as shown by *Cl.*) – *CGM GIC R.1534/576 of 11 Aug 1941 actually said "has been closed"*

WHITWORTH COLLIERY - see CORRWG MERTHYR: this one was on the WHITWORTH branch – it needs to be made clearer that this was quite distinct from the same name colliery on the BLAENAVON branch (and, of course, also that this is not the Blaenavon of east Wales… !).

WICHNOR: .LNW pass trains shown to turn back here in e.g.their *Wtt* 1867 – it served little purpose thereafter so it's not surprising the LNW's receipts were so low! *Mid.* shows that there was through working of carriages from (apparently) autumn 1854 so location would not have needed platforms on both railways *for interchange purposes* after that, and the two railways' stations / platforms here would thereafter have been solely for local Wichnor traffic until their respective closures. The second clause of the cited *Birmingham Daily Post* report of 27 February 1872 about transfer "…. by the passengers changing their seats" either gainsays this conclusion – or perhaps harks back to practice of nearly two decades earlier! Through LNW trains to/from Burton (and Derby) resumed 1 Mar 1872

WIDNES SOUTH: date of re-siting on new deviation was 1 Dec 1869, according to LNW Traffic Committee min. 16253 of 16 Dec 1869 which read: "Read Board of Trade report agreeing to the opening of the Widnes Deviation Line, which line was op for Goods Traffic on the 29th November and Passenger Traffic on 1st December." *(note: no mention of sta opening on a different date; the Mar 1870 date stems from error in LNW ½-y).* Renamed WIDNES **FOR RUNCORN GAP** 1 Sep 1864 *(LNW Circ. no. 519) (Cl. ignored suffixes)*

WIDNEY MANOR: op date 1 Jul 1899 confirmed by *Co n* in *Leamington Spa Courier* 24 Jun 1899

WIGHTON: converted to unstaffed halt 31 Aug 1953 (BR press release at AN13/2308)

WIGSTON GLEN PARVA: 1887 renaming from Glen Parva to Glen Parva for Wigston - shown as 'in future will be known as'- in *LNW Circ. no. 2080 of 6 Jan 1887 – this* ***pre-dated*** *Cl's alteration to Wigston Glen Parva.*

WIGSTON MAGNA: "new station 1901" was station buildings moved slightly southwards (and platforms lengthened at that end), in conjunction with original road level crossing being replaced by road overbridge slightly to south also.

WIGSTON SOUTH: any particular reason why this station does not get same provenance for its clo date as the other stations on the line (e.g. Leire)? Clo. 1 Jan 1962 confirmed by *GIC A1/36 (18 Dec 1961)*

Add: WILLENHALL: op (Thu) 19 March 2026 (https://www.railnews.co.uk/news/2026/03/19-two-black-country-stations-open.html accessed 19 Mar 2026); on the opposite (west) side of Bilston Street from its predecessor, Willenhall Bilston Street.
WILLENHALL BILSTON STREET: 1 Nov 1872 renaming confirmed by *LNW Circ. no. 1022 (better provenance).* 1881 renaming was shown as 'in future will be known as' - according to *LNW Circ. no. 1650 dated 10 Sep 1881* – but *LNW dates* cites Officers' Min. 22445 for specific date of **1Sep** 1881 *(better provenance).*
WILLENHALL STAFFORD STREET: 1 Apr 1904 was **not** by *hbl* (they didn't start until 1910) but by RCH Goods Manager's Conference min. 7476 b of 28 Apr 1904 (RAIL 1080/188). 5 Jan 1931 confirmed by LMS *Passenger Train Service Alterations* notice for Jan and *SoL GIC A/491 of 19 Dec 1930 (better provenance)*
WILLERSEY: Baker, *An Illustrated History of the Stratford on Avon to Cheltenham Railway,* Irwell Press, 1994, p.83, says: "…it opened to traffic around the beginning of October 1904. Although not inspected until November, it was complete by 29 August and the October 1904 timetable shows it for the first time…". However, there is a strong counter view. BoT file MT6/1296/2 has GWR letters of 6 Aug proposing it for inspection and of 27 Aug that it was Ready for Inspection *(which was swift).* Normal practice was for railway to be given sanction to bring into use pending inspection and there is no reason to suppose that Willersey (a minor scheme with no signalling implications) was any different. It is therefore very likely that it would have been op straight away (so the fact that it was not in t.t. until Oct is hardly surprising). Possibly op Mon 29 Aug – but perhaps better to say 'early Sep'. *(no contemporary press ref traced online) It is **not** appropriate to link it to line op date.*
WILLIAM PIT SIDING: was **not** CKP because the signal box of that name was 1247 yards west of Camerton, on Cockermouth **& Workington** section of LNW – see OS plans – thus location {Camerton – Workington Bridge}. A "colliers'" service was shown in LNW *Wtt*s for (at least) 1917 and 1919 – but by 1921 *Wtt* it ran to Camerton station instead (no longer stopping at William Pit Siding)
Add: WILLIAMTHORPE CROSSING [Mid.]: served by unadvertised workers' trains on the Mid. Pilsley Extension line, from 1 Mar 1876 (possibly to replace PEWIT COLLIERY (q.v.)); ceased 1 Jul 1894. *[Wtt analysis by Glynn Waite]*
WILLIAMWOOD: Op given **specifically** as a **halt** by LMS *PCC* no. 105. Beware: op. **9** Jul 1929 given by George H Robin in *True Line* no. 37 May 1992 must be in error.
WILNECOTE: 1 Apr 1904 was **not** by *hbl* (they didn't start until 1910) but by RCH Goods Manager's Conference min. 7476 b of 28 Apr 1904 (RAIL 1080/188).
WILSHAMPSTEAD: op date 18 Aug 1941: *ultimate source*: LMS Optg Dept list A86/1 Sep 1945 (see APPENDIX 4)
WILSTROP SIDING: clo. date "for passengers" given as **30 Apr** 1931 in *LNER Press Relations Officer (G Dow) letter 13 Apr 1945 in Cl pap.* The "wef" dating convention does not satisfactorily deal with "one day a week" and "seasonal" services (in the same way that the "last train" convention does not deal satisfactorily with situations – more particularly for goods – where facility drifts out of use and may be "open" but not in use, or where date of last train cannot be satisfactorily established).
Add: WIMBLEDON VOLUNTEER PLATFORM Non-tt: refer to https://sremg.groups.io/g/main/topic/87034670 (accessed 30 Jan 2025) for full discussion on this facility which seems to date from 13 July 1861 - see.*St. James's Chronicle* 11 Jul 1861 – and probably went out of passenger use when the National Rifle Association's annual event moved to Bisley from 1890.
WIMBLEDON STAFF: as at Jan 2025 still shown in operating publications as DURNSFORD ROAD STAFF HALT, with a few unadvertised stops still.
WINCHCOMBE: op 1 Feb 1905 confirmed by SoL/CGM Circ F1556 of 25 Jan 1905 (RAIL 253/482) *(better provenance).*
WINCHESTER CHESIL: ceremonial op of line on 1 May 1885 included public excursions (of 20 carriages so not just VIPs) calling at stations (GWR notice T.114 at RAIL 937/42). Start of regular service 4 May 1885 confirmed by GWR SoL Circ 597 of March 1885.
WINCOBANK: 18 Jun 1951 renaming date derives from LMR Opg.Circ.55 dated 31 May 1951
WINDERMERE [LNW]: delete '[LNW]' from main heading because Lake Side was [Fur.]
WINDERMERE: add [LNW]. Clinker's card record shows partially unstaffed from 3 May 1971 *(ignore the garbled note 3962 in Cl. which conflates Windermere and Etruria!).* The original sta.

track ceased to be used after Sun 23 Oct 1983 when stop block was moved 105 yds. towards Kendal. On Sun 13 Nov 1983 the staff etc. moved into Portakabins on the open platform to allow sale of old sta. site. New sta. buildings occupied from Sun 30 Mar 1986 (with 'official' opening 17 Apr 1986). *[from crchat Groups io https://groups.io/g/crchat/message/2185 (accessed 30 Jan 2025).Of course, 5ch movement may not be regarded as a 'relocation'by some]*

WINDERMERE LAKE SIDE: add [Fur.]: It's questionable whether substantive entry should be under Windermere (other than as a cross reference back to LAKE SIDE) as it had **not** been prefixed "Windermere" in public t.ts since *at least* 1938 (despite what *hb* implies), nor was it at closure *(but compiler's arbitration may disagree)*. Withdrawal of winter services from 26 Sep 1938 confirmed by LMS *PCC no. 294. Why entry should concern itself with what a Morecambe newspaper thought the station was called in 1946, when the railway administration at that era had no doubts is beyond me when space is at such a premium….*

WINDSOR & ETON CENTRAL: addition of '& ETON' suffix was advised as "has been changed" by GWR GM Circ 1985 of 5 Sep 1904 (RAIL 253/482) – *which must raise question about validity of June date.*

WINDSOR COLLIERY: original halt op before 1914 *(OS plan)* - probably with or after Rhymney Rly line deviation of early 1904; comparison of OS plans confirms 1943 halt on same site; op. 6 Sep 1943 (source: GWR *Wtt* supplement – RAIL 937/184). *The Oct 1943 agreement was doubtless signed 'after the event' – a not uncommon occurence!*

WINSCOMBE SOMERSET: GWR GM circ. 2042 of 2 Jan 1906 gave addition of 'Somerset' suffix as "in future" *(better provenance).*

WINSLOW [LNW**]:** the Nov 1984 calls were claimed (*BLN* 502, item A) to be the first calls at Winslow "for many years". Also ran 7 Dec 1985 .

WINSLOW ROAD: source *(ug)* should read *(Ug).*

WINSON GREEN [GW]**:** 14 Jun 1965 renaming: LMR Tfc Circ 152/4 *(better provenance)*. There was a platform for dealing with ambulance trains for Dudley Road hospital, Birmingham: "Platform accommodation for ambulance trains at Soho & Winson Green *[as then named, of course]*, in hand for the War Office." (GWR GM's report of 11 Jun 1915), completed 5 Jul 1915 albeit not in time for first convoy – *Birmingham Post* 20 Sep 1940.

WINSON GREEN [LNW]: 16 Sep 1957 clo date confirmed by LMR W2 WON of 14-20 Sep 1957

WINTERBOURNE: GWR SoL Circ. 1447 of 24 Jun 1903 (RAIL 253/482) confirmed op (Wed) 1 Jul 1903 *(better provenance).*

WINTERSETT & RYHILL: 22 Sep 1930 clo date confirmed by *hbl L77 (better provenance)*

WISHAW: confirmed op. 1 June 1880 as WISHAW CENTRAL from outset, with other stations on new Carfin Jn – Wishaw Central – Law Jn line, in Cal. Rly. *Co n* in *Glasgow Herald* of 31 May 1880.

WISHAW SOUTH: suffix had certainly been appended by May 1882 Cal. tt – no reason to think it was other than from 1 June 1880

WITHAM SOMERSET: suffix 'FRIARY' was much used in press at op 1856, in various property adverts Mar 1857 to (at least) Jun 1858 and in news report Feb 1858 – and by GWR *Co n* in *Wiltshire Independent* 2 Jul 1857 (and similarly in Aug 1857) – although not by *Brad* at that era.

WITHINGTON near Hereford: op Fri 13 Sep 1861, as *Co n Hereford Times* 14 Sep 1861 was correct – do not be confused by the adjacent second advert! All is explained by *Bell's Weekly Messenger* 14 Sep - limited service 13 & 14, increased service from 16th as shown in *Co n Worcester Journal* 14 Sep

WITHINGTON & WEST DIDSBURY: 1914 renaming: both *Cl pap* and *Mid.* give **1 Apr 1915**, citing Derby trains office records

WITHINGTON GLOS: the first trains over the new section ran Tue 30 June 1891 and booked to call at the three intermediate stations - see advert in *Wilts & Gloucestershire Standard* 27 Jun and report in *The Citizen* (Gloucester) 3 Jul. The GIC advice of clo 11 Sep 1961 called it Withington **Halt** *(wonder when it became unstaffed?)* (c.f. Chedworth)

WITLEY: renaming from W **&** C to W (**for** C) *(including the parentheses)* advised as "have been altered" in *GCR Special traffic arrangements and engineering works* notice N&ED No. 111 for w/e 16 Nov 1912

WITNEY: Fairford line op 15 Jan 1873 confirmed by *Witney Express* 16 Jan – so 2nd. sta. must have op that day *(better provenance)*

WITTON GILBERT: 1 May 1939 clo date confirmed by LMS *PCC no. 325 (better provenance)*

WNION: op 5 Jun 1933: only traced press reference is *Coventry Evening Telegraph* 5 June 1933; being an *evening* paper, the report – that the (un-named!) halt "has opened" – is quite compatible with having been obtained from a GWR press handout and used by the paper on the actual day of opening. *SoL GIC A/618 of 9 June 1933*confirmed new halt "has been opened".

WOBURN SANDS: same commentary as for ASPLEY GUISE

WOKING (Non-tt): another temporary platform: at Royal Dramatic College on 5 Jun 1865 – see *Monmouthshire Beacon* (!!) 10 Jun 1865.

WOLDINGHAM: 1 Jan1894 renaming is from RAIL 1080/187, min. 6758, and confirmed by SER Goods Mgr's circular no. 2325 of 30 Dec 1893

WOLVERCOTE [LNW]: clo 1 Nov 1926 – LMS *co n* ***Buckingham*** *Advertiser* **23** Oct 1926. Waste of space to speculate about *Cl.*'s wrong date.

WOLVERHAMPTON: "For **first station** of this name see WEDNESFIELD HEATH" – one actually has to search text for either plain WEDNESFIELD or abridged W HEATH

WOLVERHAMPTON [Shrewsbury & Birmingham]: **add**: **Ticket platform**: ordered to be provided on S&B's Up (south-bound) line by S&B Traffic Committee min. 241 of 7 Jul 1852 (RAIL 615/10).

WOLVERHAMPTON [LNW]: was joint S&B and BW&SV (L&NW as lessee) until 1859. The op. date – by S&B – of 1 Dec 1851 is borne out by careful reading of *Wolv Chron* (3 Dec 1851). It is the start of the **S&B** service for which provenance is required and there is no such advert in *Aris*, hence the *Wolv Chron* citation has to be used. 7 May 1973 renaming (dropping suffix) confirmed by LMR WON WE1 16/17 of 21 Apr 1973 *but note the wording at* APPENDIX 1.

Beware: Collins, *Rail Centres: Wolverhampton* at least in his 1990 edition (was there a revised second edition?) gives date as 24 June 1852; *that* is definitely not borne out – e.g. by adverts for events *prior* to that date, where "Queen Street" and "General" are used indiscriminately. The station was, originally, formally, "General" until renamed "Queen Street" in Sep 1853.

Ticket platform: wording relates solely to a platform *north* of station for Up trains. There was also a platform *south* of station for Down trains on the BW&SV (Stour Valley) line – it is mentioned in Capt Simmons' inspection report of 12 Dec 1851 (MT 29/11, folio 27).

WOLVERHAMPTON LOW LEVEL [GW]: included JOINT in its name almost certainly from Aug/Sep 1854 when joint committee took over working of sta. from OW&W (who had temporarily staffed it from start of their services); Joint committee appointed Station Master w.e.f. 7 Aug 1854 (Min. 69), booking clerks w.e.f. 23 Aug 1854 (Min. 85) - RAIL 759/3, alas, does not say when the Joint sta. actually replaced the OW&W's temporary wooden one; headed notepaper exists (Dec 1854): JOINT (LOW LEVEL) STATION.

WOLVERHAMPTON STAFFORD ROAD:S&B Traffic Committee minute of 11 Oct 1850 (RAIL 615/9) "Ordered that a passenger station be forthwith erected at the Stafford Road" which means *either* that *Brad* was advised prematurely *or* that the instruction related to erection of a *structure* on a pre-existing platform which might have op earlier than Oct 1850 *(no suggestion of such in co tt of 6 Dec 1849 – RAIL 615/9). W Mid* page 23 seems a fuller statement of the (lingering) demise – and its date (Mar 1854*) seems to be preferable. The name still appears in GW's public tt for Oct 1854 (RAIL 981/141) – albeit with no service calling – does that not make clo as early as Jul 1852 unlikely?

The final para ("Also at/near Stafford Road from November 1854 tt to end 1859 there was an exchange platform for attaching carriages from HL to northbound trains from LL (no service in reverse direction); no public access and no reason for passengers to alight here.") squares with GWR Board minute (RAIL 250/8) of 9 Nov 1854: "Reported that the Birmingham, Wolverhampton & Dudley Rly., and the Shrewsbury Junction line at Wolverhampton, will be ready for passenger traffic on Tuesday next the 14th instant. Ordered accordingly." – that would be the moment the need for attaching/detaching (or perhaps occasionally passengers changing……?) became necessary.

Add: WOLVERHAMPTON: temporary platform for Royal Agricultural Show: slightly misleadingly described in some reports as Tettenhall, actually at Barnhurst Farm (grid ref SJ893302) from 26 Jun 1871 (starting with "trial of steam cultivators etc.") until 7 Jul 1871. GWR ran a shuttle

service to a temporary halt serving the farm – presumably at Barnhurst Lane Bridge (grid ref SJ89180194 - between the (later) Oxley triangle and (later) Bilbrook). GWR Board minute of 17 May 1871 approved temporary platform and signals there for passengers during the show. No *Co n* traced, but reports in *Birmingham Daily Gazette* 5, 20 and 23 Jun 1871, also *Yorkshire Post* 27 Jun 1871, confirm.

Add: WOLVERHAMPTON VICTORIA BASIN GOODS DEPOT: used, during 1855 harvest season (at least), for Irish harvestmen returning to Ireland *apparently* by goods train to Birkenhead – see *Co n Wolverhampton Chronicle* 5 Sep 1855. *Not traced in press in other years.*

Add: WOLVERHAMPTON HERBERT STREET GOODS: used for BR publicly advertised excursion in ca. 1960/1 showing public around improved railway installation at the goods depot (particularly the robot trucks reported in *Coventry Evening Telegraph* 15 Sep 1960).
n.b. the Victoria Basin and Herbert Street goods depots were co-located.

WOLVERTON: distance given (17ch) would put first station north of canal (present Old Wolverton Road); first resiting was to Church Street (grid ref SP819411); second resiting *(why not given the > etc. treatment as it was such a significant move?)* - to Stratford Road (g.r. SP820414), with opening of deviation line - was Sun **30 July 1882** (*Croydon's Weekly Standard* [BNA: *Bucks Standard*] 29 Jul 1882, confirmed by same paper a week later; beware *Northampton Mercury* 5 Aug 1882 is in error, as are (at least) *G&S, Cl., D&C 9* and *RAIL 1005/260 – despite Neele*, p.270 getting month and year correct). 7 May 1973 renaming confirmed by LMR WON WE1 16/17 of 21 Apr 1973 *but note the wording at* APPENDIX 1.

WOMBOURN: op. 11 May 1925 confirmed by GWR *CGM GIC* R.1534/168. Spelled WOMBOURNE in GWR CGM/SoL circ R.1639/F.4155 of 9 May 1925 (RAIL 253/482) and in *initial* press reports clearly based on GWR press release (*Gloucester Citizen* and others of 6 May). Quickly corrected in more local reports (e.g. *Birmingham Mail* 7 May): very last minute change of plan? The cited *Dudley Chronicle* report appeared in the issue of **21** May 1925

WOMBWELL *and* **WOMBWELL CENTRAL**: 25 Sep 1950 renamings confirmed by ScR comm. circ. FK25/25 of 22 Sep 1950 *(better provenance)*

WOOD END near Warwick: op (Wed) 1 Jul 1908 confirmed by SoL/CGM Circ F1793 of Jun 1908 (RAIL 253/482) *(better provenance).*'Near Henley in Arden' or 'Near Solihull' would be more appropriate than near Warwick.

WOOD END near Sutton-in-Ashfield: *Mid.* and *Brad* (e.g. Aug 1887) render it as one word so it would be helpful to have a further cross ref at WOODEND

WOOD SIDING: the advice in LMS *PCC no. 158* said the branch would "…be closed entirely after Nov 30th [1935]": as there was no Sunday service, the clo. w.e.f. date should read (Mon) **2 Dec** 1935

WOODBOROUGH near Andover [GW]: 'Andover' hardly seems appropriate (not even the same railway) – 'near Devizes' might be more helpful.

WOODEND near Whitehaven: was served in 1952 but not in 1961 –

Add: WOODEND [Mid] near Sutton-in-Ashfield: see WHITEBOROUGH [*Mid.* and *Brad* (e.g. Aug 1887) render it as one word so it would be very helpful to have this further cross ref]

WOODHAY: Start of regular service 4 May 1885 confirmed by GWR SoL Circ 597 of March 1885.

WOODHEAD: The notice (at http://*Wtt*reprints.uk/Freebies/T1_46300_P.pdf (accessed 30 Jan 2025)) for the new Woodhead tunnel opening ceremony on Thu 3 June 1954 makes clear that, on that day, platforms on both the old and new tunnel alignments were in use for VIP and for public trains; it seems, therefore, that two stations existed side by side here for a period before the new one finally replaced the old. However, ***regular*** passenger working switched from old to new tunnel and stations from 14 June 1954

WOODMANSTERNE: op date 17 July 1932 confirmed by *RCH distance tables advice no 47/6 of 9 Aug 1933* – RAIL 1089/88

WOODNESBOROUGH: Elks, *East Kent Railway Tickets 1916-1948* (2011) page 4, asserts that "HAMMILL" should properly be rendered as one word (after nearby Hammill Court) and that two-word usage (a mis-print) should be regarded as the aberration by *Brad.* Certainly, it was one word in *co. tt*s for 16 Oct 1916 and 1 Jan 1917 seen.

WOODSTOCK/WOODSTOCK Oxford: see **also** BLENHEIM & WOODSTOCK

WOODVILLE ROAD: A halt was also provided hereabouts (possibly the other side of the road bridge?, i.e. the same side as the shed) for 1883 Eisteddfod (*Co n* in *South Wales Daily News* 6 Aug 1883 and report in *Western Daily Press* 8 Aug 1883) *See Eric Mountford's article in Rly Observer Sep 1958, repeated in WRRC Newsletter no. 172 Winter 2022/3, which explains **public** service reduced to single train SSuX from 30 June 1958.*

WOOFFERTON: last train Sat 29 Jul 1961 (source: *Leominster News* quoted in *Tenbury*, p. 190 (**Beware**: the latter erroneously quoted "Sat 28th July" - the Saturday was 29th))

WOOLASTON: op 1 Jun 1853 – *Co n* in *Hereford Times* 28 May 1853 (*Co n better provenance)*

WOOLPACK ROAD: 'Edmonson' should read 'Edmondson'. 'Woolpack Road' is likely to be DALEGARTH station (q.v.), which is on the road to the Woolpack Inn, further up the valley on the road to Hardknott Pass.

WOOLWICH: "Also see….": sentence "ROYAL WOOLWICH ARSENAL" would better read "ROYAL ARSENAL WOOLWICH" (which is the form in which it is rendered in Section 7)

WOOTTON BASSETT: despite GWR's *Co n* immediately prior to opening (e.g. *Times, Reading Mercury* and *Windsor & Eton Express* all of 12 Dec., and similarly in the Bristol papers which also advertised the opening of Saltford and Twerton stations), and despite *Bath Chronicle & Weekly Gazette* 17 Dec 1840 (and other papers) wrongly reporting the opening "**yesterday**" , the temporary WOTTON BASSET *(sic)* ROAD station op **17 Dec** 1840. Despite GWR General Traffic Committee minute of 16 Dec 1840 (RAIL 250/116) *implying* that only the section west of Shrivenham was delayed in opening, *Wilts & Glos Standard* 19 Dec 1840 *(better provenance)* - confirms that prospective passengers had to be posted to and from Faringdon Road (rather than Shrivenham) on 16 Dec. *The date of 17 Dec also appeared in Herapath's Railway Journal, 19 Dec (albeith with a comment that"Some passengers did travel throughout on it, we understand, on Wednesday"…) and a long piece in Railway Magazine [not the precursor of today's title but an investor's journal] which was repeated in Bristol Mercury of 10 Jul 1841.* MacDermot *GW* spells name as WOOTTON BASSETT …. whereas BASSET was the version advertised and used in contemporary GWR minute books (RAIL 250/2 and 250/116) – the change to BASSETT seems to post-date removal to the permanent station. Some local papers *(*such as *Berkshire Chronicle* 12 Dec 1840, *Devizes & Wilts Gazette* 17 Dec, *Gloucester Journal* 16 Jan 1841, *Wilts & Glos Standard* 20 Feb, 10 Apr and 8 May, *Morning Advertiser* 15 Jun 1841) continued to use the name HAY LANE for the temporary station until it was replaced by Wootton Bassett proper in 1841.

GWR press adverts for extension of services to Chippenham from Mon 31 May 1841 do not specify intermediate stations (alas), nor does a *post hoc* report in *Devizes & Wilts Gazette* 3 Jun mention W B, while a report in *Cardiff & M G* 12 Jun (crediting *Railway Magazine)* merely notes that "the station for the town of Wootton Basset is being built." However, one is by no means convinced that the station's opening was delayed as late as 30 Jul 1841 (and why a Friday?) because the (London) *Sun* 9 Jul 1841, in a long piece describing the whole line refers to Wootton Basset *(sic)* station – not W B **Road** – thus it is adduced that the permanent station was open by that date. See also third-party adverts in *Wilts & Glos Standard* of 17 and 24 July page 1 which cannot be referring to the 'Road' station.... Alas, however, no *definitive* evidence found to pin down an actual op/relocation date so Clinker's 30 July date has no ascertainable provenance. That was, however, the date of a revision to the timetable to meet the requirements of the Postmaster General for mails (GWR General Traffic Committee minute of 13 July 1841 (RAIL 250/116)) – perhaps this has been conflated?

Extracts of the relevant GWR minutes are:

GWR minutes – opening to Wotton Basset *(sic)*, 1840-1841

General Traffic Committee, 16 December 1840, Bell Inn, Swindon (RAIL 250/116):

"Mr Brunel's Letter of Yesterday apprising the Committee that the Trains would not work on the Line between Shrivenham and Wootton Basset was read.

It was stated that the Works and Line would be ready on the following day, in the manner required by the Board of Trade to be certified by the Engineer."

In other words, the line was ready as far as Shrivenham on Wednesday 16 December 1840. However, press evidence shows that Faringdon Road to Wootton Basset (sic) Road did not open until Thursday 17 December 1840.

General Traffic Committee, 13 July 1841, Paddington Station (RAIL 250/116):

In conclusion of discussion about train service alterations being demanded by HM Postmaster General:

"He *[i.e. the Secretary]* was instructed to prepare the new Train Bill for the (*Post Office's*) required alterations to take effect on the 30th Instant, after he shall have ascertained the decision of the Post Master General."

Has this timetable change date been conflated with the relocation of Wotton Basset(t) station?

WOOTTON RIVERS: op 24 Sep 1928 confirmed by GWR Bristol Div Annual Report 1928 - RAIL 253/548 *(better provenance).*

WOOTTON WAWEN: op (Wed) 1 Jul 1908 confirmed by SoL/CGM Circ F1793 of Jun 1908 (RAIL 253/482) *(better provenance).*

WORCESTER FOREGATE STREET [GW]: op 17 May 1860 (*Hereford Journal* 23 May). *Better provenance – because cited source – Wolverhampton Chronicle 23 May, p. 3 – erroneously gives 16 May for opening.*

WORCESTERSHIRE PARKWAY: "op 23 February 2020 *(internet)*;": proper citation https://www.worcestershire.gov.uk/news/article/1688/worcestershire_parkway_rail_station (accessed 2 Dec 2021)

WORKINGTON NORTH: "op 30 November 2009 to provide connection between two parts of town cut off from one another by destruction by floodwaters of road bridges across the Derwent *(BBC TV North West News, 29th* – E. Bredee; *RM February 2010*); …. due to close 8 October 2010 *(Scotrail website)*": proper citations: opening http://news.bbc.co.uk/1/hi/england/cumbria/8385635.stm (including map); closure (but note that Fri 8 Oct 2010 was **last day of use - not** w.e.f. date) https://www.bbc.co.uk/news/uk-england-cumbria-11499412 (both accessed 2 Dec 2021) *What had Scotrail got to do with it?*

Add: WORKINGTON – see MOSS BAY STEELWORKS

Add: WORKINGTON: ANNIE PIT PLATFORM: WW1 platform, at Annie Pit Lane (later Honister Drive) bridge (used from 1 Jan 1917 until unknown date) for German PoWs. A note in the CWJR *Wtt* dated 1 Jan 1917 reads: *A new workmen's train worked by engine and men of No 4 duty will leave Rowrah Junction (C&W) at 7.30am daily for Annie Pit Platform.* - with timings shown both ways. See message #13682 at https://groups.io/g/crchat/topic/c_wjr_ww1_platform_at/93673953 and subsequent exchanges (accessed 30 Jan 2025).

WORLE (a)**:** Eventual clo was w.e.f. (**Mon**) **2** Jan 1922 – GWR *SoL GIC* A3878 of 23 Dec 1921 (RAIL 253/542) (the station being already closed on Sundays; disregard press and other sources based on GM circular 2798 of 29 Dec 1921 (RAIL 253/537) which had overlooked that fact)

WORLESTON: RCH Goods Mgrs meeting min. advising the change to WORLASTON from 1 Sep 1858 was no. 1380 of 9 Sep 1858 (RAIL 1080/165) also confirmed by *LNW circ. no. 289.*

WOTTON [Met/GC]: the advice in LMS *PCC no. 158* said the branch would "…be closed entirely after Nov 30th [1935]": as there was no Sunday service, the clo. w.e.f. date should read (Mon) **2 Dec** 1935

WRANGATON: renaming 1 Jul 1895from Kingsbridge Road confirmed by GWR GM Circ 1671 (RAIL 253/229)

WRAYSHOLME: M Andrews, *Furness Railway – A History,* Barrai Books, 2012, p. 200 gives this as "provided" in 1911 (citing a FR source of 9 Feb 1911 – this may have been the authority to construct) .

WREA GREEN: was WRAY GREEN up to Jul 1875 *Brad*, WREA GREEN from Aug 1875 *Brad (better provenances).*

WREAY: *CGM GIC R.1534/624 of 9 Aug 1943* said "…has been closed" – which must put effective date **earlier** than that which *Cl.* gives.
WREXHAM EXCHANGE: No mention of 'EXCHANGE' suffix at time of opening – *Co n Wrexham Advertiser* 28 Apr 1866 – nor subsequently until 1887, and prior to 1887 was dead-ended sta, close alongside Down side of GW sta. Replacement sta to west – compare respective OS plans. The new Exchange was certainly (*Wrexham Advertiser* 18 Jun 1887) in use on 21 Jun 1887 (Jubilee day) for shuttle between it and Wrexham Central but no evidence of further use until coming into *regular public use* with op of line to Central 1 Nov 1887 (*Co n Wrexham Advertiser* 29 Oct 1887 p.1) – at which date the dead-ended sta. clo.
WREXHAM GENERAL: suffix GENERAL added "to coincide with the introduction of the Summer Time Table" (i.e. 18 Jun 1951) *(ScR comm. circ. FK48/3)*
WYESHAM HALT: op 12 Jan 1931 confirmed by *SoL GIC A/492 of 2 Jan 1931 (accessible provenance)*
WYNN HALL: clo. date was 29 Mar 1915 (GWR Passenger Train Alterations Committee minutes - RAIL 271/4 – see *[82/6]). **Not** in 22 Mar 1915 service cuts.*
WYNNVILLE: op. date 1 Feb 1934 confirmed by GWR Chester Division Report 1934 (*Cl pap*) *(better provenance)*
WYRE near Worcester: op. 11 Jun 1934 – *Gloucestershire Echo* 6 Jun 1934 *(better provenance)*
WYRE FOREST: unstaffed from 31 Jul 1961
WYTHALL: op (Wed) 1 Jul 1908 as GRIMES HILL PLATFORM confirmed by SoL/CGM Circ F1793 of Jun 1908 (RAIL 253/482) *(better provenance);*made up to Station from March 1926 according to an internal staff circular (ref S/-) from Birmingham Divisional Supt. dated 5 Mar 1926 (private collection)
YARDE: last passenger use for an *originating* excursion was 9 Aug 1981 (source: charterer of the train, R N Joanes - *no point in mentioning me*); it was picking up passengers as an outwards excursion at Yarde (as opposed to bringing them to Yarde from elsewhere)
YARDLEY WOOD: op (Wed) 1 Jul 1908 confirmed by SoL/CGM Circ F1793 of Jun 1908 (RAIL 253/482) *(better provenance)*
YARM (c): op. date 19 Feb 1996 (*BLN 773/212 is provenance)* (**n.b**. *Stockton & Billingham Herald & Post*, 22 Feb 1996, and *AZ* (2017 edition), p.182, gave Tue 20 Feb 1996 but was a belated ceremony a day after regular service started)
YEALMPTON: closed 7 July 1930 (GWR General Manager's Report); reop 1941 (see 17 Jan 1898**)
YELVERTOFT & STANFORD PARK: 1 Jun 1870 renaming confirmed by *LNW Circ. no. 859 (better provenance)*
YELVERTON: op. date 1 May 1885 confirmed by GWR SoL Circ 596 of 28 Apr 1885
YEOFORD: acquired 'Junction' suffix on opening of first section of Devon & Cornwall line **1 Nov 1865** – LSW *Co n (London) Evening Standard* 31 Oct1865.
YEOVENEY: RUNEMEDE RANGE renamed RUNEMEDE 9 Jul 1934- from *GWR official source via Cl pap*
[#10] YEOVIL (at HENDFORD): Buffalo Bill's Wild West Show performed at Yeovil on Saturday 25 July 1903 (*Taunton* 29 Jul 1903). The performance the previous day had been at Westbury, and Barnstaple followed Yeovil; four special trains were involved in the show's moves - and it is quite likely that the show's personnel used non-passenger embarkation/disembarkation facilities at various other places on its UK tour.
YNYS: temporarily clo. (because of storm damage to line) 24 Jun 1935 (*Liverpool Echo*, 24 Jun 1935); reop. 13 Jul 1935 (LMS *PCC no. 141* of 11 Jul 1935)
YNYSHIR: The Taff Vale Directors' minute book (at TNA RAIL 684/13) carries the following for a meeting held on 19 December 1916: "A letter dated 9th inst. from the Railway Executive Committee with reference to the suggested curtailment of train services, closing of branch lines etc. was submitted, having been referred to the Board by the Traffic Committee. Detailed information as to the course to be adopted, including the closing of Trehafod, Dinas and Ynishir Stations, and a revised trains service as from January 1st, 1917, were considered and necessary authority given." The revised train services are reported in local press (e.g. *Western Mail* of 26 Dec and *Aberdare Leader* of 30

Dec). Unfortunately, neither paper mentions closure of the three stations mentioned (although the *Western Mail* 's report does note: "These are but a few of the alterations given...". The minute does not suggest that the directors resisted the closure of the three stations, and it seems unlikely that implementation would have been deferred for three months, so there ought to be added: clo. 1 Jan 1917. However, Trehafod and Ynishir were shown with service in Jul 1917 *Brad (?* reop - or never clo?).

YNYSLAS: the 1m50+ch branch at Ynyslas, on the west side of the Afon Leri - which would sit better here than under ABERDOVEY - carried passenger trains connecting with ferries to Aberdovey from 24 Aug 1863 until withdrawm 17 Aug 1867 (upon passenger opening of the Morben 'deviation' line between Glandovey Jn and Aberdovey); therefore, during this period there was, in effect, a second Ynyslas passenger "station" at the end of the branch at the Cerrig-y-Penrhyn ferry landing.

YNYSWEN: clo 30 Apr 2023 (electrification works) (https://www.newcivilengineer.com/latest/treherbert-line-reopens-to-passenger-traffic-after-nine-month-transformation-26-02-2024 (accessed 7 Feb 2025); reop 14 Dec 2025 (Network Rail Western & Wales WON 40 2025-6)

YNYSYGEINON: in that Ynysygeinon (first) was only ever intended as a temporary facility until Ystalyfera op it seems very likely it closed when Ystalyfera op, although timetables published in (compiled by?) local press showed times at both – at least until the Swansea Vale's own timetable advert from 1 March 1862 (first in *Cambria Daily Leader* of 27 Feb 1862) which carried the clear footnote: "Passengers are not booked either to or from Ynysygeinon station – Trains stop for water only."

YORK

For analysis of York's early (pre-1877) passenger stations see *RHRG 215/3.*

[YORK] ticket platforms pre-1877:

Y&NM Directors' meeting minute 34 (RAIL 770/3) of 12 Jan 1850: "Ticket platform: Ordered: That a platform be erected for the collection of tickets outside the York Station … 100 yards in length at a cost not to exceed £40." (is this the **south platform** and/or the **Holgate Bridge ticket platfform**?) Ticket platform **without the bar walls** (1853) (is this site of 1839-1841 temporary station?), **south platform** (1874) (is this another reference to Holgate Bridge platforms?), **Holgate Bridge ticket platform** (1865 *et seq.*) and **north ticket platform** (1859) (Scarborough line) all refer to layout for the 1841 station. Alas, none such obvious on https://maps.nls.uk/view/231287103 or https://maps.nls.uk/view/231287094 (1850/1 OS survey).

See also reference to **north ticket platform** in accident reports by (Capt.?) Tyler dated 22 Aug 1872 of accident on 12 Aug 1872 and by Lt.Col.Hutchinson dated 30 May 1874 of accident on 4 May 1874: inbound Newcastle and Scarborough trains (respectively) using ticket platform between North Jn and the 1841 station – but not sure location tallies with the above 1859 north ticket platform.

[YORK] ticket platforms post 1877:

Two **Holgate (Bridge) platforms** shown on https://maps.nls.uk/view/231287244 (1889 OS survey), two **North ticket platforms** on line from Darlington shown in top left corner of https://maps.nls.uk/view/231287184 (1889 OS survey) and single **Bootham Terrace ticket platform** for Scarborough line (of June 1877 – was it open for that first Scarborough train on late evening of 24th?) shown north of Ouse bridge at foot of https://maps.nls.uk/view/231287169 (1889 OS survey).

[YORK] HOLGATE EXCURSION PLATFORM: in its later guise, almost certainly same as Holgate Bridge ticket platforms shown on https://maps.nls.uk/view/231287244 (1889 OS survey) *although public access/egress is not very obvious (elfin safety was different then…).* In advertising for excursions to it in 1900 and 1901, the GCR handbills (RAIL 226/100) referred to it as "EXCURSION PLATFORMS, HOLGATE BRIDGE" – with the words "NEAR TO THE RACECOURSE" added for race excursions.

[YORK] ROWNTREES: first appeared in LNER *Wtt* commencing 26 Sep 1927 (*RAIL944/56 and /57);* YORK does not seem to have been regarded as part of halt's title so should be in brackets

YORK HOLGATE EXCURSION PLATFORM: see L&Y *Co n* in*Wakefield Free Press* 29 Jul 1871

YORK BOOTHAM JUNCTION: see L&Y *Co n* in *Wakefield Free Press* 29 Jul 1871, in which "Bottom Junction" is presumably typo for "Bootham Junction" (typesetters in Wakefield couldn't be expected to know!).
YORK JUNCTION: x-ref should be to GASCOIGNE WOOD (there is no principal entry as G W J)
YNYSYBWL: clo 28 July 1952 (*Pontypridd Observer* 2 Aug 1952) *(better provenance)*
YNYSYBWL NEW ROAD: clo 28 July 1952 (*Pontypridd Observer* 2 Aug 1952) *(better provenance)*
YSTALYFERA: the cited op date is that of ceremonial opening (report also given in *Swansea & Glamorgan Herald* of 27 Nov) – public service started **21** Nov 1861, the timetable for which was given in Swansea Vale Rly's advert in *Swansea & Glamorgan Herald* 20 Nov 1861, p.4 – no mention of Ynysygeinon.
YSTRAD MYNCH: the 1875/6 renaming was only in *Brad* – the railway's own public tt continued as plain YSTRAD (although a Ystrad Jn did appear in the *Wtt*); see also *Co n* in *South Wales Daily News* 29 Jan 1876, tt in *MerthyrExpress* 7 Jun 1879, and *Co n* in *Herapath's Railway Journal* 22 March 1890. Rhymney *Wtt* dated July 1891 (which has `Ystrad Junction´ for the junction, but `Ystrad´ as the station). 1 Dec 1891 renaming was not approved by Directors until their meeting of 4 Dec 1891 *(but the effective date was as shown because that is what RCH Goods & Mineral managers' meeting 28 Jan 1892 minuted (RAIL 1080/187), on strength of "Mr Lundie's letter" (he was Rhymney's GM))*
YSTRADGYNLAIS: op Mon **10** November 1873 – *Western Mail* 8 Nov, page 1 *(G&S did correctly show 10th but this is better provenance)*
YSTRADOWEN: Engineer's report states that "Ystradowen station has been opened for passenger traffic within the last few weeks." (Cowbridge Rly. Half-yearly report 22 Feb 1866) – *so date likely early Feb.* Clo 1 Dec 1875, reop 13 Dec 1875 – *see item under COWBRIDGE*

SECTION 5

p.502: Lines in chronological order

1818: *Robertson*, Table 1, item 17, gives gauge of Kilmarnock & Troon as 4ft 0in. Although entry plays down role of passenger traffic - apparently on strength of wording from *PP 1* which merely explains K&T were 'open access' track provider, not carriers - such traffic was (according to *https://en.wikipedia.org/wiki/Kilmarnock_and_Troon_Railway* (accessed 21 June 2025)) being advertised and handled from 1812: partial opening Gargieston – Troon 25 June 1812 (citing *T he Advertiser Times Herald*, Troon, 15 June 1812 and *Co n* in *Air (sic) Advertiser* 25 June 1812 – alas neither available online at *BNA* to confirm). Implication of Wikipedia entry is of extension Gargieston - Kilmarnock (terminus at St.Marnock Street – now Portland Road) from 1 May 1813 (citing "*Kilmarnock Standard* 21 April 1889, quoted in Paxton's paper in *Early Railways*, Newcomen Society" – but the *Standard* only published on Saturdays, so the cited date is wrong; no such piece immediately obvious in issue of 20 April 1889). The 1847 reop included a diversion to the Glasgow, Paisley, Kilmarnock & Ayr (later GSW) station of 1843, so the terminus at St. Marnock Street would not have reop.

1830. Pentewan. Optimum source is M J T Lewis *The Pentewan Railway* (Twelveheads Press, 2018) which records that the railway was non-statutory, privately-owned and traded, over the years, under a variety of titles. It was a common-carrier, not limited to china clay or stone. The first advert was in *RCG* 13 June 1829 – similar to that cited – but Lewis p.19 cites the owner's Pentewan agent and harbourmaster as stating that the line was "finished" on 22 June. There seems to have been no official regular carriage of passengers until early/mid 1830 when *W Briton* 11 June 1830 reports: "For the accommodation of passengers &c … a light carriage has recently been placed on the road…" (*Trewman* presumably copied this report) – but this service seems to have been short-lived (Lewis p.85 *et seq.*). Original gauge (horse drawn) not known – converted to 2ft6in in 1873 (Lewis p.35 *et seq.*). Lewis p.86 opines that summer Sunday school excursions (the only other passenger service) started in the late 1870s and that the last was in summer 1917 – apparently on Thursday 26 July (*Newquay Express* 3 Aug 1917). The last (goods) train on the line ran on 2 March 1918 (Lewis p.49).

1831 A *A History of Newton Parish* (George Montgomery, 1984) provides some further observations on this line, at pp. 98-102; a transcription of those pages is given at *Chron. 112*-05.

1831 B *Newtyle* page 22 and note (13), p. 237, is unequivocal that the Hatton engine ***was*** working at December 1831, and that the trial run on 8 Dec and regular service from 16 Dec did run to/from Newtyle itself, *not merely* to top of Hatton; this is supported by report in *Fife Herald*, 22 Dec 1831 citing *Dundee Courier* (only the Dundee terminus was regaraded as 'temporary').

1833 A This line started life as a 4ft1in gauge private waggonway owned by the Earl of Elgin, and transitioned ca.1849 to a railway, eventually standard gauge, becoming – by Act of 1859 - the Charlestown Railway & Harbour Co (and – ultimately – NB), so it should read: Elgin, later Charlestown. The cited source *West of Fife* should read *W Fife*. Unfortunately, that work's statement (p.76) that Elgin's trustees started to give consideration to gauge conversion on **27 Dec** 1849 makes faces at stated conversion date of Oct 1849 (same page) (no relevant press references traced). Steam passenger working **was** introduced - from Oct 1853 (*W Fife* p.79). The post-1862 station for Charlestown was at Merryhill. Withdrawal of "Railway Omnibuses" *(as they were still described in local press until then)* between Dunfermline (Nethertown) and Charlestown from 1 Oct 1863 (*Dunfermline Saturday Press* 1 Oct 1863, p.4 - *provenance)*. Incidentally, the regular listing of ***all*** Dunfermline's 'Departures of Railway Trains' was dropped from *Dunfermline Press* after 26 Sep 1863. Nethertown (by then renamed by NB as Netherton goods depot) did not feature in later "standard service" (whatever that means) mentioned in final sentence.

1834 Sep 22 The consequence of the clo of the line between Leeds Marsh Lane and York Jn or Old Jn (i.e. what eventually became Gascoigne Wood – *not traced that the station ever went under the handle Old Milford Jn, although it was Milford Old from ca.1867 to ca. 1879)* from 9 Nov 1840 was that the intermediate stas. were then clo (apart from brief service from 1 Feb 1841 to unknown date) until line reop in about Nov 1850 (certainly restored by Dec 1850 *Brad* when the sta. at Gascoigne Wood reappeared simply as "Old Jn" – with timings only on the Marsh Lane table, not on the Hull – Selby – Milford Jn table).

30 May 1839 was op. of **York &** North Midland line, via what became the Sherburn Jn – Gascoigne Wood Jn (north – east) curve: Y&NM *Co n* in four papers - *Leeds Intelligencer, Leeds Mercury, York Herald* and *Yorkshire Gazette* – of 11 May 1839 (despite the Leeds & Selby's confusing advert!)

1835 A **Third para:** *Bragg* (*RCHS Journal* Mar 1982 (Vol. 27 no. 4 p.66)) speculates on site of *original* Port Clarence passenger stopping place.

1835 C **First para:** *Pigeon* (in *True Line* no. 82, p. 9) says "The Committee authorised opening *(from Jerviston to Overtown)* on 15 Dec 1840" (this was only for **goods** as the BoT had not authorised passenger opening) so the 20 Mar 1841 date must be suspect as being too late (even though cited by *Cal.*). Also, the coy. gave the BoT notice on 13 Jun 1841 that they intended to open the extension to Chapel pit at the 'beginning of August'; as the BoT had no power to prevent them opening for goods, the 8 Jan 1842 date for such goods opening to Stirling Road (also cited by *Cal.*) must also be suspect. *It does make one wonder whether the 'Cal.' dates could be passenger opening dates.*

Stirling Road was known as Carluke in 1844 timetables – sta. for road connections with Lanark.

Fourth para: Holytown (1st) and Newarthill (1st) were surely not both "termini" (Holytown (1st) being the junction for the Cleland branch to Newarthill). If, at 'second half of 1842', the numbers of trains were the same on each route, with no 'double counting' of mileage, then 4½ miles would be from Whifflet to Motherwell, 2½ miles would be from Holytown to Newarthill village/colliery *(not the 1867 Newarthill station)*. *Pigeon* (*True Line* no. 93, p. 28) unequivocally *(unusual for him – he too often contradicts himself)* states "The minutes do reveal that from 3 July 1842, with the full length of the line open *(actually only to Stirling Road)* that mixed trains were authorised" *('authorised' does not necessarily mean 'started').* That would make faces at opening to Motherwell of 8 May 1843 for which texts's reasoning derived from *Returns* might sound plausible. Against that, *D&C6* – even after revision by

Paterson – is riddled with inconsistency, and no provenance is offered for the 8 May 1843 date – a date for which no online contemporary press report has been traced – nor does it appear in *Cal.* Further, by involving Morningside itself, *D&C6* makes faces at *Cal.* date of 9 March 1844 for opening the line for **goods** from Chapel branch jn (just beyond Carluke = Stirling Road) to Morningside. That the line was **not** open for passengers through to Morningside in 1843 is attested by the W&C's timetable from 3 June 1844 (*Glasgow Herald,* 27 May 1844) which offers service only as far as Carluke. A month later - an advert dated 20 June 1844 but without 'start' date (*Glasgow Citizen*, 22 June 1844) **does** offer service with Morningside – which *suggests* mid-June 1844 as start date for Morningside passenger service. Text's aside '…sugest that steam took over [in 1843]…' conflicts with *Cal.* which puts that change as 1844.

1835 March 10: 1 March 1837: *Co n Newcastle Journal* 18 Feb 1837 makes it quite clear that speculation about public service over extension to Redheugh starting a day later is unfounded – public service started on 1st.

1836 A: reference to 'Crimdon' in 15th line presumably means 'Trimdon'

1837 B: statement in 9th line: "the line to Eassie was already closed" should read "the line **from Glammiss** to Eassie was already closed" *(i.e. from 6 Jul 1846 as explained in 10th line)*.
Services Eassie – Newtyle withdrawn from 1 Aug 1847 – DP&ARJ *Co n Dundee, Perth, and Cupar Advertiser* 23 Jul 1847 (beware: misleading out of date DP&ARJ adverts., still date lined 'Dundee, July 1, 1847', continued to appear in other, subsequent papers showing rail service still toEassie). However, despite being advertised back in May as closing from 1 Aug, Coupar Angus did not close from that date, although such connections no longer featured in Dundee & Newtyle timetable which from 23 Aug 1847 replaced its July predecessor (of course, the services beyond Newtyle hadn't been operated by the DP&ARJ/D&N) - one is left to assume this did not indicate clo of Newtyle – Coupar Angus prior to 6 Sep date given in *Rtn.*
As an aside, the *Perthshire Advertiser* of 23 Sep 1847 reported that the whole line between Coupar Angus and Glammiss was in the hands of the Scottish Midland's engineers, and work (regauging) was proceeding "rapidly".

1838 Oct 8 The opening trains on 6 Oct carried 400 passengers – surely something rather more than a "formal" opening?

1840 May 2 Longridge Railway: for fuller details of intial and early service, and of gravity operation by mixed trains, see *The Longridge Branch – its signalling and goods facilities* Mike Norris, author, 2020, esp. pp. 7-9. He gives opening as 1 May 1840 – although that does indeed seem to have been more in the nature of a ceremonial special (*Preston Chronicle* 2 May 1840). Early years saw passengers conveyed by advertised mixed trains (text's speculation: "This raises possibility of passenger use all days prior to introduction of all-days service." appears unlikely) – gravity from Longridge, horse (steam loco from 1848) back – probably until a fatality in June 1857.
ibid. p.11 refers to special trains running pre-World War 1 beyond Longridge to TOOTAL HEIGHT QUARRY which thus deserves and entry in Section 4.

1841 Nov 29: clo 3 Dec 1841: citation *Hants Adv* does not specify which issue (could use instead *T* 4 Dec 1841); during clo Dec 1841 to Feb 1842 line was used by special trains – see https://branchline.uk/rail_chronology/GOSPORT.pdf (accessed 24 Jan 2025)

1844 Liskeard & Caradon. should now refer to Michael Messenger's definitive and updated *Caradon & Looe – The Canal, Railways & Mines (4th edn),* Twelveheads, 2019, esp. pp. 44, 58 and 64 - the latter page including illustration of card timetable (apparently public), with Moorswater – Cheesewring twice daily service shown as "for the use of the company's servants only". *Is it not more likely that contemporary references to 'Cheesewring', in the context of passenger usage, really refer to travel to/from the village then shown on OS maps as 'Cheesewring Railway' (but now known as Minions), rather than the eponymous quarry? Looe* has been overtaken as a reliable source.

1844 Oct presume 'H.Jack' should read *Huish List.* Initial service one train each way only. 'Gates' does not seem to have been part of any station's name (merely identifying locations).

1846 Aug 24 The first couple of sentences are over stated – see Andrews, *The Furness Railway – A History* (2012), ch.2. However, there were various misleading press reports (e.g. *Westmorland Gazette* 8 Aug, *Cumberland Pacquet* 11 Aug, *Kendal Mercury* 22 Aug (while the *Westmorland Gazette* of that same date was correctly forecasting opening "in the course of next week")) following Maj.Gen. Pasley's inspection on 3 Aug 1846, conflating his statement that he could "see no reason why they should not be authorised to open ... for public traffic a week from this date as they propose" with services actually running!
Joy's speculation in *D&C 14* (1983, 1990) p. 100 (relying on "some sources" – presumably the above mentioned newspapers…) is not repeated in his later *An Introduction to Cumbrian Railways* (2017), p.37, - so had better be disregarded? Nor does anything in the description by Ramsden (quoted in *D&C14* as written "later" – rather than contemporaneously - by him) speak of passenger carrying *prior* to the date (authorised by the FR board – *vide* reports of shareholders' meeting on 22 Aug) of 24 Aug 1846, so it would be better to expunge such speculation here, too. One fails to see how the inspection report (reproduced in full in Andrews, p.26 *et seq.*) "supports *D&C.*"
Manch. (alone, 5th line – does it mean *Manch G*?) is not a listed abbreviation in Secondary Sources and "*31st*" without month does not help. But presumably it relates to report in *Kendal Mercury* 24 Oct 1846 which does indeed (but erroneously) give 20 July as goods opening date (while correctly stating that passengers started 24 Aug) as part of a report of the ceremonial VIP trip from Furness Abbey to "Kirkby Ireleth", Barrow, "Peel" and Dalton on 20 Oct; however, the *Westmorland Gazette* (also of 24th) thought the junketting was on 21st – and listed the places visited as Barrow, Rampside, Dalton and Kirkby – so neither report should be taken as a definitive statement of correct station names! (it is well attested that goods service started on 3 June 1846). It seems highly unlikely that regular passenger services had been withdrawn by this date (comment would surely have arisen – although last press advert traced was 19 Oct. The speculation in line 10 that "local services might have run additional to those in tt" (which tt?) is hardly likely in the difficult early months until the end of 1846 when locos 3 and 4 arrived to help out the erratic operations.
The text presumably is intended to lead to the conclusion that *Piel rail service ceased end of Oct 1846.*But bear in mind that, at the outset, the objective of travellers via the ferry service (which would supersede a route via Bardsea beach) was "the Lake District", rather than the insignificant village of Barrow, as perhaps attested by the junction at Roose facing east.
The timetables in *Soulby* were (generally) paid adverts by the FR – apparently replicating their own public timetable handbills – rather than compilations by the paper itself (which efforts can sometimes be subject to question).
For commentary on Piel station see PIEL entry, above
The following observations relate to the year-by-year summaries of tt changes:
1848: February: "index shows Furness Railway 'closed for the present' ":. does this mean the whole railway – or just Piel? no reason to assume Barrow ⇔ Dalton not running – the minutes of Feb ½-yrly mtg make no mention of 'loss' of pass traffic
1848: March: "on and after 1st March: Piel to Dalton": the steamer did not start until 3rd – but presumably Barrow ⇔ Dalton was running anyway
1848: March: "*Carlisle Patriot* said line to Broughton inspected 23 February, satisfactory, and would soon come into use.": that is based on the Directors' Report to ½-yrly meeting held 29 Feb 1848 (which did not amplify whether or not the line had by that day been op). However, the entry for Broughton-in-Furness *(as it later became),* above, has op ***by*** 15 Feb – which can surely not be so if the line had not by then been inspected by the BoT…..
1848: March: "Earliest reference to Dalton for this time is in notices in many papers that trains would run from there in connection with steamers from 1 March": Is this intended to imply Barrow ⇔ Dalton was not in use prior to 1 March? (the Directors' Report does not infer this) (or does it merely relate to Piel service?)
1849: January to June: "Barrow only to Broughton. *Soulby* still steamer use for Piel but only full use from 30 July *(2 August paper)*": the steamers were diverted to Barrow from 1 Mar 1849 (another dispute with pier owner…) until reverted to Piel 30 Jul 1849 (during which period no Piel rail service)
1849: November: "from Barrow only":. Steamers reverted to Barrow from 1 Nov 1849 for winter.
1850: April, but e.g. February 1850: " 'No information – supposed to be correct'. *(Soulby 8th* has tt from 1 February, no Piel)": . Not at all clear what that wording is supposed to convey. Steamers used Barrow during winter (as from Nov 1849) so no rail service at Piel) is shown in either FR tt from 1 Feb 1850 or that from 1 Apr . Being paid FR adverts (rather than newspaper's own compilation) the timetables shown on front pages of *Soulby's Ulverston Advertiser* can be taken to represent the then current service in each case.
1850: May to October:" Piel also":. FR tt from 1 May 1850 shows resumption of sailings via Piel.

1850: November: "extension to Whitehaven added.": The 'extension' was actually the W&FJR – see W&FJR *Co n Soulby's Ulverston Advertiser* 31 Oct. Note that FR *Co n* same paper 7 Nov amended their advert of a week previously which had wrong start date.
1853: "storm of 5 and 6 January badly damaged Piel pier and line *(Westmorland Gazette 8th, 15th).*": see commentary on PIEL entry, above, for corrected info about this closure (which was at least a week earlier than shown here).
(after 1853 entry): "Next gap for Piel seen was omission from *Brad* December 1857": Piel branch is also missing from Nov1857 *Brad.*
1867: "*Soulby 23 May* said steamers would start 1 June": this was the Douglas (summer only) service, with through train from Midland Rly ; "June tts show one Piel train without steamer connection": ?balancing working - and bear in mind steamer services were with Douglas, Fleetwood and Morecambe – were all these shown in the table?*; "5 Septemberpaper's tt* said…." seems to have an unwarranted carriage return embedded
1868**:** "*co ½ Cumberland Pacquet 18 August* said passenger trains had begun to run on new pier in February": see reference to FR *co ½* Feb 1868 (*Ulverston Mirror* 29 Feb) under PIEL
1868*: "*Only with June 1875 tts *(Soulby)* was PIEL replaced with PIEL PIER, no change in timings.": it had been consistently PIEL PIER in e.g. summer 1867, so when had it become plain Piel?
"1 October 1881: steamer service diverted to Barrow Ramsden Dock so no further use for Piel Pier": the summer Douglas service had relocated to Ramsden Dock from 1 June .

1846 Nov 4 The reproduction of the S&C 28 Nov 1846 public tt appears on p. 347 of the original 1927 edition of *GW*.

1847 Mar 1: the report (*Glasgow Chronicle* 3 Mar 1847) of GPK&A half-yearly meeting on (Tues) 2 Mar 1847 confirms that the reopening of the Kilmarnock - Barassie (- Troon) line had taken place but is not as explicit as *Greenock Advertiser* 9 March 1847 (the latter is certainly to be preferred to *GSW*).

1847 Newcastle & Berwick: in particular**,** under **29 March 1847**, the reference to *Newcastle Guardian* of 3 Jul: "Little Mill for Earl Grey" would have referred to Earl Grey's Howick Hall (rather than to Sir George Grey's Fallodon). Presumably "no Falloden" is typo for "no Fallowden" (being reference back to spelling used in paper of 19 June) or "no Fallodon".

1849 first and second paras.: minutes of S&B Traffic Committee 17 May 1849 (RAIL 615/9, folio 10) rendered name at opening as OAKEN GATES *(two words)* and directed: "the line to be opened from Shrewsbury to Oaken Gates on the 1st of June with cheap excursion trains and regularly to the Public on the 2nd; and for Goods traffic on the 18th of June". *This should resolve the confusion conveyed by the present wording. Word "fair" should read "fare".*
third para.:By text's terms, 12 Nov was opening date: the excursions – there were more than one – were open to the public, having been advertised (at half the normal fares), by handbill; they served all intermediate stations and were well supported – the first train arriving at Wolverhampton (Wednesfield Road temporary station) conveyed no less than 42 carriage hauled by three locomotives. This was written up in *Wolverhampton Chronicle* 14 Nov (which was also the first to carry the coy's advert for services from 13th and reported that the joint station was sufficiently advanced for it to have been "adorned with flags") and 21 Nov 1849.

1849 Mar 31 Perhaps L&B trains had to run to Victoria Park & Bow from 31 Mar 1849 in order to run round….

1850 Jun 19 "*Co n Cardiff & M G 26th"* should read: "Co n *Cardiff & M G **22nd*** …." In addition to M Hale's extracts from *The Cambrian* in *Welsh **Railways** (sic) Archive* Vol. III, no. I (May 2000), pp.26-28, another article by Harry Evans (pp.13-14) in the same issue also describes the opening.

1850 Sep 2 : *Co n Morning Advertiser* 20 Aug 1850 specifically gives op. "Monday, the 2d. September." *(better provenance)*

1851 Dec 10 this clo. refers to services over the Garnqueen South Jn – Kirkintilloch (Lenzie Jn) line.

1854 Oct 2: Opening on Sat 1 Jul 1854 reported in *Star of Gwent, 8 Jul 1854 Pg5.* Subsequent closure not traced.

1855 Jun 1 Hopesbrook to read Hopebrook. **Local** newspapers were quite clear that the 'junketings' were on Fri 1 Jun *(Hereford Journal*, 30 May set out the arrangements for the 'festivities' at Hereford, and *Hereford Times*, 2 Jun had a full report and the timetable for the new service). However, under heading FESTIVITIES AT ROSS, *Hereford Journal* 6 Jun, p.3, makes quite clear that **the normal advertised service did run on 1 Jun**: the first trains - in both directions – were there about 0900 but the first from London did not arrive there until 1330

(somewhat later than originally anticipated). [Use of *Glos Chron* and *T* as sources should, perhaps, be eliminated, rather than getting into raffles explaining how they were wrong…. just a thought.]

For intermediate stations, such as Ross-on-Wye, the ** notation against the op date can be deleted.

1857 May 25: NA&H *Co n* (dated 25 May 1857 in *Hereford Times* of 27 May 1857): note carefully the wording "is now open over the Crumlin Viaduct". The *Star of Gwent o*f Sat 23 May said Lt-Col. Wynne's inspection was on Friday 15 May (another paper that day said "Friday last") - but neither suggested services had yet started. The *Hereford Times*, 30 May 1857, p. 11, confirmed service started as soon as approval received (without specifying a date). *Chepstow Weekly Advertiser* of 6 Jun 1857 is very specific that service started on 25 May.

1857 August 11: Burnhill should read Leven *(see commentary, above, under **LEVEN**)*. Although *Fife* (p.62) shows 11 **May** 1857, the context would make clear that 11 Aug 1857 was intended, as does p. 313.

1857 August 20. Press notices had given intended public opening as **28 July** 1857 (e.g. *Co n Hereford Times* 11 Jul 1857). The ceremonial (so-called 'preliminary') opening was **27 Jul** *(not* 1 Aug – that was the date of a press report of the event) and it did proceed as planned (*Hereford Times* 1 Aug); a ticket for it is at RAIL 1014/30/37.

Not sure there were any inspection problems other than *the Pembridge level crossing, so substitute " i.e." rather than "e.g."*

Public services started **20 Aug** (*Hereford Journal* 26 Aug). The cited reference in *Hereford Journal* of 22 Aug was merely an oblique reference from report of the Shrewsbury & Hereford Rly's meeting. *Neither the Hereford Time (29 Aug) nor Hereford Journal (2 Sep) reports of the L&K's own meeting contained any opening date details.*

1857 Sep 1 The report in *Soulby's Ulverston Advertiser* of 3 Sep 1857, p.2, reads: "The number of passengers which have passed over this *[Ulverstone & Lancaster]* line, since the opening, for the week ending yesterday, including of course the cheap trips, amounts to 3,000." Clearly, one week prior to "yesterday" (2 Sep) would have been Wednesday **26 August 1857** so the figure may include the VIPs as well as the excursionists and regular passengers. The report in the same paper of 27 Aug makes clear that the 26th saw only the VIPs' specials ("…it was not the bona fide opening…") but excursions followed (at least one, of 29 Aug, found itself reported by the Ulverston paper). *The cited Westmorland paper of Sep had failed to adjust "yesterday" when cribbing from the Ulverston paper - so text's speculation about whether'yesterday' was 4 or 5 Sep is pointless.* The FR timetable advert – also in the paper of 27 Aug - carrying the new service details is merely headed "September" (rather than a specific start day; *also discount the FR's earlier expectation (Aug Brad) that the line would open on 10 Aug.*). The date of 1 Sep was conceded as a general holiday in Ulverston to commemorate the opening, and may well have been the start of 'normal' passenger service.

1857 Oct 5 The 'Hereford paper' cited in 4th line was *Hereford Journal* of 9 Sep 1857. A letter dated 10 Sep 1857 in the *Monmouthshire Beacon* of 12 Sep says: "Now that railway communication is about to be partially opened to [Monmouth]…" implying that it hadn't yet started but was imminent. *Usk Observer* of 12 and 19 Sep carries a timetable for the line – including stations to Monmouth – but with no timings east of Usk, whereas timings over that sectiopn **are** included in the issue of 26 Sep (no indication given of start date). An advert in *Hereford Times* 12 Sep 1857, for Monmouth Races to be held on 24 and 25 Sep stated "…The Railway is open…to Monmouth from Hereford…". *Monmouthshire Beacon* 19 Sep in a piece about the forthcoming races said: "…we have no doubt but what the Railway will have its full share of patronages, and the to-and-from excursions be well filled." and *Star of Gwent* 3 Oct confirmed that a special train **had** run from Newport, picking up "considerable accessions" *en route. Usk Observer* (Sat) 26 Sep 1857, p. 1, carried not only the timetable for the line but also – as first item of Local Intelligence – a clear indication that passenger service was in operation, also with a reference to an excursion on 27 Sep. In 9th line of text (12 September – *a Saturday*) should read (12 **October** - *a Monday*); in the 10th line *co ½ T 2 September* should be suffixed ***1858*** (report of previous ½ yrly meeting - see *Times* 27 Feb - made no mention of opening date) – the report, however, seems to have related only to when the company took over operation. In the same 10th line the citation of *Hereford Journal 12 September* cannot be correct as the paper published on Wednesdays – and neither 12 Sep 1857 nor 12 Sep 1858 was a Wednesday. **No** reference traced in *Hereford Journal* which bears any resemblance to the assertion that this paper gave a 'public opening date' for the Usk-Monmouth section. Nor does the *Hereford Times* of 12 Sep 1857 carry anything (and it did not appear on Sun 12 Sep

1858). Anyway, how could a paper dated 12 Sep 1857 confidently have forecast an opening date of 12 **Oct** 1857?

All in all, one has to conclude that a passenger service was initiated, byt the contractors, from about **21 Sep 1857**, but that the company itself only became responsible for operation from 12 Oct 1857. See, for example, *Star of Gwent* 3 Oct 1857 p. 5, about prior operation by the contractors. Had there been no trains for the Races, we might have heard about that from the press, whereas the fourth estate does confirm trains ran on 24 and 25 Sep 1857.

There is no reason why contractors would have provided "some sort of service free" – charging or not would not circumvent the Railway Regulation Acts (which didn't need to be circumvented anyway). Note also that they had run trains during the week of the Aug 1857 assizes – but only as far as the 'temporary platform'.

See also https://branchline.uk/rail_chronology/Monmouth%20opening.pdf (accessed 5 Feb 2025)

1857 Dec 8 The railway traded as Edenham Branch Railway – see *Lincoln Rutland & Stamford Mercury* [*LRSM*] 4 Dec 1857 – and that is perhaps preferable to Edenham & Little Bytham which is simply *Brad*'s table heading. After the Baron's death, the style Edenham & Little Bytham Railway came into use. The change from 'Lord' to 'Lady' (in the *ownership* – the railway was not a legal entity) resulted from the death in 1870 of 22nd Baron Willoughby de Eresby, who was succeeded in the title by his elder sister. For local evidence from estate records confirming specific 1857 op. date see Pearson & Ruddock *Lord Willoughby's Railway – The Edenham branch* (1986), p.65, and report in *Lincolnshire Chronicle* of 11 Dec 1857, which both cite 8 Dec as op date. While returns to BoT do say "discontinued on 17 Oct 1871", Pearson & Ruddock, p.97, - perhaps wisely -do not offer a specific date, despite very extensive researches in the estate records.

2nd. para.: Pearson & Ruddock give no indication of any intermediate *regular* passenger stopping places (neither do *Brad* nor any local press refs. seen) but all trains (when carrying passengers) were mixed - so likely shunted sidings such as at Hale House, which should, perhaps, be classed as non-tt.

4th. para.: Passenger service was withdrawn from 1 Oct 1866 (*Co n* in *LRSM* of 14 Sep 1866 – using the title 'Edenham & Little Bytham Railway') but it soon resumed, albeit initially only on Saturdays – Pearson & Ruddock p.94: *"In October it was decided to restore a passenger service on Saturdays to serve travellers for Grantham market.";* the apparently contradictory statement at p.70 – "*Passenger services were suspended October – December 1866*" – should perhaps be taken merely to indicate that this was the period of Saturday only operation, with somewhat more of a regular service again thereafter. There is no suggestion of any significant break in passenger service than the hiccough in Oct 1866 (despite the disappearance from *Brad* between Oct 1866 and Jan 1870) until a notice (dated 8 Aug 1871) in *LRSM* of 11 Aug 1871 - stating that service "is again resumed".

5th. para.: The "full closure" of line (to coal, goods and parcels) was not from 1 Feb 1872 (despite an advert to that effect in in *LRSM* of 26 Jan 1872) but with a last train on about 7 Jul **1873** (Pearson & Ruddock p. 99). Geoffrey Webb's article in *RCHS Journal* Nov 1960 would need to be read with his piece in May 1957 (Vol. 3 no. 3, p.55) which sets out traffic figures. But even taken together, they are not a patch on Pearson & Ruddock. **n.b.** *G&S and Cl. dates should be ignored as we do not know their provenance*

1859 Jul 12 *Worcester* ***Herald*** 9 Jul 1859 contains *Co n* to the effect that public services would start 12 Jul; *ibid.* 16 Jul 1859 contains full report of ceremonial opening, making clear that the only trains on 11 Jul (1300 Worcester – Stratford [two locos and 22 carriages], returning ca. 2100, also 1300 Stratford – Honeybourne which returned attached to Worcester train) were specials for some 300+ invited guests.

1859 Aug 11 The cited *Wrexham Advertiser 20th* actually credited the *Oswestery Advertiser* (issue of 17 Aug 1859). *Oswestry Advertiser* 8 Jun 1859 reported that on Tue 31 May a train carried ca. 600 people from Newtown to Llanidloes and back, *Shrewsbury Chronicle* 17 Jun reported a train on Mon 13 Jun from Llanidloes to Newtown and back carrying ca. 800 people, and *Oswestry Advertiser* 22 Jun reported a train (apparently promoted by a local bookseller) on

Fri evening 17 Jun 1859 from Newtown to Llanidloes and back carrying "upwards of 2000" passengers (!). In all cases, no fares were charged - and all despite no BoT authority to carry passengers.

1861 Oct 29 *RM* Why & Wherefore in Mar 1962 issue gives 10 Oct 1861 (supported by correspondent in May 1962 issue, p.357).

1862 Feb 1: The *Shrewsbury Chronicle* - 18 Oct 1861 (and other papers) carried adverts for excursions from both Shrewsbury (at 0930) and Hartlebury (at 0800) to Much Wenlock (calling at intermediate stations) would operate on Wed 23 Oct 1861 in connection with 12th Wenlock Oympian Society meeting, the formal opening to goods of Much Wenlock branch, and turning first sod of line towards Craven Arms. Alas, the *Shrewsbury Chronicle* issue of 25 Oct 1861 reported that – in the absence of BoT approval – only a train from Shrewsbury ("the Coleham station") at 1000 had run – but only carrying those prepared to travel at their own risk.

See also **BRIDGNORTH** entry for even earlier special train Bridgnorth – Shrewsbury (but not intermediate stations) on 28 Jun 1861

1863 March 19: Wording "Service officially began" seems to imply that Pant - Talybont-on-Usk opening on 19 Mar 1863 was somehow "unofficial" – but that wasn't so, so this whole note seems superfluous (and likely to raise doubt where none need exist) (*vide* report *Merthyr Telegraph* 21 Mar and *Co n* in same paper)

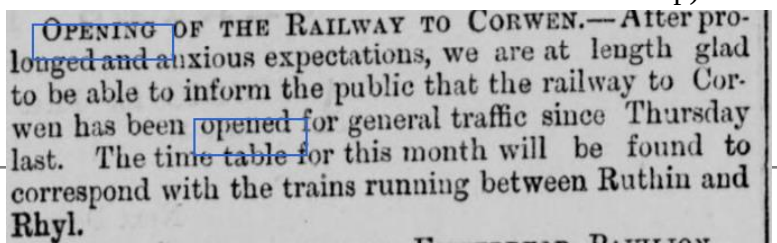
1863 Aug 1: these press reports bear upon start date for public service: *Welshman* Fri 31 Jul reported first train from Tenby "yesterday" (**Thu 30 Jul**) left at 0730 (so **not** a VIPs' special!); *Carnarvon & Denbigh Herald* 15 Aug added that public trains ran "**every hour**" on Thu 30 Jul; *Star of Gwent* 8 Aug carries GWR *Co n* (headed 'Opening of Tenby and Pembroke Railway') of through bookings to Tenby (via New Milford and Pembroke) "on and after [Sat] 1st Aug" *(that can hardly have been issued without the T&P say-so)*; *Cambria Daily Leader* 8 Aug reported a Sunday school outing on 'Monday' (i.e. 3 Aug); *Potter's Electric News* 12 Aug reported a different school outing on "Tuesday week" (i.e. 4 Aug). .

8th line: 'ben' should read 'been'. Whether free or not is immaterial because not charging would not circumvent the Railway Regulation Acts.

1864 Sep 22: **Prior excursions:** *N Wales Chronicle* of 27 Aug, p.8, reports train of 36 carriages from Corwen to Llandudno for the Eisteddfod on Thu 25 Aug ("the first train that ever started from Corwen"), and that "two enterprising gentlemen from Ruthin have arranged" an excursion from Corwen to Rhyl on Thu 1 Sep (same paper a week later, p.8, notes that "about 2,000 people" arrived at Rhyl by that train – of these, *Welsh Railway Archive* Vol.V no. 6, Nov 2012 p.123, rather implies that 800 came from Corwen). no trace found in the paper cited (*Wrexham (Weekly Advertiser)* of 17 Sep) to excursion(s) on 8 **or** 15 Sep. There were, however, two excursions reported in *Carnarvon & Denbigh Herald* of 17 Sep: that (p. 6) which carried "more than 400" to Corwen on Tue 13 Sep [reported as 460 passengers in *N Wales Chronicle* of 17 Sep] and that (p.8) which started at Corwen and had carried 1,000 for the Denbighshire & Flintshire Agricultural Society's show at Flint on Thu 15 Sep. *[Chester Courant of 20 Aug and 17 Sep both confirm that the date of the Show – and thus the excursion - was 15 (not 8) Sep.]*

Opening day: *Welsh Railway Archive* Vol.V no. 6, Nov 2012 p.123 describes in detail opening **ceremonies** on 22 Sep 1864 (we're left to presume it was also first day of ***public*** service…) – doubtless taken from the full reports of that ceremony and celebrations in *Carnarvon & Denbigh Herald* of 24 Sep, p. 8 (reporting about "Thursday"), and both *Cambrian News* and *N Wales Chronicle* of 1 Oct (these reporting about "Thursday last", i.e. 22 Sep); the cited *Wrexham*'s reporter must have been to a quite different event (or not present!).

The reference to *N Wales Chronicle* of 24 Sep 1864 copying an item from their issue of 1 Sep 1864 is mistaken (the paper only published on Saturdays, and their issue of 3 Sep carried the report mentioned above about train from Corwen on Thu 1 Sep) – the back page of their


OPENING OF THE RAILWAY TO CORWEN.—After prolonged and anxious expectations, we are at length glad to be able to inform the public that the railway to Corwen has been opened for general traffic since Thursday last. The time table for this month will be found to correspond with the trains running between Ruthin and Rhyl.

special Llandudno visitors' edition of 24 Sep carried this unexceptionable paragraph:
Intermediate stops: of the two reports in *N Wales Chronicle* of 27 Aug, that about the 1 Sep excursion certainly mentions use of intermediate stations.

1865 Jun 1: The "Company's notice reproduced in *LMS South Wales*" is at TNA file RAIL 1015/2/96

1866 Feb 1: "17 July 1933…": according to S H P Higgins' notes (at NRM York) the "once a day" round trip with extra on Fri (as shown in 17 Jul 1933 tt) **started** w.e.f. 8 Dec 1932.
"Closed 20 Apr 1935…": 20 Apr 1935 was a Saturday. Unfortunately, *Shrewsbury Chronicle* 19 and 26 Apr 1935 issues (reproduced at *Chron 86/27*), while reporting that the Master in Chancery had directed that "the line should be closed on April 20th", do not make clear whether or not a train ran this day (i.e. whether it was "last day" or "w.e.f.") but it seems likely to have been w.e.f. date, with last public train on Fri 19 Apr 1935. There was some uncertainty as to when clo. would take place - GWR Chester Division Report 1935, p. 5 (*Cl pap*) states: "…the Bishop's Castle line closed down on April 13th [1935] … " but that seems to have been based on a premature report in *Bishop's Castle Advertiser*. *Chron. 86/27*

1866 Aug 13: Main line:
22 Jun 1880 closure of line: in this context see P Johnson *Illus History of the Shropshire & Montgomeryshire Rly* p.33 to the effect that instruction for immediate closure *(it was only subsequent BoT correspondence that sought to tone it down to a recommendation)* given by BoT by telegram on Sat 19 Jun 1880 to which coy. replied on 22 Jun: "…my directors gave immediate instructions for closing the line and …all traffic is now stopped". John Wade (Secretary of PS&NWR company) swore an affidavit dated 13 June 1882 (TNA C 26/510): "….In the month of June 1880 I had received a communication from the Board of Trade to the effect that the Line was in a dangerous state and requiring to know what steps the Directors proposed to take to put the Railway in a safe condition. To this letter I replied on the 18th of June stating that the Directors had "spent upon the maintenance of the line the whole of the moneys received from Traffic and other sources after payment of the actual working expenses and that there were no funds in the hands of the Receiver available for carrying out the large and extensive repairs advised by Colonel Rich." On the following day the 19th of June I received a Telegram from the Secretary of the Railway Department of the Board of Trade stating that "The Board of Trade have no hesitation in saying that having regard to the Public safety the Line should be closed at once" and on the 21st of June 1880 the Line in consequence of the views expressed by the Board of Trade was by Order of the Directors closed for all traffic and has remained closed ever since. … "
This might suggest that traffic on the PS&NWR ceased on and from 21 June 1880, rather than from 22 June 1880. However, Brian Janes (in an email) drew attention to the Station traffic receipts in the Receivers accounts (TNA C30/3508) which were £20 /14/7 for 18 June, £5/15/5 for 19, nothing for 20th (there was one scheduled Sunday service) and £23/18/6 for 21st. Given the required accuracy of Receivers accounts at that period it is highly likely that this money was collected on those days. From this it might be concluded that traffic ran on the 21st but not on the 22nd; this would just be consistent with Wade's rather ambiguous statement. There was clearly no official notice of cessation of services - Joseph Crane, a local coal merchant with a wharf on the line, was clearly saying this in a letter to the BoT on 2 July as being caught out with wagons marooned on the line.
Passengers post 1933: After regular passenger services ceased in 1933, the daily goods train continued to be advertised (*and amended – hence not just left there by oversight!*) in LMS public timetables until issue dated 27 Sep 1937 *(not in next issue dated 2 May 1938)* – passengers (staff wives, in particular, but not exclusively – *see Express & Star* 30 Oct 1934) continued to be carried in passenger brake van. John Miller traced the spouse of an S&M employee who averred that passengers *were* carried until 1944 (*vide* tour notes of R&CHS AGM) – but does not make clear whether this refers to (a) employee families (as above), or (b) the services laid on at the beginning of WW2.
Additionally, on August Bank Holiday Mondays, excursions (including the Criggion branch) ran each year and handbills do exist until 1936, so ABHM 3 Aug 1936 is the last for which

there is any tangible evidence (other sources posit 1937, although with no "proof" - there is no supporting handbill evidence and the S&M did not believe in press advertising; they didn't make the news columns either).
Post 1946 : Regular passenger (military and military workmen) withdrawn Shrewsbury Abbey – Maesbrook, also Nesscliff East Block Post – Nesscliff Camp (a.k.a. Lonsdale). *Rly Obsr Dec 1961* quoted 29 Feb 1960 as closure date for workmen's service only as between Kinnerley – Nesscliff Camp, so it is not clear when regular military passenger trains ceased on the remainder of the main line
Criggion branch:
Opening: Johnson's (p.14) "excursions to Criggion …promoted on Thursdays in the railway's early years" does **not** refer to trains prior to the 1871 passenger opening , because he has misinterpreted T R Perkins' *RM* Sep 1911 article – see https://rchs.org.uk/wp-content/uploads/2020/07/Shropshire-and-Montgomeryshire-Light-Railway.pdf note (29) (accessed 5 Feb 2025). **Regular** passenger service commenced Kinnerley – Criggion. Wed 21 Jun 1871 (*Oswestry Advertiser & Montgomeryshire Mercury* advert 21 June 1871 and news report 28 June 1871). Johnson p.27 does not give an opening date (but does correctly state date of BoT Inspector's report as 17 June; although this was subject to "undertakings" - which were formally sought by BoT 22 June and given by the company – opening was not delayed).
1927-1931 period: Company's 2 Jan 1928 timetable is Saturdays only, while 9 Jul 1928 timetable is definitely Thursdays (Shrewsbury early closing day traffic) and Saturdays (shopping in Shrewsbury), and it carries no "all days" one-way train so *Brad* was in error there. The supposition about SO in winter, ThSO in ***high*** summer is borne out by available timetables from 1928 to at early summer 1930 – but definitely SO all-year from 1931. However, there was – according to an Apr 1928 working notice – an unadvertised 0600 Kinnerley – Criggion – the chartered quarrymen's train of 1918

1866 Dec: *Merionethshire Standard* 22 Dec 1866 also recorded recent start of service between Pendre and Abergynolwyn "from the time tables, which have been issued for December" but with no specific date.
From oral at least as much as from virtually non-existent documentary sources, Boyd (source: J I C Boyd *Tal-y-Llyn* (sic) *Railway*, Wild Swan, 1988, pp. 47,50,189) (which deals solely with the period to October 1950) has stations and halts "op" thus:
Towyn Kings', later Wharf: first advertised in company's timebills 1899 (as Slate Wharf Station *by* Jul 1909), in *Brad* from Oct 1906 as King's Station (Wharf) (as Slate Wharf Station from Jul 1909, as Wharf from Aug 1911) - but still King's Station on RCH map of 1926! (pp.74/78 and 185)
Towyn Pendre (or Pendref): from the 1866 beginning (pp.50,178)
Hendy: "from first times trains would make a stop here if required" (p.98)
Fachgoch (previously Ynys?): "always treated as a stopping place even if it was never made more ornate" (p.101)
Cynfal: "the 'halt' [i.e. the low platform] was provided by Haydn Jones for the convenience of the Roberts family at the farm"; "a small slab platform . . . installed after the Roberts' family of Cynfal persuaded Haydn Jones top provide it for them" (pp. 102/103) - but nothing to say there wasn't a request stop before the platform existed. . . Cynfal appeared in *hbl* L29 Sep 1946
Rhydyronen: "by Feb 1867" (p.50,103)
Tynllwynhen: "stopping place . . . was recognised (but not advertised) many years ago" (p.109)
Brynglas: "in 1873" (p. 50) - which does not square with inclusion in Jul 1872 tt so must be discounted
Dolgoch: "by 1st August [1867]" (p. 120) - evidenced by company's timetable of that date (p.178)
Quarry Siding: Although both J V G Butt and *U* claim (provenance unknown) a prior existence here (as Tancoed or Tanycoed), Boyd makes no mention of any pre-1950 stopping place here - despite mentioning and illustrating the Tancoed / Erwbenlas occupation crossing

(presumably he picked up no oral "tradition" - he had been visiting the line since the early years of WW2) (p.131). Quarry Siding (under that name) was a product of preservation era (1956).

Abergynolwyn: from the 1866 beginning (p.50,178)

No halts (only the stations) are shown on Route Map on p.70 of Boyd, ibid., which carries this note: "Formal Halts established after 1950 are not named hereon". The key word is "Formal", although, of course, Cynfal, which by then appeared in *hb*, ought to have been shown! Incidentally, the four halts apart from Quarry Siding were first *advertised* from 3 Oct 1952 (source: *Talyllyn News* Jun 1971); their original purpose was almost certainly shopping in Towyn.

Boyd, ibid. gives fuller details of miners'/quarrymen's trains (although it's not clear why the reference to them under this - or any other - date).

The only evidence for (unofficial and illegal) opening in Oct 1866 is M E Vignes *Etudes technique sur le chemin de fer de Festiniog et quelques autres chemins de fer de l'Angleterre*, 1878 and *RM* issue 1938 (ii), p.197 (not exactly contemporary!) (source: J I C Boyd *Tal-y-Llyn* (sic) *Railway*, Wild Swan, 1988, pp. 47,50,189). First official timetable Dec 1866 (source: Boyd, ibid.). Any "earlier unofficial service" is mere speculation.

Full details of run down in services (including occasional temporary suspensions) from 1930s to 1950 are given in Boyd, pp.194/195. Friday 6 Oct 1950 was final day of 1950 summer season. Transfer of operating rights to preservation society took place Feb 1951 (source: J I C Boyd *Tal-y-Llyn* (sic) *Railway*, Wild Swan, 1988, p.69). Services had been only summer seasonal since Mar 1945 (source: Boyd, ibid., pp.195/196) so it was already seasonal and lost no season of operation with first trains (Towyn - Rhydyronen) by preservation society Whit Monday 14 May 1951. No halts (only the stations) are shown on Route Map on p.70 of Boyd, ibid.,which carries this note: "Formal Halts established after 1950 are not named hereon". The key word is "Formal", although, of course, Cynfal, which by then appeared in *hb*, ought to have been shown! Incidentally, the four halts apart from Quarry Siding were first *advertised* from 3 Oct 1952 (source: *Talyllyn News* Jun 1971); their original purpose was almost certainly shopping in Towyn.

Penultimate para.: Boyd's 1988 book was published by Wild Swan - not Oakwood.

1867 Aug 1: delete entry (cited paper was in error – see entry, above, for CEFN COED [BM/LNW] – and did not mention DOWLAIS TOP anyway).

1867 Sep 2: not clear why Ca(e)rnarvon so rendered in text - rather than, say, Ca(e)rnarv(f)on.

So far as what became the Cambrian section was concerned, all these "prior" specials seem to have been operated by Savin, the line's contractor, using motive power in use for the line's construction. The first – at least according to *Merionethshire Standard & Mid Wales Herald* 28 Jul 1866 – was on 23 Jul 1866: "OPENING OF THE BARMOUTH BRIDGE. The crossing of the bridge from Friog to Barmouth, on the Aberystwith and Welsh Coast Railway, is no longer a matter of speculation, but one of fact. On Monday last, about two o'clock, an engine driven by Mr Thomas Savin, and followed by a train of two carriages and sundry trucks, all well loaded with passengers, crossed the bridge… After the bridge had been crossed …. the carriages were speedily filled by an eager company, bound for Carnarvon…" *[the report implies that this passenger special did run through to Carnarvon]*.

Text's wording "Also see next entry" needs to reflect interposition of an unrelated item for 1867 Sep 3 – so should now refer to "next but one entry".

1867 Sep 20: should note that the line in question belonged to the **Cambrian** (the Carnarvonshire company merely had running powers) - "rest of line" here means the line between Pwllheli and Barmouth.The stations Pwllheli to Penrhyndeudraeth all op. 20 Sep1867, as an adjunct to the Carnarvonshire Rly's service (extended from Chwilog), pending Cam opening through from Barmouth Junction (*Carnarvon & Denbigh Herald* 28 Sep 1867 p. 1 *Co n*: CARNARVONSHIRE RAILWAY / TIME TABLE FROM 20TH SEPTEMBER 1867, AND UNTIL FURTHER NOTICE… (it was the service shown in Nov 1867 *Brad*, although by then overtaken); a report in the previous week's paper was in error). [On 2 Sep 1867, Carnarvonshire had op only as far as Chwilog: *North Wales Chronicle* Sat 7 Sep 1867

reported that the line op "Monday last [2 Sep 1867] from Chwillog (*sic*) (near Afon Wen) to Carnarvon." and *Co n* in *Carnarvon & Denbigh Herald* 14 Sep 1867 confirms (it was the service shown in Oct 1867 *Brad*, although by then overtaken).] When the Cam. service from Barmouth Jn started (10 Oct 1867), Portmadoc was rendered as one word, but Penrhyn Deudraeth was still two [poster timetable at RAIL 923/1].

1868 May 30: Delete this entry. Occam's simpler answer is that *NGSC* is wrong about opening date (alas, Boyd could be 'economical with the verité') because the *Carnarvon & Denbigh Herald* report makes events clear – amplified by *Trén Bach y Llan* (C Jones, Lightmoor Press, 2023), p.42.

1870 Dec 5: final sentence: 1875 reopening: G&KER first appeared in "[train and bus] Departures for May" in *Preston Chronicle* 29 May 1875 (not in any previous weeks' issues - so one wonders just what *Cl.* based his date upon….)

1876 Sept 19: no press ref traced for Mar 1885 clo (except a *post hoc* report that it had already clo in *Tenby Observer* 4 Jun 1885) but see *RCHS Journal* Nov 1981, p.31 and cite *Cl pap* ; reop 21 Mar 1887: no press ref traced but see *RCHS Journal* Nov 1981, p.31 and cite *Cl pap* (an advert for farm servants in *Western Mail* 2 Jun 1887 had said railway "now open" which must indicate for passengers, not merely goods); clo 25 Jun 1887: the specified abbreviation (*vide* p.26) for *South Wales Daily News* is simply *S Wales*; clo 8 Jan 1917 [GWR War Reports of the General Manager (a printed, bound volume, issued privately by GWR) page 127 says: "closed to recover permanent way *(for war effort):* Date closed: 8.1.17" *– in Cl pap at Brunel Univ.*]. Reop 12 Jul 1920 (of LLANYCEFN, MAENCLOCHOG and ROSEBUSH stations) onfirmed by GWR GM Circ. 2730 of 14 Jun 1920. Original intended 1937 clo date and actual clo date confirmed by *GWR DTM Oswestry circulars 164 and 177 (RAIL 279/43) (better provenance)*

1882 Dec 1: it was the Clydebank – Partick *passenger service* which was isolated from the NBR system prior to 1886 - the *line* did link via Whiteinch West Jn with the NBR branch from Maryhill to Stobcross.

1888 Mar 19: second para.: according to W J Skillern *(an RCHS luminary)* in *SLS Jour* May 1970 the deviation of the line (which brought about the abandonment of original Marsden sta.) was authorised by Light Railway Order SR&O 1926 no. 1066 of 1926; the relocation *could* have been in August 1926 – or at any date up to 1929.

1895 June 1: date confirmed by *Principapl Passenger Train Alterations & c. for June 1895* bound in RAIL 922/8

1896 Apr 6: Johnson, *An Illus History of the Snowdon Mountain Rly* (2010), explains that one train (non-public – carrying stores etc.) did reach the Summit on re-op. day 19 Apr 1897 but the public trains didn't, on account of snow – but he has failed to identify how soon thereafter regular trains did start to run to the Summit..

1901 May 18: A trial run – with invited guests – ran over part of the line on Wed 24 Apr 1901 (*N Devon* 25 Apr) – prior to BoT inspection (by Col. Yorke) on Tue 14 May 1901 (*Western Times* 15 May). *Western Times* 20 May, p.3, reported that the line **op on afternoon of Sat 18 May** at 3pm [despite expectation in same paper of 18 May, p.2 that it was "to be opened for traffic on Monday"]. *N Devon* 23 May p.2 confirmed 18 May opening – and stated there was no formal ceremony.

1902 Dec 22: 1931 closure of various Vale of Rheidol intermediates: when the line reop for the 1931 summer, from 18 May, SoL GIC A/509 of 8 May 1931 (RAIL 253/513) said: "Trains will not call at Llanbadarn, Glanrafon, Nantyronen, Rheidol Falls and Rhiwfron." Likewise, they were **not** included in the GWR summer 1939 (from 3 July) public timetable and the locations were all excluded from the station index. Similarly, the GWR summer 1946 (from 6 May) timetable excluded the localities from the table on page 98 – but Llanbadarn (alone) had mysteriously been restored to the station index…. *Clearly, they did eventually come back into use - a trawl through subsequent GWRand BR WR working and public timetables is called for…..*

1939 WW2 closure: see *RHRG 38/60* for reasoned argument about closure date.

1903 July 22: *NB list* says: "Ft. Augustus line (taken over to work) 1st May 1907" (but it also says "Closed 30/10/1911" *(sic)*)

1904. Taff Vale stops. It is not at all clear what Y stands for in the formulation 'Motor Cars halt at X Platform, Y…'; X is clearly the name given in the table following, but what was Y or what did it signify?

The station banks in the 14 July 1916 *Wtt (the last issued by the TV, according to Henry Grote Lewin)* show the following (including a number of locations where service had ceased by this date):

ABERCWMBOI: Abercwmboy *(note spelling)* Platform
ABERTHIN: Platform.
ALBERTA PLACE: Platform
BEDDAU: Platform
BERW ROAD: **no suffix**
CLYDACH COURT: Platform
COMMERCIAL STREET: Platform **(no calls shown)**
DINGLE ROAD: Platform
Gadlys Road Platform
GELLI: Platform **(no calls shown)**
GYFEILON: **Gyfeillon** (*note correct spelling – aslisted in STATIONS A-Z above)* Platform **(no calls shown)**
LLANBETHERY: Platform
LLANDOUGH: Platform
LLANFABON ROAD: Platform
MAINDY: Platform.
MATTHEWSTOWN: Platform.
MILL STREET: Platform
Nantmelyn Platform
OLD YYNYSYBWYL: **no suffix**
PENTRE: Platform **(no calls shown)**
PONTCYNON: Pontcynon **Bridge** Platform
PONTYGWAITH: Platform **(no calls shown)**
ROBERTSTOWN: **no suffix** The TV Traffic Committee on 30 Jan 1917 gave authority for a booking office to be erected here, which indicates it was (or was to become) more than just a halt or platform.
ST HILARY: Platform
SWANBRIDGE: Platform
TONTEG: Platform
TRERHYNGELL & MAENDY: Trerhyngyll *(note spelling)* & Maendy Platform
TYLACOCH: Platform **(no calls shown)**.
WATTSTOWN: Platform
WOODVILLE ROAD: Cathays Platform.
YNYSYBWYL NEW ROAD: Ynysybwl (New Road) **(no suffix)**.

1904 June 1: Why '[TV, later GW]' – lots of other pre-group coys. could be shown '[XX, later YYY]'.

As long ago as 19 Nov 1901, TV Traffic Committee (RAIL 984/16) approved the General Manager settling terms for running workmens' trains for the Bwllfa and Nantmelyn collieries so service *may* even have started late 1901/early 1902. However, press reports of 1904 suggest this did not happen until that year. While *Merthyr Express* 2 Jul 1904 could just be read as reporting the unadvertised extension of an existing Commercial St – Bwllfa/Nantmelyn service to start back at Mill Street ("the Tinworks in Robertstown", "near the Gadlys Tin Works, Trecynon") it *much more likely* should be read as the start date of complete Mill St – Commerical St – Bwllfa/Nantmelyn service on that date. Either way, *Aberdare*'s date of 1 Jun (curiously, a Wednesday – *perhaps the authors just meant 'month of June'?*) should surely be **discounted**; indeed, the fact that the *Aberdare Leader*'s first piece

on the subject is not until 9 Jul 1904 also discounts the 1 June 1904 date. A further *Merthyr Express* piece on 23 Jul 1904 confirms the recent start of the Mill Street – Commercial Street – "the Bwllfa" (= Nantymelyn) service.
Bwllfa Dare had been replaced by Nantmelyn by *at least* 1916. Glan Road: there is no such road on OS plans of the early 20th C – is this a typo for GADLYS ROAD?
There were no platforms at the outset (a proposal for such was rejected in 1908).
"When service changed from contract to statutory, 12 July 1924 these were replaced by platform halts at Commercial Street (previously Town Crossing) Gadlys Road Bridge and Nantmelyn (same site as N Crossing) *(Aberdare).*": under what 'statute' were they operated?
TV Tfc Committee minutes of 1 and 22 May 1914 show that 'platforms' were approved and revised arrangements for working the miners' service were to be effected from 1 Jul 1914, *so it is suggested that **12** July 1924 is a double typo because 12 Jul 1924 was a Sat. and because Commercial Street was not served after public service there ceased.* Jul 1916 *Wtt* has: Mill Street; Aberdare; Dare Valley Jn *(not just an operational stop for token as that would have been shown as **ST** note);* Gadlys Road Platform; and Nantmelyn Platform as calling points; while Commercial Street **is** shown in station bank (between Aberdare and Dare Valley Jn) it is without any times. TV handbill of 1921 *(not the public tt as such)* (from Colin Chapman's researches) has only: Mill Street Platform; Aberdare Station; Gadlys Road Bridge; and Nantmelyn Platform times. Commercial Street was certainly **not** in *Wtt*s of the 1924/5 period – only Aberdare LL, Gadlys Road Platform and Nantmelyn Platform.. There should be a comma after '(previously Town Crossing)'

1904 Sep 1: the *Co n* advertising new service is at *Pontypridd Observer* 27 Aug, cited reports of 24 Aug and 15 April 1904 appeared in *Western Mail* of same dates [all these three have the advantage of being available in BNA]. The "extra" exit to the Tram Road – mentioned in April report – would, of course, have been the *only* entrance/exit; that report used the spelling Rhydefelen in listing the prospective halts (including Watford Crossing). *Pontypridd Observer* 14 May 1904 had still expected service to start 1 June. None of the cited reports makes clear (a) that the Pontypridd terminus was not the TV station, nor (b) whether or not the 'Tram Road' suffix was applied – which is curious in that some distinction from the station used by GW passenger trains via the PPC&N was surely necessary……
The text ends (at 'journalistic') mid-sentence, but note that Watford Crossing was **not** included in the BoT inspection report (MT6/1470/9) for the new service.

1906 Jan 1: Unadvertised service started 15 Jun 1903 - *Aberdare Leader* 20 Jun 1903 but not clear whether any stops other than Black Lion (= top of Monk Street) and colliery. An earlier report – *South Wales Daily News* 13 Oct 1902– *appears* to show an earlier start but the *Aberdare Leader* piece (which seems much more definitive) suggests there was some delay in starting… Aberdare start point given as Dare Junction, top of Monk Street, Aberdare, is actually site of Black Lion Crossing Halt (at the extreme east end of Dare Junction sidings).
Public rail motor services withdrawn w.e.f. (Mon) 19 Nov 1917 *(GWR Passenger Train Alterations Committee minutes (RAIL 271/4)* so "closed 22 Nov 1917" is misleading/wrong. *GWR Circular 2672* is GWR GM Circ. 2672 of 20 Jun 1919.Finally withdrawn w.e.f. 22 Sep 1924 (*Aberdare Leader* 27 Sep 1924, p.4 and *GWR public tt (RAIL 936/57)) (better provenances)*. The miners' services were worked by loco and coaches (and *Wtt* confirmed they continued throughout the period of temporary clo.)
Withdrawal of unadvertised service: *Welsh Railways Archive* Nov 2021, p. 85 cites Mear, *Aberdare, The Railways and Tramroads* (1999) for a date of **18 July** 1932.
Only known excursions off the branch were Sunday school excursions from Cwmaman 23 July 1932 (to Porthcawl), July 1933 (to Barry), July 1934 (to Porthcawl), July 1935 (to Barry), calling at all the halts (*WRA* May 2021, p.65, citing *Aberdare Leader* 30 July 1932, 29 July 1933 and 21 July 1934 (but only a secondary source for 1935)).

1908 Aug 1: Knott End Rly: *Lancashire Daily Post* 29 Jul 1908, p.2.: "An informal opening takes place on Thursday *[i.e. 30 – **not 29** - Jul 1908]* but the public service will not commence till Saturday *[i.e. 1 Aug].*" The following day's issue (p.5) carried *Co n* tt to Knott End "for August" (no start date specified). *Blackpool Herald & Fylde Advertiser* 28 Jul 1908 carried

same *Co n* tt (p.4) while report (p. 5) confirmed service to start "on Saturday next, Aug 1st." Other papers confirm the "informal opening" on Thu 30th but no reference found anywhere (least of all in the cited *Lancashire Daily Post* a.k.a. *Lancashire Evening Post*) as to whether or not the hoi polloi were allowed on Thursday's jaunting.

1910 Dec 1: South Yorkshire Joint: clo for Oct 1920 miners' strike lasted four months

1910 Dec 5: The op. date of 5 Dec 1910 Killingholme – Immingham Western Jetty *(sic)* and 1 May 1911 Goxhill – Killingholme are confirmed by public handbills (at RAIL 931/12 and /13 respectively) (*better provenance). **Beware:** information in Dow, Great Central (Vol. 3), page 236 is wrong on more than one count .*

1915 Feb 1: the GM's report (as given in *GWR War Reports of the General Manager (a printed, bound volume, issued privately by GWR)* 12 Jan 1917 (page 128)) actually says "…for Military and other **trains**."

1918 Mar: SWMR was *worked* by PTR from 1 Jan 1908 (*Bradshaw's Railway Manual 1923* p. 324) under agreement of 14 Dec 1907.

Start date of **public** service **Thu 28** Mar 1918 specifically confirmed by SWMR *Wtt* of that date (RAIL 1057/1545 and NRM ALS4/138/F/5) and PTR Engineer's report of 10 Apr 1918 (RAIL 1057/1528). Report of ceremony is in *Western Mail* of 29 Mar 1918 which (surely) strongly suggests event was previous day, i.e. 28th. Services suspended 3 May 1921 (coal strike – RAIL 1057/1545) - resumed ***by*** Jul 1922 *Wtt* (perhaps earlier).

"Finally closed 22 September 1930 *(Cl)*." would better read: "Public service Cymmer Corrwg – Glyncorrwg withdrawn 22 Sep 1930 (*Wtt* RAIL 937/155)" *(also better provenance).*

"Miners' use continued to 2 November 1964" would better read: "Unadvertised workers' service continued until withdrawn: Cymmer Corrwg – Nantewlaeth - Glyncorrwg 1955 [*still in Jun 1953 Wtt; not in Jun 1956 Wtt. Michael Hale said last miners' train shown in Wtt 13 Jun - 18 Sep 1955*]; Glyncorrwg – South Pit 2 Nov 1964 [*SLS Journal Feb 1965*]; South Pit – North Rhondda 25 Mar 1963 [*Div Mgr Cardiff letter EF/MK/P of 10 Apr 1964*]

1920: the actual agreement dated 18 May 1920 for service Port Talbot – Corrwg Merthyr is at RAIL 574/56 *(better provenance)*. Workmen's train shown "commenced 17 March 1924" in *Wtt* supp RAIL937/137: Port Talbot (Central) 6.15am, Tanygroes Junction 6.17-6.20 *(presume solely for reversal)*, Cwmavon Halt 6.24-6.25, Efail Fach Halt 6.35-6.36, Tonmawr Junction Halt 6.39-6.41, Corrwg Merthyr Navigation Colliery Halt 6.49am. (empty stock thence to Tonmawr Jn). The fourth halt was therefore Efail Fach. All names are shown as printed. There were equivalent return workings, at 1.10pm SO/3.10pm SX,. **No suggestion of any existing trains being retimed or withdrawn** – implying this was **new service** from this date. **(n.b**. no such working in last PTR *Wtt* dated 19 July 1920 – RAIL 981/408; PTR services taken into GWR *Wtt*s from 10 July 1922 issue – need to check whether that showed anything)

1921 Apr/May: "Closure: Solway Junction": Further confirmation of line ***not*** having clo. 1917-1919 is provided in *True Line* no. 17 May 1987 in letter from J F McEwan with evidence from Railway Executive Committee sources. As an aside: Clinker was made aware in ca. 1972 of the *West Cumberland Times* advert. of the Cal. Rly. rescinding the clo.

Further *positive* evidence (rather than reliance on finding no evidence to the contrary) that the pass. service was withdrawn in May 1921 **and never resumed** is given in company minute of 23 Aug 1921 where the General Manager reported that the line was then *already closed* due to condition of viaduct; that pass. service had been withdrawn on 20 May 1921 due – in the first instance - to miners' strike; and that it had not resumed. *(better provenance)*

1922: Extract of SR circulars in *Cl pap* gives reop of Elephant & Castle as **1 Oct 1941**.

1925 March/April: CANTERBURY ROAD (WINGHAM*)* op. date was (Wed) 11 Mar 1925 according to *hbl 64* of Jul 1927 (!) (but no mention of adding WINGHAM TOWN - perhaps because it had been much longer op). *EKR issued a timetable (copy held by archive at Tenterden) dated 13 Apr 1925 which is usually given as op. date – but that must be very questionable - why would coy. delay this modest extension for over a month after getting BoT approval after inspection on 3 March? Contemporary local press references are not incompatible with March start date.*

Elks, *East Kent Railway Tickets 1916-1948* (2011) page 6, adduces a local's recollections and photographic "evidence" in support of opening Wingham Colliery to Wingham Town being **prior to** 1925.

1926 Sep 1: DVLR excursions in 1928 for blackberrying – stated by coy. as first pass. trains since 1926 - were reported in contemporary press, which made clear they were only between Layerthorpe and Skipwith (not Cliff Common): August Bank Holiday Mon 6 Aug 1928 (*Yorkshire Post* 14 Aug 1928); Thu 20 Sep (*Leeds Mercury* 21 Sep 1928 – with pic.). Alas, no press reference to 1929 excursion traced but Barrie will have had access to DVLR papers from his role as GM, BR ER,York.

1927 Jul 16: A useful chronology (albeit with some annoying omissions) appears in *Wolfe*, pp.48-53. Railway handed back to company **Jul** 1945 (source: *Wolfe*, p.49). P*ublic* services from 2 Mar 1946 served: Hythe, Burmarsh Road, Dymchurch, St.Mary's Bay and New Romney (for Littlestone).

1930 Sep 22 (Alnwick – Coldstream) The juxtaposition of the reference to the camping coach facility and the service from Akeld (which ran in 1942/3) might tend to obscure the fact that there was **no** similar TThO service at Akeld in the previous *Wtt*. Reop 1942 for service 0745 TO Akeld - Tweedmouth and 1930 TThO Berwick - Akeld (source: LNE (NE Area) *Wtt* dated 5 Oct 1942) but clo again by following May (source: LNE (NE Area) *Wtt* dated 3 May 1943)

1931 Feb 2: no provenance seems to be cited for this clo date: it is confirmed by *SoL GIC A/495 of 23 Jan 1931*

add: 1933: Dean Forest lines**:** research at Dean Forest Rly museum, Norchard, from *Dean Forest Mercury* for 1933 and 1937 (as examples) shows advertising (by GWR, LMS, or jointly) of public excursion trips from the following locations: Coleford, Drybrook, Drybrook Road, Milkwall, Nailbridge, Parkend, Speech House Road, Steam Mills (Crossing), Upper Lydbrook, Whimsey,Whitecroft. Some continued to be used for such advertised excursions, such as those on 2 and 3 Sep 1939 – see S&W handbill I-330-R (preserved at Dean Forest Rly museum) – this applies to Coleford [SWJt], Drybrook Road, Milkwall, Parkend and Whitecroft *(the latter two locations had much later excursions as already noted in text).*

1933 Apr 6: Milner & Williams *Rails to Glyn Ceiriog – Part 2* (2015) assert (p.80) Thu 6 Apr 1933 was the *last day,* but reproduce the company's actual notice, reading: "On and from Thursday next, the 6th April 1933, the Passenger service will be discontinued." i.e. *no trains* on 6th (a reading perhaps strengthened by that day being start of each UK tax year). GWR Chester Division Report 1935 (*Cl pap*) says that the Glyn Valley passenger service "…was withdrawn on April 6th, 1933, and an Omnibus service (non-associated) substituted." See also *Chron. 87/22*

1933 Jul 17 Dates of last calls at the various "summer only" MGN halts, from *Wtt*s and supps, were: CALIFORNIA; NEWTOWN; POTTER HEIGHAM BRIDGE; SCRATBY: 12 Sep 1958 CAISTER CAMP: 27 Sep 1958 (as shown)

1935 Jan 12: Cooksey, *The Selsey Tramway* (Wild Swan, 2006), p.155 shows text of public notice which gives clo from (Mon) **14** Jan 1935 (12 Jan would have been last day – ***not*** the w.e.f. date generally used by convention nowadays). Clearly the railway did continue to run its weekday round trip for the following week, for *West Sussex Gazette* (published in Arundel) of 17 Jan 1935 reported: "SELSEY TRAMWAY CLOSED // As from Monday *[i.e. wef 21 Jan]*, the Selsey Tramway, as local people persist in calling it, or the West Sussex Railways, as it is more impressively known, will be closed to passenger and freight traffic 'until further notice'….". Despite the ambiguity of the tense used in the paper's heading and of "each day", there was no Sunday service (so there was no justification for Clinker's use of 20 Jan). It seems, therefore, that clo has to be recorded as wef **14** Jan for pass and **21** Jan for goods.

1939 Sep (Llanberis branch)**:** .22 Sep 1930 clo date confirmed by *hbl L77*.
"See R Maund *55, July 2008*" should read "See ***Chron. 55/6***" - or, more conveniently, https://branchline.uk/rail_chronology/Llanberis.html (accessed 5 Feb 2025)

1940 Jun 10: It is highly desirable to separate information about
(a) the 'platforms' ***within*** the Marchwiel ROF (**none of which was in passenger use** – see *Welsh Railways Archive* Nov. 2021 (Vol. 7 no. 4 p.88 *et seq)*) from information about

(b) the intermediate stations and halts between Wrexham and Ellesmere (i.e. BANGOR-ON-DEE, CLOY, ELSON, HIGHTOWN, MARCHWIEL, OVERTON-ON-DEE, PICKHILL, SESSWICK, TRENCH).
Only workers' trains coming from LNER stations used ROF Platform, those from origins via Ellesmere used Sesswick Halt (also – more limitedly - Hightown Halt).
No clear source is given in text for withdrawal of advertised pass service from 10 Jun 1940: cite Oswestry DTM notice 249 of 6 June 1940 (RAIL 279/46) *(better provenance)*
From that date, only unadvertised workers' trains used the line but they did **not** serve the following: Pickhill; Cloy; Trench (all of which saw no service until public service restored 6 May 1946); Elson (which reop for workers' service from 14 Oct 1940 until ceased again 19 Jan 1942). Hightown and Marchwiel were used for workers' services until ceased 14 Oct 1940. (Marchwiel) ROF Platform was used for LNER service from 8 Dec 1941 until ceased 16 Nov 1942. Sesswick used for GWR such services until ceased 19 Jan 1942. Bangor-on-Dee and Overton-on-Dee used for such services until ceased 1 Aug 1940; thereafter Overton was used for military specials – first such traced 23 Dec 1941.
MARCHWIEL FACTORY LINE JUNCTION was referred to in LNE *Wtt* as MARCHWIEL ROF PLATFORM (LNE No. 1 Section *Wtt* 4 May 1942 - quoted in *BLN* 1089 item 427) and ROF PLATFORM in GWR DTM Oswestry notices (RAIL 279/48) where its junction with the W&E line was given as ROF Loop.
The letter from DTM Oswestry to Clinker *(in Cl pap)* is, alas, in error in stating that workers' services "terminated on 6 May 1942" because GWR trains on the section between Wrexham and Sesswick ceased from 14 Oct 1940 (RAIL 279/46) and those on the section between Sesswick and Ellesmere ceased from 19 Jan 1942 (RAIL 279/48). LNER services started running between Wrexham and ROF platform from 8 Dec 1941 (RAIL 279/47) and were withdrawn from 16 Nov 1942 (RAIL 279/48). These were the last workers' services over any part of the line.
For public reopening, all *except* CLOY, ELSON and PICKHILL credit *T 16 March* for 6 May 1946 reop date (even though none of the intermediate stations is mentioned by name in the news item) whereas those three give *Cl.* – any good reason?

1942 Aug 4: clo. was only north of (i.e. excluding) Winchester Cheesehill. Unadvertised service operated (subject to the engineering work perrmitting) between Winchester and Whitchurch (outwards 0814 SuX, return 1340 SO, 1740 SSuX) (*SoL GIC A/1087* of 7 Aug 1942). The publicly advertised 1130 Winchester – Sutton Scotney was actually **p.m**. (i.e. 2330) and ran weekdays only. This usage was despite no suggestion in article in *GWR Magazine* Sep 1943, p.132 of *any* train movements during the two daytime shifts given over to the engineer during the closure period.

1944 June 19: public clo date confirmed by *hbl L24* – despite what Maggs claims, 19 Jun 1944 was w.e.f. date

1945 June 4: *SoL GIC A/1226 of 1June 1945* – obviously based on LMS input - said: "… will be discontinued on and from Saturday, the 2nd June 1945…" – a 'last day of operation' date.

1947 June 16: for the Rochdale – Bacup branch, BR WR Comm Supt Circ no. R.1748/*B65 specifically said (rightly or wrongly!) "on and from 14/12/49" *(i.e. a Wednesday….)* the relevant intermediate stations were "permanently closed".

1948 Aug 13: See George Dow, *Deluge over the Border* in *Railway World*, Sep/Oct/Nov 1968 *(better provenance than Cl.)*. ***Beware:*** Reston – Duns reop *approx.* 9 Nov 1948 *(i.e. later than the main line – perhaps not surprisingly)* according to info from ScR Dist Civil Engr in BT Historical Records, Edinburgh letter 21 Oct 1959 in *Cl pap* - but this was *only for goods traffic*.

1948 Nov 1: to what does "p.459" relate?

1951: GIC (Passenger & Parcels) R1748/B.115 of 20 Jan 1951 refers to "a reduction in passenger train service" which "became effective on and from Monday January 15th" – but particulars were "embodied in No. 6 Supplement to the public timetables". At the end of March a further circular (R1748/B125 of 31 Mar 1951) said: "In addition to the…trains which were restored for the Easter period from Monday 19th March and will continue to run as advertised, a further

general restoration of trains…will be made on and from Monday 2nd April (Sunday trains will commence 1st April)." Details were being "embodied" in Trains alteration pamphlet no. 8. *This to amplify first para.*

Dates for Salisbury – Bulford, Scotswood – Blackhill and Fareham – Gosport given by D S M Barrie (presume at RE HQ) on 31 Mar 1951 (*Cl pap*): all suspended 5 Feb, resumed *(at least partially)* 19 Mar 1951. The Blackhill line was stated to have been on account of bridge works, not coal shortage

1951: last sentence (about GW/Rhy line Quaker's Yard to Merthyr): *Merthyr Express* 10 Feb 1951 neither said nor hinted when last train ran (nor with effect from what day service was withdrawn/diverted): merely that 45ft crack in Quaker's Yard viaduct had been discovered "last weekend". Special excursion fares to Bristol had been advertised from branch stations for Sat 3 Feb so it is very likely that that day's service **did** run and that service did not cease until *after* the weekend. Almost certainly ceased w.e.f. Mon **5** Feb 1951 (which would be the normal form for citing closure dates).

1954 Nov 1: the excursions on 26 May 1963 served stations as follows: Hinckley to Tissington and Buxton; Alsager to Tissington and Buxton; Colne to Buxton and Ashbourne; Manchester Piccadilly to Buxton and Ashbourne

1960: Ravenglass & Eskdale: although acquired at auction on 7 Sep 1960 by the preservation society, they were unable to fund the full purchase price and are only (non-controlling) shareholders with the commercial enterprise which actually owns, controls and runs the 1961-formed Ravenglass & Eskdale Railway Co Ltd (source: *Raven* page 92). Thus this railway remains a **commercial enterprise** and the preservation society is purely a *supporting* body with no ownership involvement.

Winter service: reduced to Thursdays only from Dec 1928 (plus an Irton Road – Ravenglass train (essentially for staff but advertised) for some years); Thu winter service last ran winter 1938/9 (*Brad*). WW2 clo may, of course, have been from 11 Sep 1939, just like the main line railways *(tt cited with end date of 22 Sep was what had been anticipated before war declared)*.

1960 Jan 6: C F Klapper, in *RCHS Journal* May 1960 (Vol. 6 no. 3, p.45) elaborates on the public and ceremonial 'last trams' on 5 Jan 1960 – and cautions against the confusion raised by report in *Western Mail* of 5 Jan 1960….

1960 Nov 5 etc.: Sat 5 Nov confirmed by *GIC R1534/1053 of 31 Oct 1960* as effective date for both clo of old sta and op of new Hyndland stas.; also Crow Road w.e.f. date specifically stated as Mon 7 Nov

1962 Aug 1: Last trains Tue 31 Jul 1962 (source: *Tenbury,* p.193 (although the text has the correct date, alas, the picture captions are in error) and BR working notices)

1964 Jun 15: excursions in (e.g.) 1974 are listed in *BLN* 247, page 56

1965 Sep 28: Line blocked at Glenoglehead at ca. 0030 on Mon 27 Sep 1965 and nothing had worked over that section since Sat 25 Sep. The first train ran between Strathyre and Balquhidder that Monday (but not subsequently, and it was not booked to serve Kingshouse) so Kingshouse closed w.e.f. **27** (not 28) Sep 1965, while Balquhidder and Strathyre did close w.e.f. 28 Sep 1965 *(Scottish Local History*, winter 2015/6, p. 24 and *BLN* 41).

Killin to Crianlarich Lower *(including the latter, for Oban trains had been diverted via Ardlui) w*as closed to passenger service **after** service on 27 Sep 1965; a Six Lochs advertised excursion ran in both directions over that section that day – it was a Scottish holiday – in addition to Killin branch trains, some of which were extended to Crianlarich Lower (vide *BLN* 41).

True Line no. 144, Apr 2019, confirms that the 0030 Stirling – Oban train did reach Balquhidder on Mon 27 Sep (the only train that day to get beyond Strathyre)

1968 Jan: Apart from Sun 14 Jan (for this day it is not clear whether trains ran or not), there was only **one** (working) day's "gap" in the service, on Friday 12 Jan 1968 – attested to by *W Morn News* 13 Jan 1968, p.1. Service resumed on **Sat 13** Jan 1968 (for that the day on which it was ridden - not by me, but by Roger Joanes) (further sources: *North Devon Journal* (11 Jan 1968); *W Morn News* (11 and 13 Jan 1968); *Bideford Railway Heritage Centre newsletter*

(Spring 2010 issue). To some extent overtaken by report from BR Area Manager dated 5 April 1968 which confirms the service ran from Wed 10 Jan 1968 until last day of operation on Sat 20 Jan, ***except*** Fri 12 Jan and Sun 14 Jan. Service funded by Bideford Council. Fuller report at *Chron 87/18* is more readily available as https://branchline.uk/rail_chronology/Bideford.pdf (accessed 5 Feb 2025).

1972 Nov 1: last use 28 Dec 1972. A subsequent - and apparently "one off" - use was made on Wednesday 17 Sep 1975 when a party of 170 cadets for the Royal Naval College was set down from the 1530 Paignton - Kingswear train, to connect with the Upper ferry. In reporting this in their December 1975 issue (p. 473), *Railway World* averred that this was "...the first train to do so for many years." The resulting interruption to road traffic - commented upon in the report - may well have put the kibosh on any repeat of this facility. *Chron. 79/11*

2003 May 18: reop. **6 Oct** 2003 (BLN 956, p.229)

2004 May 23: None of the stations in question had a Sunday service at the time so the "with effect from" date was the first Monday of the new timetable: **24** May 2004, **not** the Sunday start date of the timetable.

2013 Nov 3: clo was from **4** Nov 2013 And reop **29 Aug** 2014. Although official reop was 1 Sep 2014, fare-paying passenger trains used the line (and thus must have made *at least* the "definite" sta. stops) on 30 and 31 Aug 2014 (photographic evidence of 30 Aug use at https://www.youtube.com/watch?v=9FeNd_dZI6g (accessed 26 Jan 2025) note: *this* train did not stop at Llandecwyn; date confirmed as no rain on 31 Aug). However, whether or not the *new* Llandecwyn op. (and the other request stops *actually* reop.) – by seeing passenger footfall – on any of these trains is not known. ." Llandecwyn on a new site at reopening. " is, perhaps, stretching it a bit – it was moved laterally (**not longitudinally**) westward a matter of feet – one can't really tell the difference when comparing dated satellite images….

2015/16 is a worthy effort, although not clear why closures not involving stations are included – and, if so, why Dover Priory – Folkestone Central (clo 25 Dec 2015, reop 5 Sep 2016) is not included here.

Carlisle – Appleby clo 9 Feb 2016; Armathwaite – Appleby reop 27 Jun 2016, Carlisle – Armathwaite reop 31 Mar 2017 *(thus all stations reop 27 Jun 2016). A 3-day reop does not seem in keeping with only recording 'particularly lengthy' closures (p.5).*

Similar listings will have to be provided for other years for Conway valley line (in particular):

clo 24 Feb 2017 (flooding), reop 10 Apr 2017);

clo 19 Oct 2017 (flooding); reop 13 Nov 2017;

clo 15 Nov 2018 (rolling stock shortage); reop 17 Dec 2018;

clo 16 Mar 2019 (flooding); reop north of Llanrwst 18 Jul 2019, south thereof (apart from Dolgarrog) 24 Jul 2019;

clo 23 Nov 2019 (rehabilitation work); reop 15 Dec 2019 *(yes, I know it's less than two calendar months)*

clo 9 Feb 2020 (more flood rehabilitation work); reop 28 Sep 2020 (this date also marked to reop of Dolgarrog, after 18 months closure)

clo 27 Oct 2020 (flooding); reop 9 Nov 2020;

clo 20 Jan 2021 (flooding, initially); reop 29 Mar 2021

clo 3 Jan 2022 (flooding); reop 14 Feb 2022

2017 Aug 13: website needs proper citation – if it is still available

2020 Aug 12: website needs proper citation – if it is still available

Add: 2020 Oct 17: line Dovey Junction (excl.) – Pwllheli or parts thereof closed as under for work as part of a four year renewal programme for Barmouth Bridge/Viaduct with closure of all stations as indicated below (https://www.networkrail.co.uk/wp-content/uploads/2020/06/Barmouth-Viaduct-Upgrade-FAQs-English-June-2020.pdf (accessed 27 Feb 2025) and subsequent press releases)

clo 17 Oct 2020; reop 4 Nov 2020 (over-ran two days) (all north of Dovey Jn)

clo 13 Sep 2021; reop 30 Dec 2021 (over-ran one day) (all north of Dovey Jn)

clo 12 Sep 2022; reop 15 Oct 2022 (all north of Dovey Jn)

clo 14 Nov 2022; reop 10 Dec 2022 (all north of Dovey Jn but south of Harlech)

clo 2 Sep 2023; reop 2 Dec 2023 (only north of Tywyn) (https://www.networkrail.co.uk/running-the-railway/our-routes/wales/restoring-barmouth-viaduct (accessed 7 Feb 2025))

Add: 2021 Jan 18: clo 18 Jan 2021 (staff shortage); reop 26 Apr 2021 (*BLN 1376.1206)* [applies to BERMUDA PARK, COVENTRY ARENA, KENILWORTH]

Add: 2022 Jan 15: clo 15 Jan 2022 (Bank station upgrade); reop 15 May 2022 (*BLN*) [*applies to* BANK [Nor], BOROUGH [Nor], ELEPHANT & CASTLE (Nor), LONDON BRIDGE [Nor] (and also the City line platforms at Kennington)]

2022 Sep 19: website needs proper citation – if it is still available

Add: 2025 Dec 2: Looe branch clo mid-morning 2 Dec 2025 (flooding followed by de-vegetation works); reop (Sat) 7 Mar 2026 (*BLN* and https://www.recenttraintimes.co.uk)

SECTION 6

p. 562: METRO LINES and BLACKPOOL TRAMWAYS

In heading **Blackpool Tramways** should either read **Blackpool Transport** or **Blackpool & Fleetwood Tramway**

In Preamble, is there any reason why "* = see entry in Section 4 – Tramlink" has been followed by a carriage return? – surely the following text "stop might be…" is part of the same sentence?

Croydon Trams should (according to TfL website https://tfl.gov.uk/corporate/about-tfl/what-we-do?intcmp=2582#on-this-page-5 (accessed 5 Feb 2025)) be referred to as **London Trams.** Was originally **Croydon Tramlink** (delete the superfluous 's'), thereafter **Tramlink**, now **London Trams**.

WIMBLEDON station clo 13 Jul 2015 (engineereing works); reop 2 Nov 2015

Edinburgh Trams

Gogar Depot Staff Stop is not advertised (hence *non-tt*)

Murrayfield Stadium was Murrayfield before opening

Haymarket was Haymarket Viaduct before opening

West End – Princes Street was Shandwick Place before opening, and shown as West End (*without suffix*) from tt dated 1 Jun 2018 (and on tram stop nameboard from shortly thereafter). From email from customer@edinburghtrams.com 18 February 2022: "The tramstop at Shandwick Place is called West End - Princes Street. The name has never changed. Having said that in 2018 we were receiving feedback from customers that they found it confusing and believed they were at Princes Street when they got off at the West End. Therefore, we decided to drop the 'Princes Street' from the public timetable information materials and refer to the tramstop as West End. Associated date is 1st June 2018."

Insert: Princes Street (between West End and St Andrew Square) *from outset – there are two stops in Princes Street, hence the confusion about the West End stop (see above)*

'From outset' items are from opening tt – and were ***correctly*** *shown in Allan Brackenbury's listing in Chron 86/1.*

West End (excl.) to York Place clo. 10 Feb 2022; reop to St Andrew Square 28 Mar 2022; from 7 Jun 2023 line extended thence to NEWHAVEN with additional intermediate stopping places at: Picardy Place (*replaced York Place)*, McDonald Road, Balfour Street, Foot of the Walk, The Shore, Port of Leith, Ocean Terminal (https://edinburghtrams.com/plan-journey/trams-newhaven (accessed 7 Feb 2025))

Manchester Metrolink.

Not obvious why some line openings are prefixed Op. – but not others.

6 April 1992:

Queens Road:……. *(Metrolink website; BLN 21st).*

► *It's not clear what BLN 21st is supposed to signify* – and item no longer traced on Metrolink website - better provenance now for closure/relocation/opening as staff halt after end of service 10 Nov 2013 ***(not** a w.e.f. date)* and for opening to public 16 Dec 2013 is *BLN* 1199.1732 and 1199.1733 (21 Dec 2013).

27 April 1992 *and* 15 June 1992: G MEX and G Mex should be hyphenated: G-MEX and G-Mex (*Get going, Get the MET*, Metrolink publicity brochure, 1992). *The presence or absence of a hyphen can be critical when doing a string search of OCR compatible text.*

11 February 2013 *(Metrolink website)* [PICCADILLY]– DROYLSDEN

► source no longer traced on Metrolink website - better provenance now https://www.placenorthwest.co.uk/news/droylsden-metrolink-line-to-open-in-february/ (accessed 4 Dec 2021) or *BLN* 1182.514 (13 Apr 2013) *And add space between dash and Droylsden in sub- heading*

23 May 2013 *(Metrolink website* [ST WERBUGHS ROAD] – EAST DIDSBURY*)*

► closing parenthesis is misplaced and correct spelling is …WERBU**R**GH'S…; no longer traced on Metrolink website - better provenance now https://www.manchestereveningnews.co.uk/news/greater-manchester-news/first-passengers-travel-tram-extension-4004861 (accessed 4 Dec 2021) or *BLN* 1185.713 (25 May 2013)

31 March 2014 *(Transport for Greater Manchester website)* [ROCHDALE RAILWAY STATION] to ROCHDALE TOWN CENTRE (stop in Smith Street)

► only provenance found on their website now https://tfgm.com/news/rochdale-anniversary (accessed 4 Dec 2021) – or cite *BLN* 1206.491 (5 Apr 2014). To match the style used for other sections, surely sub heading should read: [ST WERBURGH'S ROAD] – MANCHESTER AIRPORT, and MANCHESTER AIRPORT should not then be at the foot of the list of stops. Or alternatively in all previous line entries, the end stopping place should be at the end of the list of stopping places.

22 March 2020: Wharfside should be so spelled and "intu" was rendered in lower case (https://www.modernrailways.com/article/trafford-park-metrolink-line-opens (accessed 26 Feb 2025); TRAFFORD CENTRE prefix altered from intu to THE from 24 Jan 2021 (intu had gone bust; Metrolink publicity);
Barton Dock Road stop renamed Trafford Palazzo 28 Oct 2025 (https://news.tfgm.com/press-releases/e247442e-d6f8-41e3-8fb9-b921641d22a2/trafford-palazzo-announces-strategic-partnership-with-transport-for-greater-manchester (accessed 1 Nov 2025))

BROADWAY and MEDIACITYUK (both excl.) to ECCLES clo 26 Jun 2016, reop 28 Aug 2016, and again clo 16 Jul 2022 (trackwork); reop 22 Oct 2022

Victoria stop clo 21 Feb 2014 (engineering work); reop 18 Feb 2015

2 Aug 2016: remodelled St. Peter's Square stop op **28** Aug 2016 (Metrolink press release 25 Aug 2016)

2 Feb 2016: completion of Second City Crossing op **26 Feb 2017** between Exchange Square and St Peter's Square (no new stopping places) (Metrolink press release)

Sheffield Supertram

Became **South Yorkshire Supertram** 22 March 2024, operated by South Yorkshire Future Trams Limited, on behalf of the South Yorkshire Mayoral Combined Authority (SYMCA). (https://www.southyorkshire-ca.gov.uk/news/article/842e0100-72fd-4a04-81b4-642ff1474092 accessed 25 March 2026).

21 March 1994: Arena/Don Valley Stadium stop renamed Arena/Olympic Legacy Park **26 Nov** 2017 *(date of timetable change – nameboard not altered until later). Don Valley Stadium itself was demolished Nov 2013; Olympic Legacy Park "public realm" op on site 2016-18).*

23 Oct 1995: Hillsborough (excl.) to Middlewood *and* Malin Bridge clo 19 Apr 2019 (rail replacement); reop 19 Jul 2019 (*BLN* 1331.1538; *many other sectionsof the system also closed for the same reason at this era but no other extended to two months duration)*

[#**10**] 25 October 2018: the route from Tinsley North Jn (including Parkgate terminal spur) belongs to Network Rail, as do the stations/stopping places; of these, Rotherham Central is an existing Network Rail station of which Supertam merely became a further user. Op. date confirmed by

https://www.travelsouthyorkshire.com/en-GB/supertram/about-supertram accessed 25 Mar 2026 (*better provenance*)
Add intermediate stopping place: [*Rotherham*] Magna (between Meadowhall South/Tinsley and Rotherham Central, serving Magna Science Adventure Centre) op. (Thu) 9 April 2026 (https://news.railbusinessdaily.com/new-tram-train-station-to-open-at-magna/ accessed 25 Mar 2026)

West Midlands Metro

The closure date in 2013 (top of right hand column) was 30 Mar 2013 [BLN 1180.336]. *A two-week closure hardly meets "particularly lengthy" criteria – p. 5*

Priestfield - Wolverhampton St. George's: clo 6 Sep 2014 (track relaying and remodelling); reop Priestfield - The Royal evening of 15 Dec 2014 and thence to Wolverhampton St. George's 31 Mar 2015

Priestfield - Wolverhampton St. George's: clo 11 Jun 2017 (track work), reop 8 Dec 2017

Bull Street – Library clo 26 Jul 2021 (installation of new junction); reop 12 Feb 2022

Entire line Wolverhampton St. George's to Birmingham Library clo 20 Mar 2022 (tram fleet withdrawn); reop to Bull Street 9 Jun 2022, and throughout 17 Jul 2022.
Original main line from junction near The Royal to Wolverhampton St George's clo 29 Aug 2023 (from start of driver training over Wolverhampton Station branch; reop 29 Sep 2025; closed again 19 Oct 2025; finally reop 17 Nov 2025 (https://www.westmidlandsmetro.com/disruptions/service-changes-september-29-until-october-18 (accessed 24 Sep and 17 Nov 2025))

The new stop at Snow Hill was delayed in opening by one day – op **31** May 2016 (email from Customer Service Manager, Midland Metro, dated 6 Jun 2016). Shown as Snow Hill in May 2016 printed public timetable, by the next issue – dated July 2016 – it was shown as St Chad's. **However,** the renaming did not actually take place until 1 Jan 2017 (as shown) – as confirmed by http://nxbus.co.uk/the-metro/news/snow-hill-tram-stop-to-be-renamed-to-st-chads-from-january-2017 ; https://www.tfwm.org.uk/news/new-year-rings-in-name-change-for-midland-metro-s-snow-hill-stop/ ; https://www.tfwm.org.uk/media/2351/st-chads-sign2.jpg (all accessed Dec 2016 – but no longer available).

Wednesbury G W Street should read Wednesbury Great Western Street. As at 4 Nov 2023 (personal observation) (Birmingham) Town Hall is now (*from when?*) Town Hall Victoria Square *(although the operator's timetable is known to omit the additional two words).*

Extension from (Birmingham) Library Centenary Square *(although the operator's timetable is known to omit the extra two words)* to Edgbaston Village *(although the operator's timetable is known to omit the Village suffix)*, with two intermediate stops, at Brindleyplace *(although the operator's timetable is known to render that as Brindley Place – two words)* and Five Ways op 17 Jul 2022 (https://www.westmidlandsmetro.com/west-midlands-metro-extension-to-edgbaston-opens-on-sunday (accessed 7 Feb 2025))

Extension from a junction near The Royal to Wolverhampton Station, with an intermediate stop at Piper's Row, op 17 Sep 2023 (https://www.wmca.org.uk/news/new-west-midlands-metro-extension-to-wolverhampton-railway-station-opens-on-sunday (accessed 7 Feb 2025)).

Extension from Bull Street/Corporation Street triangular ("delta") junction to Millennium Point, with an intermediate stop at Albert Street op (Sun) 5 April 2026 (https://www.westmidlandsmetro.com/all-aboard-as-new-metro-extension-to-millennium-point-opens-this-easter/ accessed 2 Apr 2026) *(note that Millennium Point is only a temporary stop which will close when the Eastside line is extended after the Birmingham HS2 station is completed)*

[#10] Extension from Tipton Junction (Wednesbury) triangular ("delta") junction to Dudley Flood Street, with intermediate stops at Great Bridge, Horseley Road, Dudley Port (*former low level station site*), Sedgley Road, Birmingham New Road, Tipton Road, Dudley Castle, Dudley Interchange, op date in 2026 (? Nov) still awaited.

Blackpool Tramways

This should either read **Black pool Transport** or **Blackpool & Fleetwood Tramway**

London Street was not so renamed (from Preston Street) until 4 Apr 2012; Sandhurst Avenue stop op same date; Norbreck North stop op 22 Mar 2016

Fisherman's Walk (excl.) to Fleetwood Ferry clo. 31 Jan 2022 (engineering work); reop 4 Apr 2022

Delete wording: "Junction for line to Talbot Square and North Station to open 2020"

Branch (from triangular junction at North Pier) to North Station with intermediate stop Talbot Square op 16 Jun 2024 (https://www.blackpooltransport.com/all-aboard-trams-north-station (accessed 7 Feb 2025)); prior special public trips ran 12 Jun 2024 (https://www.blackpool.gov.uk/news/blackpool-tramway-extension-to-open.aspx?date=24-04-2024 (accessed 7 Feb 2025))

SECTION 7

Page 568: SOME MARGINAL ITEMS

1: Lines used by the general public:

BURTON & ASHBY LIGHT RAILWAY: according to Parr, *The Burton & Ashby Light Railway (*Tramway Museum Society, 1970*)* it was **not** the whole Gresley arm which clo. Nov 1912 but merely the through running between Ashby / Woodville and Gresley by the third side of the triangle at Swadlincote, the so-called Woodhouse connection between Woodhouse Street Jn and Boot Inn Jn - see plan at sheet 25A of *Midland Railway Stystem Maps (The Distance Diagrams)* vol. 2 of ?1997?1998 reprint. No press reference to any such closure *of the whole Gresley branch* in 1912/3 press - court case reported in *Burton Observer* 21 Nov 1912 confims service on branch at 19 Oct 1912, while same paper 27 Mar 1913 reports 'normal service' on Good Friday on Gresley branch.

B&A service "permanently discontinued at 12 o'clock midnight on Saturday, the 19th day of February 1927." – *Co n Derby Daily Telegraph* 5 Feb 1927 *(better provenance for final closure – there was no booked Sunday service then anyway)*

CAIRNGORM MOUNTAIN RAILWAY: during the closed period 2018-2023 (see below) H&IE took back the lease from CairnGorm Mountain Ltd and thereafter have run it through its directly owned subsidiary, CairnGorm Mountain (Scotland) Ltd. (https://www.hie.co.uk/media/10384/cairngorm-full-business-case-feb-2021.pdf)

Op to public was 1300hrs **24** Dec 2001 (previous day was VIPs only) (https://www.scotsman.com/news/cairngorm-funicular-railway-opens-last-2510202 and https://www.hie.co.uk/media/5564/reviewplusofpluscairngormplusfunicularplusrailwayplus-plusauditplusscotlandplusreportplus-plusmainplusreportplus-plusoctoberplus2009.pdf para.90).

Line clo for maintenance 4 Nov 2002; reop 24 Nov 2002; clo 4 Jun 2018, reop 5 Jul 2018; clo 28 Sep 2018 (https://www.bbc.co.uk/news/uk-scotland-highlands-islands-45705256); reop 26 Jan 2023 (https://www.hie.co.uk/latest-news/2023/january/25/cairngorm-mountain-railway-runs-again-from-26-january (accessed 7 Feb 2025); clo 25 Aug 2023 (https://parkswatchscotland.co.uk/2023/09/21/hies-decision-to-close-the-cairngorm-funicular-again); reop 27 Feb 2025 (https://www.cairngormmountain.co.uk/mountain-railway/ (accessed 27 Feb 2025)).

The three stations are: lower: Base; middle (open only in winter): Shieling; upper: Ptarmigan (486 feet short of summit). *Coire Cas is the whole valley with Cas car park at Base level - the so-called Cairngorm Gateway (*https://www.hie.co.uk/media/10744/cairngorm-mountain-masterplan_2021.pdf p. 31 *et seq)*

(all cited internet references accessed 5 Feb 2025)

CRUDEN BAY: *RM* Dec 1932 in article about tramway erroneously gives clo date as 1 Nov; the correct date of 31 Oct 1932was at that stage only intended to be closed in winters (LNER GM Scotland circular GM243 (12 Oct 1932)).

KEMSLEY PAPER MILL: this was a line with a 'workers' service' (non-tt).... doubtless there are others...

KINVER: was actually KINVER LIGHT RAILWAY: op. Good Friday 5 Apr 1901 (*Birmingham Daily Gazette* 5 Apr 1901 and *The Advertiser for Brierely Hill etc.* 6 Apr) - 1 Apr was inspection. Clo. Sat 29 Feb 1930 ("last day" rather than w.e.f. date) (*Birmingham Daily Gazette* 24 Feb 1930). Despite being a rural line, it traded as the Kinver Light Railway and was part of British Electric Traction's Black Country system

LINCOLNSHIRE COAST LIGHT RAILWAY – built and run by enthusiasts – has no greater (indeed lesser) claim than e.g. Dart Valley (a purely commercial venture running Paignton – Kingswear schools service), Romney Hythe & Dymchurch (a purely commercial venture with schools service), Talyllyn (Friday winter service), Llanberis Lake (a purely commercial venture) etc. etc. Response receivedfrom MEQ: According to information received it served a useful purpose for the general public — not just providing train rides for the sake of it. To which my reaction is: Same goes for Talyllyn winter service, Romney Hythe & Dymchurch, Ravenglass & Eskdale winter service, Keighley & Worth Valley shopper service (even talk of resuming commuter operations there!), Dart Valley (Paignton) brief flirtation with all-year service…this inclusion of Lincs Coast is on **very** thin ice…. The LCLR has no greater claim than many another but the acid test could be: what was the driving force behind any given project – was it to set up *specifically* to be a public service *or* did that come as a *side-effect* of a venture to preserve and utilise locos. and rolling stock. There is no doubt the LCLR was in the latter category – but so are many others.

When citing *Chron*, need to show full citation: this one is *Chron 25/3*.

MULL & WEST HIGHLAND NARROW GAUGE: the qualification of being VAT-free because it went "somewhere" applies to all preserved/heritage railways that have more than one station….. it was a long way from being alone (with the LCLR) in this respect……No doubt more editorial arbitrariness will follow as to which examples get in, and which are overlooked. And if it (and LCLR) were such good examples of 'public service' (as opposed to 'fairground') operation why are they not in Section 4 with the Sand Hutton line?

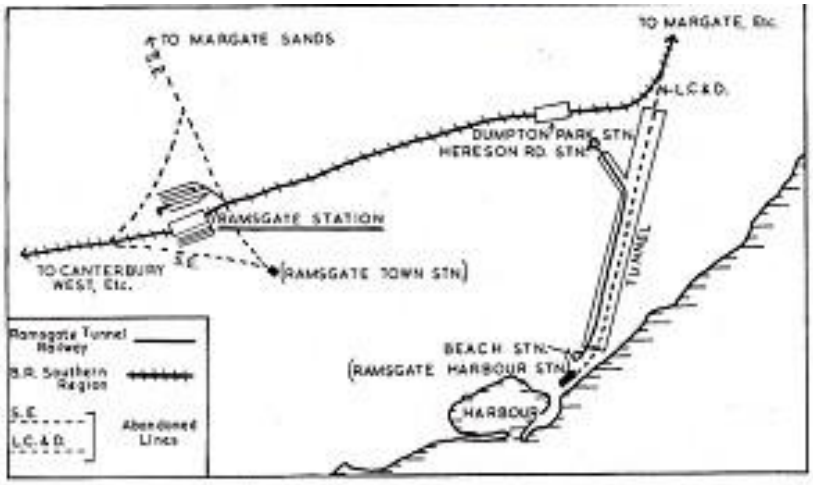
PLYNLIMON & HAFAN: ran from Llanfihangel (Cambrian Railways station) – later called Llandre. Contemporary provenance for opening date (which the cited piece at *Chron 82/15* does not address) of Mon 28 Mar 1898 is found in (*inter alia*) *Aberystwyth Observer* of 31 Mar 1898 (p.2). Although originally Mondays only – and only between Llanfihangel and Talybont – the service was not always so restricted as this report (in translation) from *Y Negesydd* of 5 Aug 1898 (p.1) testifies: "The new Plynlimon and Hafan railway is being appreciated by residents of this area. A train is now run daily to meet the Cambrian trains at Llanfihangel. This can only prove to be very beneficial to this area." The railway's own advert in *Cardigan Bay Visitor* from 28 Jun 1898 and bi-weekly until 27 *(sic!)* Aug would suggest this increase to 'daily' (presumably not Sundays, however!) commenced 4 Jul 1898 – and ran through **beyond** Talybont, via Goats' Bridge (a.k.a. Pont Geifr or Glan-yr-Afon or Cwmere), to "Hafan Foot" (foot of the incline at Hafan mine, below Cerrigyrhafan). It was more than just the "possibility" suggested by text of v5.05. The line's closure was reported in *Cambrian News* of 19 Aug 1898 as being "since the beginning of the week", which would seem to make the closure with effect from Mon 15 Aug 1898. *Y Negesydd* of 26 Aug (p.4) reported (in translation): "The Plynlimon and Hafan Railway has apparently been closed to all traffic since last week. As far as carrying passengers was concerned, we hardly thought they took enough time to see and pay. Locals were amazed when they realized this." Other Welsh language papers were slower to catch on.

*Chron. 82/15*and *83/25 need to be discounted accordingly – and replaced by Chron 108/18. Cozens has also been overtaken by three editions of Wade's book.*

PWLLHELI to LLANBEDROG: title and gauge should read: PWLLHELI & LLANBEDROG TRAMWAYS *(plural)*) and 3ft., owned by Solomon Andrews, a property developer from Cardiff . The main section between Pwllheli and Llanbedrog of this grandly plural (in name) horsedrawn line closed after the 1927 season due to storm damage incurred overnight 28/29 Oct 1927 (the Pwllheli town section lasted another year). There has been some doubt about

the gauge as the late Roger Kidner, in the Welsh section of his seminal *Light Railway Handbook* series of the 1940s/1950s, gave it as 3' 6". However, the late James Boyd in *Narrow Gauge Railway in North Caernarvonshire* Vol 1, part 3 (1981), gives the gauge as 3ft – which is confirmed by John Andrews (descendent of Solomon) in his *Pwllheli & Llanbedrog Tramways* book (1995). At Llanbedrog, Glyn-y-Weddw, a mansion house (and estate), was bought by Andrews to convert to an art gallery (which it still is) but note that the operational tramway did not enter the grounds of Glyn-y-Weddw but ended opposite the entrance drive.

RAMSGATE tunnel railway: service ceased w.e.f. 27 Sep 1965 *(own records, at the time).* Plan from *Railway World*:



SOLOMON ANDREWS TRAMWAY: Pwllheli & Llanbedrog was also his – so needs cross-ref.

VOLK'S Electric Railway: has had some periods of closure, including:
Line clo after use on 30 Sep 2021; Aquarium to Halfway reop 11 Apr 2022; Halfway to Black Rock reop 28 May 2022

WANTAGE TRAMWAY: closure w.e.f. (Sat) 1 Aug 1925 confirmed by GWR GM's report to the Traffic Committee 30 July 1925 (RAIL 250/452): "An arrangement has been entered into with the Wantage Tramway Company Ltd under which the Great Western Company will, as from August 1st 1925, undertake the conveyance in their road motor cars, of the whole of the passenger, parcels and mail traffic between Wantage Road Station and Wantage Town. The traffic will be conveyed as far as possible by the road motor service now operating between Swindon and Wantage…." *(better provenance).* Also report in *North Wilts Herald* 31 Jul 1925, p.15. ***n.b.*** *Oxford Chronicle report of 17 Jul 1925 is misleading about effective date*.

2: Military Lines:

Preamble – 2nd. paragraph: should have capital D for Defence.

…on and around **SALISBURY PLAIN**

Larkhill Camp: Larkhill Military Camp Railway shown as "has been closed" in SR *Sig inst* no. 51(1929) dated 17 Dec 1929 (although connection to it was retained as Ratfyn Mililtary Siding)

BETWEEN SALISBURY PLAIN AND LONDON

Blackdown Camp: "dates?": Compton *(the 1979 RCHS visit notes cited under Bisley Camp)* stated that in 1941 WD reinstated 36ch from Bisley Camp station to "the edge of Pirbright Camp" and that by 1950 it had been removed.

Bramley near Reading: still running at Jun 1978: Main Gate via B line, 4 post, D line and return to yard (reverse in afternoon)

Marchwood Military: scheduled internal service ceased after operation on 27 August 2013 - source: correspondence with the railway's superintendent, as used in *BLN 1202.168*

KENT

See also R M Lyne *The Military Railways of Kent* in *RCHS Journal* Mar 1982 *et seq.(three parts)* (presume precursor to the book).

Royal Arsenal Woolwich: Lyne mentions Crossness as other end of standard gauge line.

Should not there be a cross-ref for **Manston Camp?**

ELSEWHERE

Devonport Dockyard: Internal unadvertised service was cut back from South Yard (Naval Store Office) to South Yard (Saw Mills) from May 1964 (HM Dockyard letter 13 Mar 1967) and the remaining service (between North Yard Extension (No. 29 Store) - South Yard (Saw Mills)) last ran in *regular service on* Fri 13 May **1966**, with a special last train Mon 16 May **1966 (**HM Dockyard letter 17 Feb 1967). *That error may have arisen because Burkhalter has an error in a picture caption showing 1965 instead of 1966.*

There was a platform within *HMS Drake* (but not on the dockyard internal railway passenger route – actually on the access line from GWR/BR) used by military (naval) specials – such as 10 Dec 1971 and 17 .Dec 1971 reported in *BLN* 198, p. 47. *Needs to be added to map 114.*

RAF Cranwell: Ludlum is vague about start date – his p. 9 implies contractor's workmen carried from mid-1916 on a temporary line, parallel to substantive line under construction, p. 12 has the **substantive** line finished **by the end of 1917** and **carrying passengers** as well as freight **from that time *(i.e. earlier than 1919)*.**

For schedule of regular service at 1926 with Sleaford – see (for example) LNER 19 July 1926 *wtt*

Saundersfoot: Narrow gauge line took miners to work at Bonville's Court colliery (closed 1930) in Pembrokeshire *(Connop Price). –this text is mis-placed in this military section*

3: Lines used in Dam construction

NORTHERN ENGLAND

Angram Dam site (a continuation of the Nidd Valley Light Railway): see comment under LOFTHOUSE-IN-NIDDERDALE about July 1904 start date. Scar Village to Lofthouse and Pateley Bridge unadvertised service continued until "probably 1932" (Bowtell, *Lesser Railways of the Yorkshire Dales* (1991), p. 133) (*rather than "about 1936" given in Pateley Bridge entry, above*)

WALES

Elan Valley: **Birmingham Corporation Waterworks Railway (Elan Valley):** Noyadd – Elan village (Caban Coch): school children; Elan village (Caban Coch) – working sites: workmen; ca. 1894 to ca. 1904/5. C W Judge, *The Elan Valley Railway*, Oakwood (**1997 edn**.), pp. 181 *et seq*. Note: for the avoidance of doubt: there were no regular workings over section Noyadd to junction with Cambrian.

4: Colliery Lines

NORTHERN ENGLAND

Seaton Burn Waggonway (alias Brunton & Shields Railway): no satisfactory information found in the following cited and other websites: *Subterranea Britannica* (note correct spelling); *Disused Stations*; https://twsitelines.info/SMR/1065; and https://co-curate.ncl.ac.uk/fawdon-wagonway/ (all accessed 5 Feb 2025). Some more **specific** citation or provenance is called for. Presume the other alleged stops (apart from Coxlodge, Jubilee Pit) were Gosforth and Hazlerigg Colliery? There was a wagonway between Gosforth and Coxlodge Colliery (on the west side of Jubilee Road), latterly as the Fawdon Wagonway to Hazlerigg Colliery – and beyond – of which Waywell and Holroyde, *Industrial Railways and Locomotives of the Northumberland Coalfield* (2020) say: "Hazlerigg Colliery was completed in 1895." "Coxlodge Colliery was closed in the 1890s but the route from the NER *[which would have been at Gosforth]* was retained for transporting men to Hazlerigg, second hand carriages being used for the purpose". This would suggest that the service ran from the opening of Hazlerigg in 1895 (there being little housing there). Under the entry for Hazlerigg Colliery under NCB ownership: "There was still a miners' paddy train here with two ex NER coaches, which ran until 14 Aug 1953". The mine closed 18 Apr 1964 when merged with Weetslade.

SOUTH WALES

Blaensychan/Blaenserchan: ran from Navigation Colliery (for road access, near Abersychan & Talywain) to Blaenserchan Colliery Pit Head Baths, with intermediate halt at Ty Rhiw Frank (for Pentwyn): Started ca. 1890; last ran Sat 21 Mar 1970 (*British Railway Journal* no. 64, p.293)

add: Cwm Pit Railway from Cyfarthfa Iron Works: Line a couple of miles long on the west side of Merthyr Tydfil between Cyfarthfa Iron works and Cwm pit – see *Merthyr Times* 15 Jan 1892

Graig Merthyr: Proper citation of "internet item" is https://www.rmweb.co.uk/community/index.php?/topic/31388-ncb-south-wales-area-paddy-trains/ (accessed 2 Dec 2021) - not that the exchange tells us much. *BLN* 1376.1333 and 1375.1186 discussed the end of this operation in 1970 and concluded it was still running at 3 July 1970.

add: **Llanerch colliery** line from Abersychan operated by Partridge, Jones & Co (*Pontypool Free Press* 31 Aug 1894)

add: North's Navigation Railway between Caerau Colliery and Coegnant Colliery (accident report in *South Wales Daily Post* 13 Sep 1895)

Plymouth Railway: The cited 1 Feb 1908 letter writer's reference to the 'Mountain Ash Inn' is confusing because the latter day Mountain Ash Inn does not tie in with Plymouth Street (perhaps it replaced an earlier ale house in town - possibly the un-named one in Plymouth Street at g.r. SO052056?) but the description of the boarding/alighting site must refer to somewhere along the street called Tramroad Side South (a clue there...?) between g.r. SO052056 and g.r. SO051058. Quite what Twyn Glo = coal dune (or pile?) in the letter refers to is not obvious. The line was the Mineral Railway shewn on old OS plans, quite independent of (but - for most of its length - alongside and to the east of) the TV; grid ref of South Duffryn pit (sometimes spelled South Dyffrun) is SO070032. Delete reference to **Powell Duffryn** as it is now superfluous.

Powell Duffryn: delete this sub-heading

add: Saundersfoot: entry should be here, not in Military section

5: Other lines that carried workmen

add: ARDEER EXPLOSIVES WORKS: this site in Ayrshire was originally developed by Nobel's Explosives Ltd (latterly part of Imperial Chemical Industries (ICI)) and was linked by trunk siding line to both the GSW and Cal. at Stevenston. An unadervtised workers' service from Ardossan to a platform - initially known as ARDEER WORKERS PLATFORM but latterly simply as ARDEER PLATFORM - was operated from 21 Dec 1896 (*Irvine Herald* 25 Dec 1896, p. 5). Exchanges between Board of Trade, GSW and Nobels Explosives Ltd during 1895-6 at MT6/772/4 (also *Ardrossan & Saltcoats Herald* 13 Sep 1895, p.5) make quite clear that whole branch from Stevenston (including the halt) was owned by the factory company (even though trains were worked by GSW and its successors). Clo 3 Oct 1966 *(BLN 66)*.

BROMBOROUGH PORT: T B Maund*, *The Birkenhead Railway (LMS & GW Joint):* Pass.service from Port Sunlight private station (which itself had op 4 May **1914** *(so Lister's date of 1 May 1914 is suspect)*) was two round trips to Bromborough Port: service ceased **1929**.
** - no relation*

GUEST, KEEN & NETTLEFOLD: should read GUEST, KEEN & NETTLEFOLD**S**. They carried workmen in connection with their Dowlais iron works, including use of a Penydarren Platform and operating Sunday workmen's (miners) trains (at some periods) over parts of the Taff Bargoed Joint railway.

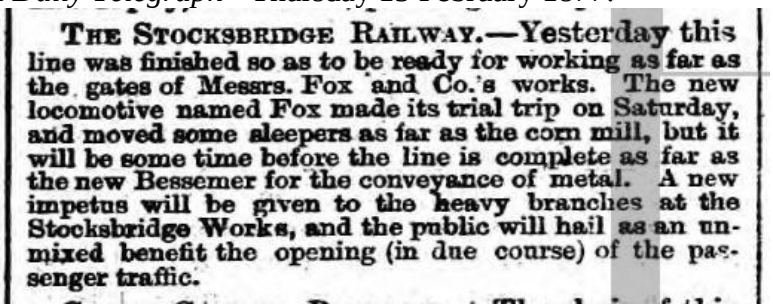
LOCHABER: for full history of this line refer to Patrick Howat, *The Puggy Line – The Lochaber Narrow Gauge Railway* (special issue no. 197 of *the Narrow Gauge),* Narrow Gauge Railway Society (2007)

PADARN Railway: The internal quarry railways were 24½" between *outsides* of rails (usually cited – as text does – as 1'10¾" in conventional terms), the 'main line' was nominally 4ft gauge (sometimes cited as 4' 1"). The first sentence – which applies solely to slate wagons (*so why is it included?)* – should say something along the lines of: "Two 1ft 10¾in gauge tracks

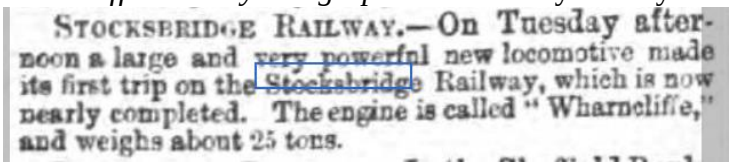
arranged in parallel on 4ft gauge transporter wagons…". The 'main line' passenger cariages were 4ft gauge vehicles (they did not run on two parallel 1' 10¾" gauge tracks).
The formally organised workmen's service *replaced various velocipedes and the 'tolerated' use of goods train*; it started 25 Nov 1895 (*North Wales Chronicle*, 30 Nov 1895).
The end date of 8 Nov 1947 was the date of last train – usual convention would render that as a w.e.f. date of **10** Nov 1947.

PENRHYN Railway: Boyd's start date for workmen's service (16 Jan 1880) is rather supported by report in *North Wales Chronicle* 3 Jan 1880. He spells out (pp. 128-9, *op cit*) that ordering necessary vehicles and drawing up rules had not taken place until Sep 1879, so Turner's date (of 2 Feb 1879) must be discounted *(note also that Turner was not correct about Padarn, either - see above – so perhaps not a source to be relied upon?)*.

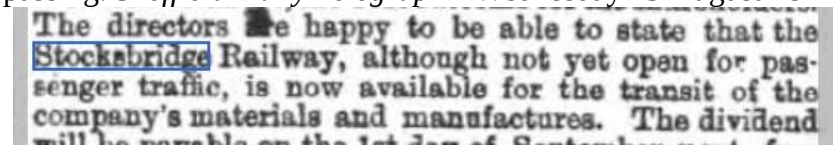
STOCKSBRIDGE Rly: 1887 line op date is very questionable. A brochure issued (1955) by the company *implies* op 14 Apr 1877. The only traced online press references to the opening of the railway in 1877 are:
Sheffield Daily Telegraph - Thursday 15 February 1877:


THE STOCKSBRIDGE RAILWAY.—Yesterday this line was finished so as to be ready for working as far as the gates of Messrs. Fox and Co.'s works. The new locomotive named Fox made its trial trip on Saturday, and moved some sleepers as far as the corn mill, but it will be some time before the line is complete as far as the new Bessemer for the conveyance of metal. A new impetus will be given to the heavy branches at the Stocksbridge Works, and the public will hail as an unmixed benefit the opening (in due course) of the passenger traffic.

No reference traced to the line being op on the reputed date of 14 April 1877.The next reference is *Sheffield Daily Telegraph* - Wednesday 18 July 1877:


STOCKSBRIDGE RAILWAY.—On Tuesday afternoon a large and very powerful new locomotive made its first trip on the Stocksbridge Railway, which is now nearly completed. The engine is called "Wharncliffe," and weighs about 25 tons.

Note that the line is only 'nearly completed' – but that does not necessarily preclude some traffic passing. *Sheffield Daily Telegraph* - Wednesday 15 August 1877:


The directors are happy to be able to state that the Stocksbridge Railway, although not yet open for passenger traffic, is now available for the transit of the company's materials and manufactures. The dividend

(this is from a precis of Samuel Fox & Co Ltd's annual report).
So passenger service did **not** start on 14 April 1877 – although the wording does suggest that it was intended to start sooner rather than later – and likely that year 1877. Subsequent press references only record – briefly – half-yearly meetings, with no mentions about the passenger service. The 26th meeting on 31 August 1887 (which would have covered the half-year which included February 1887) was no exception. This all raises the clear prospect that the 1887 date was nothing more than when the railway started submitting returns about passenger operation.
The parenthetic note "(but track not connected to main line)" is misleading – while SR passenger trains did not access the GC main tracks, there was a running connection which would have had to be used if the WW1 service from the Ewden Valley (see BLN 1344.249) did in fact operate.

6: Miscellaneous lines

HOSPITALS

a) Cheddleton: not clear why stations for this line appear in main body whereas Whittingham stations do not…

SPORT & RECREATION

a) Murcar Rly was also featured in *RM* Jan 1953 edition

h) Duchal Moor Grouse Shooting Railway: proper citation for *BLN* is: *BLN* 1253.X36 (19 March 2016) and for Wikipedia is https://en.wikipedia.org/wiki/Duchal_Moor_Railway - although could have cited https://www.secretscotland.org.uk/index.php/Secrets/DuchalMoorGrouseRailway or (from Historic Environment Scotland so quasi-'official') https://canmore.org.uk/site/331375/duchal-moor-grouse-railway (all accessed 6 Feb 20925)

[#10] NON-RAIL ITEMS: *STEAMERS*

INNELAN should read INNELLAN

SECTION 8

INDEX TO MAPS

Delete: Caergwrle – 16 *(Caergwrle doesn't even make it on to map 75)*

Map 9: Glammis was so spelled in the Newtyle & Glammis Railway Act of Parliament of 30 July 1835.

Map 15a – note 'X' – the initial service with Helensburgh and Balloch ran to/from Queen Street, **not** Buchanan Street, from 31 May 1858, upon opening of Bowling – Cowlairs section: see *Co n Glasgow Courier* 29 May 1858 and *post hoc* confirmatory report in *Morning Herald* 3 Jun. Therefore **delete** the dotted connecting link shown on map and note '*X*'.

Map 16: MORNINGSIDE *original* would have been on north (*not south*) side of "through" line, to judge from Lanarkshire, OS Sheet XIX.1 Survey date: 1859, https://maps.nls.uk/view/195266810
NEWARTHILL diverged north-eastwards from what became through line to Midcalder Jn, from a point close to where present Holytown sta. sits – see Lanarkshire, OS Sheet XII Survey date: 1859, https://maps.nls.uk/view/74427701
LENZIE: the Campsie branch to Kirkintilloch NB left the E&G main line at Lenzie 1 & 3 (i.e. *west* of Lenzie 2)

Map 28: CARR HOUSE should be more clearly rendered as one word, CARRHOUSE (to match body of text, Index to Maps, and contemporary *Brad*).

Map 32 (1844): need a closing parenthesis after Rainton Meadows clo date

Map 32 (1893): from comparison of available early OS plans, SHERBURN HOUSE station was on the same site, on the west side of the road bridge, both pre- and post- the replacement of the Shincliffe line by the Durham Elvet line in 1893

Map 43: should show relocation of ESTON (JUNCTION) (i.e. main line) station slightly to east in ca. 1866 (also known as earliest SOUTH BANK), and the fact that there were **two separate** SOUTH BANK stations west thereof – one at Station Road (1882-1984) , the other at Normanby Road (1984 -date)

Map 68: the later layout (dubbed **1876**) – with trains running into Thetford (GE) (no trains over the east curve) – did not come into effect 1 Sep **1879**

Map 78: it might be helpful to note that Blaenau Festiniog F&B sta. was known as DIPHWYS/DUFFWS (rather than "F&B"). Also that town's present day spelling is BLAENAU FFESTINIOG and the village FFESTINIOG.

Map 80: even though headed LLANYMYNECH, this map is cited against Llanyblodwel(l) entry in text, so should show that name on the 1910 sketch, with the station of that name station west of BLODWELL JN, on the Tanat Valley line.

Map 83: the grid refs of the several stations are: GW1 and GW3 SS750974, GW2 SS749979, LL SS749978. (Cadoxton and RSB as shown on existing sketch)

[#10] Map 99: on the 1870 map, Granville Street was not opened until 1876 and Five Ways not until 1886.

Map 100: the two stations at the GW crossing are misplaced, according to Atkinson *The West London Joint Railways* (1984) – the GW was **east** of the crossing, the WL was **south** of it.

Map 108: the * note (a) applies north (as well as south) of Bow & Bromley, and (b) should read "…clo 26 Sep 1850…." According to *L.* the EC/L&B interchange station was called VICTORIA PARK & BOW (but also see that works's note V13)

Map 111: the original Hayle Railway's abandoned alignment rejoined the present line between 316½ and 316¾ mile posts, well **west** (not east) of Gwinear Road

Map 112: what does italicised note "Falmouth, later" signify?

Map 114: (1) add short branch to ADMIRALTY PLATFORM; this trailed off Down line (also with facing lead from Up line from 1941 to 1956) just north-west of Keyham station, to a platform west of and almost opposite to Keyham station;
(2) Devonport LSW and GW stations are transposed;
(3) add branch to Stonehouse Pool Ocean Quay

Map 121: need to make clear that "**early**" in bottom left corner refers to Bristol Temple Meads.

Map 131: see comments above in Section 4 under **Margate**, to the effect that the LC&D east-facing terminal sta. would ***not*** have been labelled Buenos Ayres (and did ***not*** open for traffic). The maps as shown do not tally with the main text.

Map 133: Despite *Hasenson,* was Dover Harbour 1 *really* off the line of route of the extension to ADMIRALTY PIER? The only possible place that the 1866 1:2,500 OS map might suggest would have been on the harbour quayside (where sidings are shown parallel to the through line), but that would hardly have been a "station". Or was it on the site of DOVER HARBOUR 2, being "temporary" only to the degree that the "permanent" station was being built around it on the same site? Is there any positive evidence for the short spur (to HARBOUR 1) shown?

*** * * ***

Compiled by **Richard Maund**

You can email the compiler at psul@branchline.uk Please include 'Railway Passenger Stations in GB' as heading.

★ RE-NAMING OF STATIONS – LONDON MIDLAND REGION

Commencing with the introduction of the new timetable 7 May, 1973, the following London Midland stations will be re-named in the Passenger Public Timetable :–

Present	Future
Amersham & Chesham Bois	Amersham
Carlton & Netherfield (for Gedling & Colwick)	Carlton & Netherfield
Chorley Wood & Chenies	Chorley Wood
Dean Lane, Newton Heath	Dean Lane
Ditton Junction	Ditton
Gospel Oak (for Highgate)	Gospel Oak
Hartford & Greenbank	Greenbank
Heswall Hills	Heswall
Hough Green (for Ditton)	Hough Green
Kenton (for Northwick Park)	Kenton
Rainford Junction	Rainford
Rolleston Junction	Rolleston
Walton Junction	Walton
Wolverhampton High Level	Wolverhampton
Wolverton (for Stony Stratford)	Wolverton

Existing names will be retained in the Working Timetables until such time as the names are altered by amendments to the Sectional Appendices, amendments to the Working Timetables will then be issued to apply concurrently.

All concerned to note.

(P9/4/3/107/2)

SECTION D

Miscellaneous Instructions—continued

★ RE-NAMING OF STATIONS—EASTERN, SCOTTISH AND SOUTHERN REGIONS' PASSENGER PUBLIC TIMETABLES.

The Eastern Region are renaming the following four stations :–

Present	Future
Billingham-on-Tees	Billingham
Stockton-on-Tees	Stockton
Attercliffe Road	Attercliffe
Dovercourt Bay	Dovercourt

The Scottish Region are renaming the following seven stations :–

Present	Future
Clarkston & Stamperland	Clarkston
Dalmuir Park	Dalmuir
Fairlie High	Fairlie
Fauldhouse North	Fauldhouse
Houston & Crosslee	Houston
Leuchars Junction	Leuchars
Mosspark West	Mosspark

The Southern Region are renaming the following station :–

Present	Future
Whitchurch North	Whitchurch

All concerned to note.

(P9/4/3/107/2)

APPENDIX 2 – Affidavit given by Taff Vale's Chief Engineer in respect to Rhondda Tramways Act 1905

Affidavit extracted by Colin Chapman (alas, fuller details of original document's location not recorded)

In the Rhondda Fawr Valley the Company have the following passenger stations, those for motor-cars being distinguished by the letter M, the distance between each station being as shown.

Station	Distance between.
PLANNRHONDDA (M)	
	45 chains
DUNRAVEN CROSSING	
	75 "
TREHERBERT	
	1 mile 17 "
TYLACOCH (M)	
	58 "
TREORCHY	
	34 "
RHONDDA ENGINE WORKS (M)	
	34 "
YSTRAD	
	42 "
GELLI (M)	
	1 mile 28 "
LLWYNPIA	
	77
TONALAN (M)	
	49 "
DINAS	
	1 mile 50 "
PORTH	
	1 mile 19 "
HAFOD	

APPENDIX 3 – Steam Rail Cars on the Rhondda Fawr Branch
Extracted by Colin Chapman (alas, fuller details of original document's location not recorded)

Taff Vale Railway

Steam Rail Cars on the Rhondda Fawr Branch

A proposal for a platform at Tylacoch was agreed by the Traffic Committee on 20 December 1904, with those at Gelli Crossing and Rhondda Engine Works (subsequently referred to as 'Pentre') following on 9 May 1905. They were all ready for Board of Trade inspection at the end of September 1906, the reports being dated 10 November in the case of Gelli and Tylacoch and 12 November for Pentre.

A TVR timetable for May 1907 gives: 6.20am Treherbert-Cadoxton (Tylacoch 6.23, Pentre 6.28 and Gelli 6.33) and a 2.15pm ex Cardiff calling at Gelli (3.21), Pentre (3.26) and Tylacoch (3.31). There were also two SO workings serving these platforms: 4.45pm Treherbert-Porth and 11.10pm Porth-Treherbert. All are absent from the October 1907 issue of the timetable. The platforms are listed (but without service) through to the October 1917 issue, but not in that of December 1921.

With regard to Blaencwm, its provision was agreed by the Traffic Committee on 25 September 1906:

> "A plan of proposed Motor Car Platform near the Dunraven Colliery at the head of the Rhondda Valley at an estimated cost of £199 was approved and referred to the Engineering Committee to carry out."

The matter came up again on 12 March 1907:

> "A recommendation to convert the mineral line between R&SB Junction and Dunraven Colliery into an Electric Train Staff section at an estimated cost of £270 for the purpose of establishing a motor car service to and from the Motor Car Platform provided at Dunraven under the authority of Minute of 25th September was approved and referred to the Engineering Committee to carry out."

The Appendix to the working timetable for May 1913 confirms that the ETS was implemented between R&SB Junction and Dunraven Crossing. However, there is no trace of a BoT report in the MT6 series.

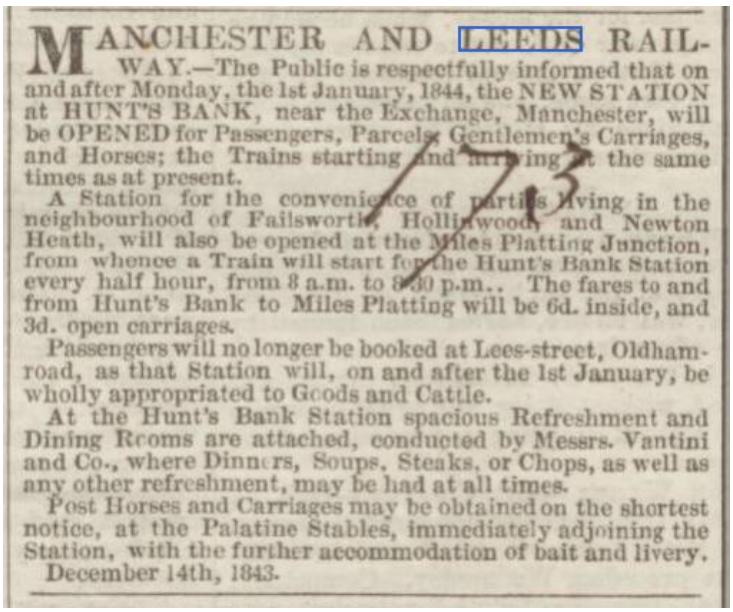
Blaencwm is listed in the May 1907 timetable, but with no service, and continues in this fashion through to October 1917 but is not listed in 1921. One other point is that it may have been intended to call this platform "Blaenrhondda" as it is referred to as such in TVR evidence against the Rhondda Tramways proposal in 1905.

APPENDIX 4 – War Factory Stations L.M.S.
Compiled by LMS operating department 25 September 1945 – from Clinker Collection at Brunel University

From Operating Dept.
25 SEP 1945
A86/1.

WAR FACTORY STATIONS L.M.S.

Place		Date opened
Bedford (Wilshampstead)		18.8.41
Bushbury (Ford Houses)		5.8.41 ?
Chorley	Down platform	24.1.38
	Up "	25.4.38
Cold Meece		3.8.41
Croston	Temporary platform for contractors workmen in use from 27.1.41 to 11.8.41	
Kirkby		9.12.40
Norton Bridge (Badnall Wharf)		11. 2.40
Radway Green (Millway)		29. 3.42
Syston (Queniborough)		10.11.41
Uttoxeter (Bromshall Crossing)		14. 5.42
	Temporary platform for contractors workmen in use to September 1942.	
Garnock East		8. 1.40
Garnock West		8. 1.40
Grangeston		15.12.41
Powfoot		18. 5.41



MANCHESTER AND LEEDS RAILWAY.—The Public is respectfully informed that on and after Monday, the 1st January, 1844, the NEW STATION at HUNT'S BANK, near the Exchange, Manchester, will be OPENED for Passengers, Parcels, Gentlemen's Carriages, and Horses; the Trains starting and arriving at the same times as at present.

A Station for the convenience of parties living in the neighbourhood of Failsworth, Hollinwood and Newton Heath, will also be opened at the Miles Platting Junction, from whence a Train will start for the Hunt's Bank Station every half hour, from 8 a.m. to 8:30 p.m.. The fares to and from Hunt's Bank to Miles Platting will be 6d. inside, and 3d. open carriages.

Passengers will no longer be booked at Lees-street, Oldham-road, as that Station will, on and after the 1st January, be wholly appropriated to Goods and Cattle.

At the Hunt's Bank Station spacious Refreshment and Dining Rooms are attached, conducted by Messrs. Vantini and Co., where Dinners, Soups, Steaks, or Chops, as well as any other refreshment, may be had at all times.

Post Horses and Carriages may be obtained on the shortest notice, at the Palatine Stables, immediately adjoining the Station, with the further accommodation of bait and livery.

December 14th, 1843.

The Manchester Courier, 16 Dec 1843. Note (a) lack of clear suffix for the "new station at Hunt's Bank", (b) use from the start of suffix "Junction" for Miles Platting, and (c) confirmation of closure of "Lees Street, Oldham Road" station from same date of 1 Jan 1844.

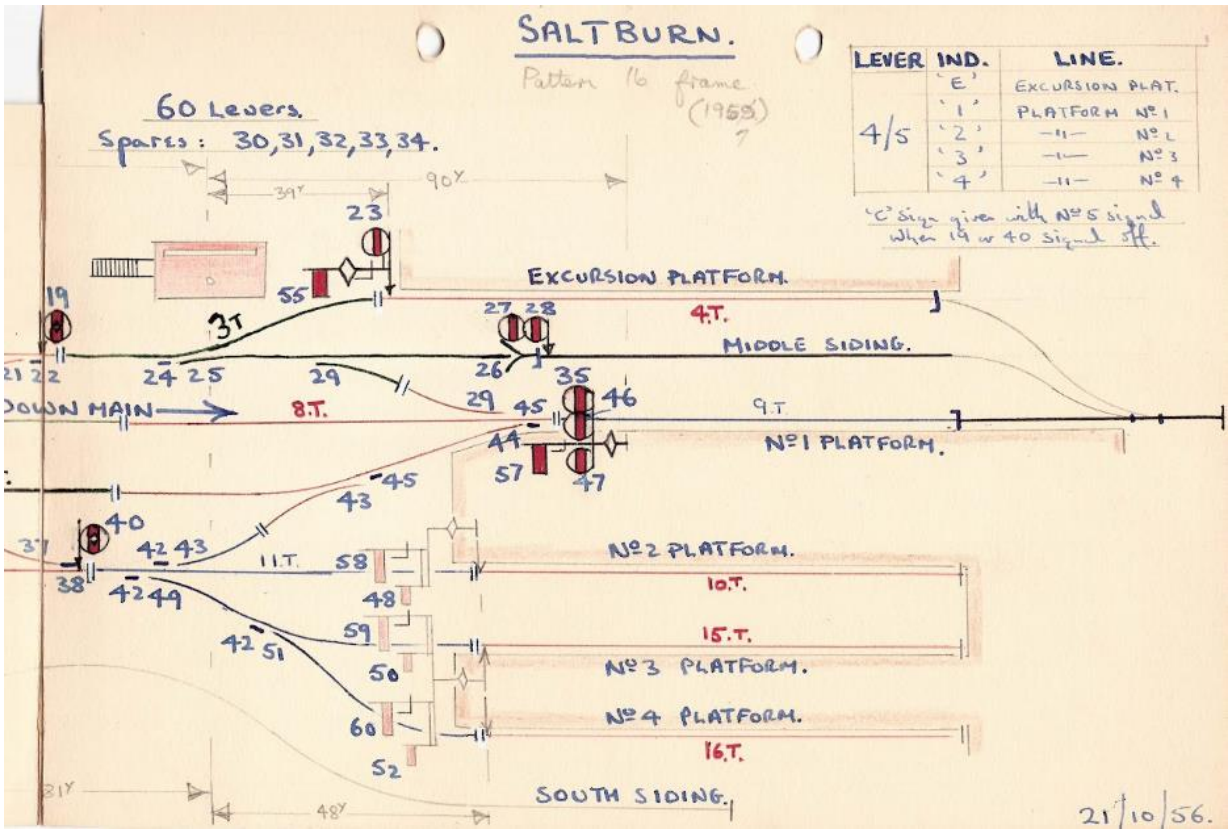


OPENING OF THE VICTORIA STATION.

MANCHESTER AND LEEDS RAILWAY.—The Public is respectfully informed that on and after Monday, the 1st January, 1844, the NEW STATION at HUNT'S BANK, near the Exchange, Manchester, will be OPENED for Passengers, Parcels, Gentlemen's Carriages, and Horses; the Trains starting and arriving at the same times as at present.

A Station for the convenience of parties living in the

This revised version – to incorporate the Royal cipher and line of text: "Opening of the Victoria Station" - appeared in the same paper's issue of 30 Dec 1843 *(the remainder of the text – and date "December 14th, 1843" at the foot – remained unchanged)*



Extract from an unofficial sketch of Saltburn layout at October 1956, showing the Excursion station platform north of the main station platforms. There seems to have been no direct passenger access between it and the main station itself.
The headshunt of no. 1 platform (shown) and also the platform itself did extend further than the sketch might imply - to a small covered area at the rear of the Zetland hotel; this was quite separate from the excursion station. The lack of facing point locks on the points at the east end of platform 1 must have precluded normal use by passenger-carrying vehicles and presumably restricted the extension's use to luggage vans.
Sketch from North Eastern Railway Association's archive (© NERA)

G R E A T W E S T E R N R A I L W A Y

ivateand not
r publication.

Divisional Supt's Office
Northgate Mansions,
GLOUCESTER.

Notice No. 1341.

May 4th 1920.

FRIDAY MAY 7TH.
SALE OF PEDIGREE PIGS -CHARLTON KINGS.

Rolling Stock Department to be prepared with about 30 'Beetles' ading away on May 8th & 10th. These to be supplied to Gloucester fo rking up on Special shown below:-

SATURDAY, MAY 8TH and MONDAY, MAY 10TH.

A Special consisting of Engine, Van, and Guard and Empty 'Beetles' required to leave Gloucester on May 8th & 10th as under:-

	a.m.
Gloucester	dep 7-25
Hatherley Junc.....	pass 7-38
Gloucester Loop Jc.....	pass 7-39
Charlton Kings.....	arr 7-45

Mr. W.P. Roberts to arrange Passenger Brake Van and Mr. Clissold uard. Engine and Guard to perform shunting as required during the d turning to Gloucester on completion of loading working Down Line tra rom Sale as necessary.

LINE TRAFFIC. - If the Up Line traffic is heavy and more than can b ccommodated on 5-0 and 6-30 p.m. Passenger trains ex Cheltenham on si ay, the Special may be run to Kingham.

Charlton Kings to keep me advised as to what is being done.

Chief Inspector Belcher to provide assistance for loading, etc s necessary.

Charlton Kings to advise this Office of traffic loaded so that roper arrangements may be made for transit.

MILITARY CAMP RAILWAYS
CATTERICK MILITARY CAMP RAILWAY.

Referring to Joint Circular F.5705 of September 25th, 1918, R. 1454.
n connection with the above, Catterick Military Camp Railway is close ar as Passenger Traffic traffic is concerned. Through booking of pa o the Military Camp Railway line station must therefore be cancelled nd all descriptions of passenger trains traffic should be booked to atterick Bridge Station N.E. Rly. unless otherwise consigned to N.E.R

Alas, the surviving document is no clearer than this scan, nor does any continuation survive.