RAILWAY AND CANAL HISTORICAL SOCIETY

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In addition to this Newsletter, the first part of a document based on information provided by several Chronology group members and collated by John Gough has been included, the second part of which will be forwarded in April with the next Newsletter. John has asked me to emphasise that anyone who wishes to add to the list or make any comment on information supplied so far should reply to him as soon as possible and not wait for the remainder document to be circulated.

Cover	Introduction	
1 - 15	Closed Lines	John Gough

Several members have responded to the request for ideas on using the internet for a quicker response to queries. The most popular preferences based on the small number involved appears to be circulation of multiple E-mails to those members taking part or the use of the existing Yahoo! group site 'railwaycanal' which is already used by several members of the society. Obviously any questions and responses involved with either option would be reproduced in subsequent newsletters for the benefit on non E-mail members. Ralph Rawlinson has offered to act as coordinator for the multiple E-mail option and I will forward to him the preferred E-mail addresses of those members who responded to the item in Newsletter no. 36 so please watch your in box.

Many thanks to contributors to the current Newsletter and I look forward to receiving items before the end of March for number 38, due to be produced and circulated in April 2004.

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STATIONS WITH FEW TRAINS IN 2003

This article considers two points mentioned previously by chronology group members;

1. Although a station's opening and closing dates are important, it is equally important to look at the level of service it possessed during its lifetime, as changes can be revealing.

2. In recent years it is cheaper and less troublesome to keep a station open with a token service, than to close it.

The National timetable for 2003 – 2004 reveals that there are 40 [1] stations whose weekday service is two trains each way or fewer. Many of these stations can be considered to be 'effectively closed', i.e. kept open with a minimal service. The purpose of this article is to review their passenger service over the last 30 years or so, and to consider whether they can be regarded as still serving a useful purpose. The stations are listed below, with their number of trains including request stops. 'Direction A' is the one listed first in the National timetable. Stations with Sunday trains are marked *.

	Direction A		Direction B			Direction A		Direction B	
	SX	SO	SX	SO		SX	SO	SX	SO
Acklington	1	1	2	2	Fishguard Harbour *	2	2	2	2
Ardwick	2	-	3	-	Gainsborough Central	-	3	-	3
Ascott-under-Wychwood	1	3	1	4	Golf Street	1	1	1	1
Balmossie	1	1	1	1	Harling Road	2	2	2	2
Barry Links	1	1	1	1	Heysham Port	2	2	2	2
Berney Arms *	2	2	1	1	Kirton Lindsey	-	3	-	3
Bordesley	1	1	3	1	Lakenheath	1	1	1	1
Breich	2	2	1	1	Longcross	2	-	2	-
Brigg	-	3	-	3	Manea	2	2	2	2
British Steel Redcar	1	-	1	-	Monifieth	1	1	2	2
Buckenham	1	1	1	1	Peartree [2]	2	2	2	1
Chathill	2	2	2	2	Pegswood	1	1	2	2
Clifton	1	1	1	1	Pilning	1	1	1	1
Combe	1	2	1	1	Reddish South	-	-	-	1
Coombe	2	2	2	2	Shippea Hill	1	1	1	1
Denton	-	-	-	1	Shipton	4	5	1	4
Dunston	1	1	1	1	Spooner Row	1	1	2	2
Eccles Road	2	2	2	2	Swineshead	2	2	2	2
Elton & Orston	2	1	2	1	Tees-side Airport	-	1	-	1
Finstock	1	2	1	1	Widdrington	1	1	2	2

In this review of the relevant stations, most dates are commencing dates of new timetables, when practically all changes occurred. It is possible that some changes occurred slightly earlier. Where a station had a Monday to Friday service of say 5 trains in one direction and 7 in the other, it is shown below as 5 / 7. In most cases I have not mentioned Saturday and Sunday services, as these do not materially affect the story.

Note 1. Strictly there are only 39. Ardwick is added to the list as it is the only other station with fewer than 30 trains a week.

Note 2. Some of Peartree's trains are not in the National timetable but are shown in the local one.

ACKLINGTON. Its 6 May 1974 service was 6 / 5. Changes since then have been gradual, usually reductions of one train at a time. The service became 2 / 3 on 8 July 1991, and 1 / 2 on 28 May 1995. Effectively the service consists of a train to Newcastle in the early morning and a return in the evening.

ARDWICK. For many years this station had a good service, particularly in rush hours. The 24 September 1995 service was 16 / 15, but this reduced to 8 / 5 on 2 June 1996. It fell still further on 28 September 1997 to 3 / 5, then to 2 / 4 on 28 May 2000 and 2 / 3 on 2 June 2002.

ASCOTT-UNDER-WYCHWOOD. The local passenger service between Oxford and Worcester was proposed for withdrawal in 1964, together with closure of 14 intermediate stations. Six stations were reprieved, but the other eight duly closed on 3 January 1966. It seems that most of the service ceased at that time, for the six survivors had a minimal service afterwards, and four of them still have it. (The other two are Hanborough and Kingham). Ascott's 18 April 1966 service was only 1 / 2; it had been 4 / 7 on 15 June 1964. The service has changed little since 1966, except on Saturdays since 1995.

BALMOSSIE. The hourly local service between Dundee and Carnoustie was withdrawn on 20 January 1992 and replaced with the present minimal service.

BARRY LINKS. Details for Balmossie apply.

BERNEY ARMS. This station is unusual in several ways. One of them is that in recent years it invariably has had more trains on Sundays (since 1999 at least 4 each way) than on weekdays. Since 8 July 1991 its weekday service has not exceeded 2 / 2. In the previous 30 years it was usually around 5 / 6, with a similar number on Sundays.

BORDESLEY. Like Ardwick this is an inner-city station that used to enjoy a frequent service. It was reduced to rush hours only on 15 May 1989, but continued with a respectable number of trains, 12 / 11 at 30 September 1991. But on 11 May 1992 it was reduced to 2 / 2 and the service has been similar to this since then.

BREICH. This had an hourly service until 1 October 1990 when it dropped to 2 / 2. It has been 2 / 1 since 29 May 1994.

BRIGG. Up to the 1960s, timetables indicate that this was on an important main line, used by expresses from Sheffield to Cleethorpes, including until 5 January 1976 an overnight train from Manchester, But by 1970 the route via Doncaster was in the ascendant. Brigg's stopping service was 7 / 7 on 6 March 1967, but this had reduced to 5 / 5 by 1 May 1972. It declined to 4 / 3 on 3 May 1976 and to 3 / 3 on 14 May 1984. On 4 October 1993 the service became Saturdays only.

BRITISH STEEL REDCAR. Unusually this is a private station with access only to the BSC works. It was unadvertised until 14 May 1979. At 28 September 1992 it had a healthy service of 12 / 12, but this was drastically reduced on 17 May 1993 to 1 / 2. The 4 October 1993 timetable showed 2 / 2, but it became 1 / 1 on 29 May 1994 and has remained at this level.

BUCKENHAM. This had a reasonable service and at 13 May 1985 it was 10 / 8. On 12 May 1986 it fell to 5 / 5 and further reductions occurred to 3 / 4 on 16 May 1988, 2 / 3 on 15 May 1989, and 2 / 2 on 2 October 1989. It has been 1 / 1 since 8 July 1991.

CHATHILL. This has long had a poor service. On 3 April 1961 it was 2 / 4. By 12 May 1980 it was 2 / 2; it increased to 2 / 3 on 12 May 1986, fell to 1 / 2 on 8 July 1991, and reverted to 2 / 2 on 28 May 1995.

CLIFTON. This had an hourly service until 11 May 1992, when it fell to 5 / 4. Further reductions have been 29 May 1994 to 3 / 4, 28 May 1995 to 1 / 3 and 24 May 1998 to 1 / 1.

COMBE. See Ascott-under-Wychwood. Combe's 15 June 1964 and 18 April 1966 services were 4 / 6 and 1 / 2 respectively. It first became 1 / 1 on 17 May 1993. Three later timetables have shown 1 / 2 or 2 / 1, but generally since 1993 it has been 1 / 1.

COOMBE. For many years called Coombe Junction, this station occupies a curious position on the Looe branch. All trains have to reverse at the junction, which is about 10 chains from the station. Over the years most trains have continued to the station and reversed there, but by reversing at the actual junction they can omit the station. On 13 May 1985 all 9 / 9 branch trains called at Coombe, but on 12 May 1986 only 6 / 6 did so. Over the next five years the number of stopping trains fluctuated between 3 and 6, but on 30 September 1991 it became 3 / 3 and most timetables since 28 September 1992 have shown 2 / 2.

DENTON. This is on the Stockport - Stalybridge line which was proposed for closure twice during the Beeching era, and reprieved both times. Probably the reason for its retention was the line's useful link between main lines of Manchester Piccadilly and Manchester Victoria. But on 15 May 1989 Transpennine expresses were rerouted from Victoria to Piccadilly, and the Stockport – Stalybridge line was deemed superfluous. It had had an hourly service, but latterly some trains missed intermediate stations. Nevertheless Denton's 3 October 1988 service was a respectable 7 / 9. This reduced to 4 / 3 on 15 May 1989 and declined further during the next two years. From 11 May 1992 the service was cut to one train a week, in one direction only, on a Friday. This minimal service has remained ever since, except that from 18 May 2003 the weekly train moved to a Saturday.

DUNSTON. This station opened on 1 October 1984 with an hourly service. But another new station (Gateshead) MetroCentre opened on 3 August 1987 only a mile or so away, and no doubt attracted many of Dunston's potential passengers. Dunston's service remained hourly in the 1 October 1990 timetable, but on 8 July 1991 it fell to 6 / 7. 1992 / 3 saw further reductions and since 29 May 1994 it has been 1 / 1.

ECCLES ROAD. The passenger service of the small stations between Ely and Norwich has gone up and down during the last forty years. Eccles Road had a 11 / 10 on 14 June 1965, but it was down to 3 / 5 on 6 March 1967. There was some improvement afterwards and it was 7 / 7 on 3 October 1988, but there was another sharp drop to 2 / 3 on 15 May 1989. A slight increase followed to 4 / 5 on 2 October 1989, but then the service gradually reduced to 2 / 2 on 29 May 1994. It became 3 / 2 on 25 September 1994 but it has been 2 / 2 since 1 June 1997.

ELTON & ORSTON. All Nottingham – Grantham trains called here until 15 May 1989 when its service fell to 4 / 6. Further reductions occurred in 1990 and 1993. The present 2 / 2 service dates from 28 May 1995.

FINSTOCK. Details for Combe apply.

FISHGUARD HARBOUR. The local passenger service between Fishguard and Carmarthen ceased on 6 April 1964. Since then only boat trains have run to Fishguard Harbour, between 2 and 4 each way, daily including Sundays, and with some seasonal services. The present basic daily service of 2 / 2 dates from 13 May 1985.

GAINSBOROUGH CENTRAL. Details for Brigg apply.

GOLF STREET. Details for Balmossie apply.

HARLING ROAD. Details for Eccles Road apply, except that its 15 May 1989 service was 3 / 3.

HEYSHAM PORT. This station closed on 6 October 1975 and reopened on 11 May 1987 to cater for boat traffic. Since then it has rarely had more than 2 trains a day, but it had 3 / 3 in summer 2000 and 4 / 4 in summers 2002 / 3.

KIRTON LINDSEY. Details for Brigg apply.

LAKENHEATH. Like Eccles Road this station's service has fluctuated from 13 / 11 on 14 June 1965 to 3 / 4 on 6 March 1967, increasing to 6 / 5 on 1 May 1972 and 8 / 9 on 3 October 1988, then down again on 15 May 1989 to 3 / 4. It became 2 / 2 on 29 May 1994 and 1 / 1 on 24 September 2000.

LONGCROSS. Longcross's fortunes have been dependent on an adjacent MoD establishment which closed about a year ago. For many years it had a good service, usually hourly. From 11 May 1992 Saturday trains ceased and the service became mainly rush hours only, but there were still plenty of them, 13 / 12 at 29 September 2002. But from 18 May 2003 there has been only a token service of 2 / 2.

MANEA. This had an adequate service of 7 / 8 until 8 July 1991 when it became 2 / 2.

MONIFETH. Details for Balmossie apply.

PEARTREE. This station reopened on 4 October 1976 when the service to Sinfin Central began. It was not a success. The 2 May 1977 timetable shows a service of 9 / 7 but this reduced to 3 / 2 on 9 January 1978. Most timetables from 14 May 1979 show Peartree with a token service of 2 / 2, latterly on Stoke and Burton lines.

PEGSWOOD. This had between 3 and 5 trains each way for 30 years before 8 July 1991 when it fell to 3 / 2. It fell further to 1 / 2 on 28 May 1995.

PILNING. The most drastic reduction here occurred between 18 April 1966 (10 / 10) and 6 May 1968 (3 / 4). After some years at 2 / 3 it rose to 3 / 4 again on 5 October 1987. But since 16 May 1988 it has been 1 / 1.

REDDISH SOUTH. Details for Denton apply.

SHIPPEA HILL. This is another small station between Ely and Norwich apparently in the back of beyond. But for many years it catered for servicemen at Mildenhall, so it had a much better service in the 1960s and 1970s than one might expect, (at least 10 / 10 plus several on Sundays.) But times change, and the 3 October 1988 service of 8 / 9 fell to 2 / 4 on 15 May 1989. The 1990s saw undulations between 2 / 2 and 4 / 4 but since 24 September 2000 it has been a minimal 1 / 1.

SHIPTON. The present service is bizarre: a solitary southbound train at 07.50, but four northbound trains stop here, so do at least four each way on Saturdays. Shipton's story is similar to Ascott-under-Wychwood, with a usual service of 1 / 2 from 1966 to 1992. In 1993 / 7 it varied between 1 / 1 and 3 / 2, with a better service on Saturdays from 1995. It became 3 / 1 on 24 May 1998 and 4 / 1 on 30 September 2001.

SPOONER ROW. Like Eccles Road this has varied from 11 / 10 on 14 June 1965 to 2 / 5 on 6 March 1967, followed by 6 / 4 on1 May 1972 and up to 8 / 8 on 3 October 1988. Then came falls to 3 / 4 on 15 May 1989, 2 / 2 on 29 May 1994 and 1 / 2 on 1 June 1997.

SWINESHEAD. Its 6 / 6 service on 30 September 1991 was similar to other small Lincolnshire stations. A gradual decline to 5 / 3 on 25 September 1994 was followed by an abrupt drop to 1 / 3 on 28 May 1995, then a rise to 2 / 3 on 24 September 1995. It has been 2 / 2 since 28 May 2000.

TEES-SIDE AIRPORT. This opened on 4 October 1971 and it had a good seven day service for nearly 20 years. But on 8 July 1991 it fell drastically from 22 / 25 to 3 / 3. On 29 May 1994 it reduced to its present token service of one Saturday train each way.

WIDDRINGTON. Its 1 October 1990 service of 4 / 5 was little different from 5 / 5 at 6 May 1974. But it fell to 2 / 3 on 8 July 1991 and to 1 / 2 on 28 May 1995.

SUMMARY. The main conclusion is that there is no general pattern and that each station, or group of stations on a particular line, needs to be considered on its own. Some stations have indeed suffered a sudden fall in their train service, but usually there have been two or three reductions, or the decline has been more gradual. A few have had a miserable service for years. At several stations the remaining stopping trains run at times so inconvenient that they are unlikely to attract regular passengers. Very few can claim to serve a useful purpose today. But they are still open. If circumstances should change, it is a lot easier and cheaper to improve a service to an existing station than to build a new one.

Allan Brackenbury

TIMETABLE ERRORS

When preparing the articles about stations closed since 1980, and those currently with few trains, I needed to look through timetables in greater detail than usual. I came across a few anomalies which looked like mistakes, such as a habitual Mondays – Fridays station being given a single Saturday train. The 11 May 1987 timetable shows the westbound service at Godley and Godley East the wrong way round. These evident errors are reasonably easy to detect, but it makes me wonder how many others there have been, and whether any of them have misled us.

I came across a few differences in the names of newly-opened stations. Sometimes the planned name of a station was altered shortly before opening, but after the timetable had been printed. Differences that I have spotted are:

DERKER. Opened 30 September 1985. Called Derker in the 30 September 1985 timetable supplement, but named Royton – Derker in the 12 May 1986 and 29 September 1986 timetables.

LISVANE & THORNHILL. Opened 4 November 1985 . Named Thornhill in the 30 September 1985 timetable supplement, (before opening).

LOSTOCK. Opened 16 May 1988. Named Lostock Parkway in the 16 May 1988 timetable, (and on some platform information screens at Manchester stations up to the present time!)

BLOXWICH NORTH. Opened 2 October 1990. It was expected to open earlier, as it appears in both the 14 May 1990 and 1 October 1990 timetables, with the name Broad Lane.
The 13 May 1991 timetable supplement states that Broad Lane is open and has been renamed Bloxwich North. But this 'renaming' actually occurred before the station opened – (per 'Branch Line News' No. 644, p323)

BARROW UPON SOAR. Opened 30 May 1994. Named Barrow On Soar in the 29 May 1994 and 25 September 1994 timetables.

Allan Brackenbury

PASSENGER STATIONS CLOSED SINCE 1980

This article reviews the service frequency in the latter days of stations closed in recent years, assessing whether they kept a full service to the end, or whether they suffered a lingering death. Closures matched by openings or improvements elsewhere are ignored. So are London Transport, Light Rail and unadvertised stations, and those on Heritage lines.

As in the "Stations with few trains in 2003" article, most dates (apart from closure dates) are commencing dates of new timetables, and 'x / y' denotes the Monday to Friday service, with 'x' trains in one direction and 'y' in the other. Usually Saturday and Sunday trains are not mentioned as they do not affect the story.

GLASGOW – KILMACOLM closed 10 January 1983. In its last 20 years, at least, this line had a good service, generally hourly. Seven stations closed, - Corkerhill, Mosspark, Crookston, Paisley Canal, Houston, Bridge of Weir, Kilmacolm. (In a changed political climate, the line reopened as far as Paisley Canal on 30 July 1990.

CLAYTON WEST BRANCH closed 24 January 1983. On this branch the service was 4 / 5 in its last 15 years at least. Two stations closed, - Skelmanthorpe and Clayton West.

WOODSIDE – SELSDON closed 16 May 1983. For at least 20 years this line was open only in rush hours, but during this period there was a frequent service. Three stations closed, - Bingham Road, Coombe Road and Selsdon.

COULSDON NORTH closed 3 October 1983. This was another station with a busy service, but open only in rush hours for several years. It was the only station on a short branch.

RADIPOLE closed 2 January 1984 (temporary, made permanent 6 February 1984). Most southbound trains called. Fewer trains going north from Weymouth called, probably on account of the gradient. The 1 June 1981 service was a respectable 14 / 8, reduced only slightly to 11 / 7 on 16 May 1983.

ABERTAFOL AND GOGARTH closed 14 May 1984 (temporary, made permanent 28 September 1985). Like Radipole, closure was on 'safety' grounds, the cost of repairing the platforms being deemed uneconomic. From 5 May 1969 the service at these halts was 4 / 2 reducing to 3 / 2 on 7 May 1973. On 16 May 1983 it became 1 / 3 but with no trains at all during school holidays. There was a further reduction by 3 October 1983 to 1 / 2.

NEW HADLEY closed 13 May 1985. The 12 May 1982 service was 11 / 14, i.e. most of the trains on the line. On 16 May 1983 it was reduced slightly to 7 / 9.

LEA BRIDGE closed 8 July 1985. This was the only intermediate station between Tottenham Hale and Stratford Low Level, and thus it closed when that service was withdrawn. Trains had run about hourly until 5 October 1981 when the service was reduced to 5 / 3. It slightly improved on 4 January 1982 to 5 / 5. Curiously the final service of 13 May 1985 recorded an increase to 8 / 9.

TUNBRIDGE WELLS – ERIDGE closed 8 July 1985. This branch had a good service for many years and this continued to the end. There were two stations, - Tunbridge Wells West and Groombridge.

ERROL closed 28 September 1985. On 3 May 1971 this had a service of 6 / 6. Gradually it reduced to 4 / 5 on 12 May 1980. From 1 June 1981 it was 3 / 3, and then 2 / 3 from 16 May 1983.

BRANCH TO LONDON BROAD STREET closed 30 June 1986. This had a twenty minute service from Richmond until 13 May 1985 when it was diverted from Broad Street to North Woolwich. Broad Street was left with a rush hour service of 11 / 11 to/from Watford Junction, and this moved to Liverpool Street when Broad Street closed. As well as Broad Street, Dalston Junction station closed.

BALLOCH PIER closed 29 September 1986. Trains here ran in conjunction with the steamer service on Loch Lomond. For several years two trains ran daily, summer only, with seasonal extras, particularly at weekends. In later years these extras were withdrawn.

CEFN ONN closed 29 September 1986. This had a good service for years. At 14 May 1984 it was 15 / 13, plus some trains on Sundays. But from 13 May 1985 until closure it was only 3 / 3. Cefn Onn was superseded by Lisvane & Thornhill station which opened on 4 November 1985.

ROYTON closed 11 May 1987. For most of its life this station was called Royton Junction, sited appropriately at the point where the Royton branch (closed 1966) met the Oldham – Rochdale line. However it was not convenient for local passengers, and Derker station opened on 30 September 1985 in a much more suitable position. Royton's service was at least hourly for many years, but was reduced on 30 September 1985 to 3 / 3 and it remained at this level until closure.

WEYMOUTH QUAY closed 28 September 1987. Trains connected with the Channel Island boats, and tended to be seasonal. In most years there was a regular summer service of two daily trains, and dated extras. But in 1986 and 1987 there was just one daily train in the summer.

ROTHERHAM MASBOROUGH closed 3 October 1988. For twenty years this was Rotherham's only station, and it was busy. Then on 11 May 1987 Rotherham Central reopened, in a much more convenient location than Masborough, whose service immediately fell to 7 / 6. It stayed at this level until closure. Three Sunday trains remained to the end.

CARGO FLEET closed 22 January 1990. Practically all trains called here until 16 May 1988 when the service was reduced to 9 / 8. It increased to 11 / 11 on 15 May 1989. Unusually this station retained a good Sunday service to the end.

ALTOFTS closed 14 May 1990. On 16 May 1988 the Leeds – Sheffield local service was rerouted so that most trains served Castleford Central. This meant that they didn't call at Altofts, whose hourly service accordingly fell to 5 / 5. It stayed at this level until closure.

CORBY closed 4 June 1990. Corby station closed on 18 April 1966, but reopened on 13 April 1987 experimentally, together with the line from Kettering. It had a good service, roughly hourly, but closed when local funding was withdrawn.

LLANGELYNIN closed 26 October 1991 (temporary, made permanent on 21 June 1993). For most of its last 20 years Llangelynin had a service of three or four trains each way on weekdays, with odd seasonal variations and in school holidays. But it fell to 1 / 2 on 8 July 1991, shortly before abrupt 'safety' closure.

GRANGETOWN closed 25 November 1991. Like its neighbour Cargo Fleet this had a good Sunday service to the end. Its weekday service was similar to other small stations on the line and finished a presentable 14 / 10.

GREATHAM closed 25 November 1991. In its last 30 years Greatham's service varied between two and five each way, until 8 July 1991 when it fell to 1 / 3.

WESTBOURNE PARK closed 16 March 1992. Usually this station had at least an hourly service and in its final days was 22 / 22. Saturday trains were withdrawn on 21 December 1991.

PRIMROSE HILL closed 28 September 1992. This was on the frequent rush hour service from Watford Junction to Broad Street, which moved to Liverpool Street in 1986 when Broad Street closed. By then the quantity of trains had fallen to 11 / 11 and they declined to 8 / 8 by 15 May 1989. On 2 October 1989 the service dropped to 4 / 4, and fell to 1 / 1 on 14 May 1990 before expiring altogether two years later. All stations continued in use by other services, - except for Primrose Hill.

TILBURY RIVERSIDE closed 30 November 1992. This had a good service, at least hourly, to the end.

SINFIN BRANCH closed 17 May 1993. It opened on 4 October 1976, catering for an industrial suburb of Derby. The service was 10 / 7 on 2 May 1977 but fell to 4 / 2 0n 9 January 1978. Occasionally trains did not stop at Sinfin North. From 14 May 1979 no more than 3 trains used the line. It was only 1 / 1 from 11 May 1992. Curiously the service remained in the timetable until (and including) the28 September 1997 issue, although the 'trains' from 17 May 1993 had been taxis. The 24 May 1998 timetable recorded that the service was by road, but it was officially withdrawn on 29 June 1998. Actually it continued unadvertised for a further four years. (See note from Richard Maund in newsletter 36, page 14).There were two stations on the branch, - Sinfin North and Sinfin Central.

BROCKLESBY closed 4 October 1993. From 1973 the service varied between 5 and 9 until 11 May 1987 when it became 3 / 8 ! On 16 May 1988 it fell to 2 / 3; it was 3 / 3 from 15 May 1989 until closure.

ELSHAM closed 4 October 1993. From 1973 to 1986 it had 3, 4 or 5 trains. Like Brocklesby the service became unbalanced on 11 May 1987, in Elsham's case to 3 / 9 ! It was a normal 4 / 5 on 5 October 1987, but fell to 2 / 3 on 16 May 1988 and stayed at this level until closure.

DITTON closed 29 May 1994. This had an hourly service until 14 May 1979 when it dropped to 4 / 4. It remained at 4 / 4, occasionally rising to 5 / 4, until closure.

PENDLETON closed 18 July 1994. This had an hourly service until 29 May 1994 when it was drastically curtailed to 2 / 2. The station closed abruptly because of a fire, although it took four years to decide that the closure was permanent. The fire did not appear to have caused significant damage, but evidently the repair costs were considered unjustified.

DOVER WESTERN DOCKS closed 25 September 1994. This had at least an hourly service, including Sundays, until closure.

ATTERCLIFFE ROAD closed 30 January 1995. For several years this had a reasonable service, in rush hours only. Then on 11 May 1992 it fell from 9 / 8 to 5 / 4, and this continued until closure.

BRIGHTSIDE closed 30 January 1995. This also had a good service for several years, mainly in rush hours, and was 16 / 16 at 14 May 1990. The next timetable, 1 October 1990, showed merely a single train, in one direction only ! The reason for this sudden change was the opening of Meadowhall nearby on 5 September 1990. Later timetables show Brightside's service as 2 / 2 until closure.

GODLEY EAST closed 28 May 1995. For many years this was called Godley Junction. It was renamed Godley on 6 May 1974 and further renamed Godley East on 7 July 1986 when a new Godley station opened in a more accessible spot. The new station took over the Half-hourly

service, leaving the old one with a token 1 / 2. From 8 July 1991 Godley East's service was a single Saturday train, westbound only.

MILES PLATTING closed 28 May 1995. This was at a junction and was busy for many years. By 1 October 1990 there were only 10 / 8 trains on the Ashton line, but trains ran half-hourly to and from Oldham. On 8 July 1991 there was a drastic reduction to 4 / 3, Oldham line only. From 17 May 1993 until closure it was only 3 / 2.

PARK closed 28 May 1995. Since 1970 at least, Park had been open only in the rush hour. Its 1 October 1990 service was typical, 9 / 8. But on 8 July 1991 it fell to 5 / 2; subsequently it was 3 / 3 or 3 / 2 until closure.

CROXLEY GREEN BRANCH closed 25 March 1996. In 1989 this line had a half-hourly service during the daytime. Apart from that year, the Croxley Green branch had been open only in rush hours, with a frequent service, for many years. But on 21 January 1991 its service fell from 15 / 15 to 3 / 3 and on 17 May 1993 it became 1 / 1. On 25 March 1996 the branch closed 'temporarily', with a replacement bus service in the timetable until 28 September 2003 when it quietly disappeared. There were two stations on the branch, - Watford West and Croxley Green.

SMETHWICK WEST closed 1 October 1996. This had a half-hourly service until 25 September 1995 when Smethwick Galton Bridge opened and took over the service. Smethwick West was reduced to a Saturday train in each direction until closure a year later.

FILTON closed 1 June 1997. From a low point of 2 / 2 in 1990, Filton's service tended to rise, to 5 / 7 in 1994 – 1995, and then it declined to 4 / 5 at 14 January 1996. On 11 March 1996 Filton Abbey Wood station opened with an initial service of 32 / 30. From then until closure, Filton's service was reduced to a request Saturday train each way.

SUMMARY. Many of these stations come into four categories;

1. Stations displaced by new ones that are more convenient.

2. Low use stations needing repairs considered unjustified in view of the low patronage.

3. Rush-hour stations in the London area.

4. Inner suburban stations.

But there are several that do not easily fit into any classification, especially in the absence of local knowledge. It is probable that some closed following the demise of a nearby factory, and others were casualties of politics and funding arrangements. Some had lost most of their trains some years before closure, yet a surprising number kept a good service to the end.

Allan Brackenbury

SCOTTISH TUNNELS ON DISUSED LINES

The surprising fact about Scotland, considering the mountainous nature of the country, is that there are relatively so few tunnels and there is only one over one mile in length (Greenock Newton Street 1 mile 351yds which is still open). The longest closed tunnel is Whitrope on the Waverley line which became a listed structure in 2003.

INVERNESS-SHIRE		
Spean Bridge - Fort Augustus NBR	Loch Oich 67 yds	Walkable but waterlogged
ABERDEEN		
Aberdeen - Ballater GNofSR	Aboyne 127 yds	Used a rifle range
ANGUS		
Dundee West Ward - Ardler Jn Dundee & Newtyle Railway	Law 330 yds Dundee - Downfield section closed 1861	Built over. Fitted out as air raid shelter during World War ll
MORAYSHIRE		
Boat of Garten - Craigellachie GNofSR	Taminurie	This short tunnel intact and part of Speyside Way.
PERTHSHIRE		
Mawcarse - Bridge of Earn NBR	Glen Farg South 517 yds	Both open but land owner has approached local authority to close them.
	Glen Farg North 507 yds	
Perth (Almond Valley Jn) - Balquidder CR	Trowan (Crieff) 99 yds	Walkable
	Burrel Street (Crieff) 110 yds	Built over
	St. Fillans 61 yds	Walkable
FIFE		
Inverkeithing - North Queensferry NBR	Ferry Toll 460 yds	Infilled when Forth road bridge constructed
Cowdenbeath Jn - Kelty South Jn NBR	Lumphinnan 62 yds	Earthed over – no trace
West Wemyss - Methill Wemyss Private railway	Hugo approx.800 yds on Hugo Pit branch	Bricked up at both ends
Leuchars - Wormit (via Tayport) NBR	Wormit	Walkable
DUNBARTONSHIRE		
Yoker - Dunglass CR	Bowling 25 yds	Walkable - part of *Loch Lomond Cycleway*
GLASGOW		
Stobcross - Yoker CR	Kelvinhaugh 755 yds	Both probably obliterated by construction of the new Argyle line in the late 1970s
	Yorkhill 446 yds	
	Merkland Street 150 yds	infilled.
Stobcross -Maryhill/Dawsholm CR	Stobcross Depot 190 yds	Both tunnels affected by construction of new Argyle line in 1970s
	St Vincent's Cross 80 yds	
	Kelvingrove 950 yds	Sealed
	Gt Western Rd 700 yds	Both portals open
	Botanic Gardens 227 yds	Condition unknown
Partick West - Maryhill Central CR	Crow Road 355 yds	Walkable but much rubbish
	Kelvinside 220 yds	South portal sealed, north portal open
	Balgray 700 yds	Walkable but no access to north portal
Bridgeton (Strathclyde Jn) - Maryhill Central CR (Hamiltonhill Branch)	Balornock 125 yds	Open but flooed near south portal
	Mosefield 88 yds	Partially flooded and full of rubbish
	Tamshill No 1 73 yds	Locked gates both ends
	Tamshill No 2 433 yds	Cutting between 2 & 3 infilled, No 3 earthed over
	Tamshill No 3 137 yds	
Bridgeton Cross - Carmyle Jn CR	London Road ¾ mile	The line ran below London Road in tunnel (cut and cover or bored?). West end open, east end bricked up with padlocked door
College - Bridgeton Central NBR	Most of this one mile long branch was in tunnel	Condition unknown
RENFREWSHIRE		

Elderslie - Greenock Princes Pier G&SWR	**Tunnels in Greenock** Note: some tunnel lengths do not correspond to those shown in latest Track Diagrams published by Quail Map Co.	
	Balwhirley No 2 184 yds	Open
	Balwhirley No 1 375 yds (on spur to Wemyss Bay line)	Open
	Lynedoch Street 44 yds	Open (two tunnels side by side - the longer one serving former Lynedoch Goods)
	Lynedoch Street 53 yds	
	Trafalgar Street (or Ann Street) 417 yds	Open
	Orangefield (or Wellington Street) 176 yds	Open
	Union Street 726 yds	Open but north portal exits into Clyde Port Authority Container Terminal (site of Princes Pier) and has padlocked gates
AYRSHIRE		
Ayr- Girvan G&SWR (The Maidens & Dunure LR)	Auld Alloway Kirk	Walkable - part of official path
	Glenside	Walkable
EDINBURGH & MIDLOTHIAN		
Edinburgh Canal Street Station - Granton NBR (Edinburgh, Leith & Granton Railway)	Scotland Street 1,052 yds and incline 1 in 27 gravity down to Scotland Street (closed 1868)	Built over at south end (a small sign on the north wall of Waverley station indicates its position), bricked up at the north end
	Rodney Street 148 yds	Blocked at northern end by housing
	Trinity 144 yds listed cat.C	Walkable in 1989
	North Leith 137 yds	Condition unknown
Rosewell & Hawarden Jn - Penicuik (Penicuik Branch) NBR	Firth 111yds Rosslyn Castle 248 yds Auchindenny 74 yds	Part of walkway
Slateford (Balerno Jn) - Ravelrig Jn (Balerno Loop) CR	Colinton 149 yds	Forms part of the cycle trail
Dudingston Jn - Edinburgh St. Leonard's NBR	St. Leonard's tunnel 572 yds	Forms part of a cycletrack
Esk Valley Jn - Polton (Esk Valley Railway) NBR	Lasswade or Broomieknow 430 yds	Both portals sealed
Rosewell & Hawarden Jn - Penicuik NBR (Penicuik Branch)	Auchindenny tunnels 74 yds	Part of walkway
Millerhill South Jn - Glecorse (Glencorse Branch) NBR	Loanhead	Intact
BORDERS		
Symington - Peebles CR	South Park or Neidpath 596yds (west of Peebles CR station)	Walkable - wooden doors hanging open
Fountainhall - Riccarton Jn (Waverley Route) NBR	Bowshank 249yds *	Walkable and privately lit
	Torwoodlee 69yds* aka Kilnknowe	Open but isolated
	Ladhope (Galshiels)*	Part of trail
	* These tunnels will reopen if the Edinburgh - Galshiels line is reinstated	
	Whitrope 1,208yds	Whitrope - roof fall 10/11 March 2002 has blocked a way through.

The next installment of this series should appear in Newsletter no. 38 in April 2004 relating to disused tunnels in the North West of England

If any member wishes to amend or update this list, would they contact Ralph Rawlinson direct, either by post at 5 Scott Grove, Morecambe, LA4 4LN or by e-mail to ralph@intrepid.ndo.co.uk

Ralph Rawlinson

NOTES, QUERIES AND RESPONSES

Following the item in an article by Don Seggles "Correspondence of note 1942/1943" in Newsletter no. 35, July 2003 and additional information provided by Murray Houchin Hughes in Newsletter no. 36, further information on this topic has been provided.

EARLY CATTLE MARKET TRAIN FROM WINDSOR (1)

Looking at the LSWR Working Timetables for August 1857 and 1866, this appears to be a passenger train which called at Datchet, Staines, Feltham, Hounslow and Brentford before the junction with the North London line at Kew, on Mondays only. It does not mention if cattle wagons were included (e.g. it is not called a 'passenger and livestock train'), and none of these trains appear in the November 1859 public timetable, so perhaps the carriages were for cattle dealers only. There was also in 1857, a Mondays 5.15am 'cattle train' from Reading to Staines and a 3.55pm return working, I assume the trains joined and divided at that junction. The Reading train had ceased by November 1865.

The train was clearly LSWR owned and operated but I have never heard any other reference to it and this implies that the LSWR locomotive and stock worked through to the Cattle Market station – it is surprising that the LSWR would have one of its engines marooned there for most of the day. The Windsor – Cattle Market train had ceased to run by 1872; the afternoon return working does not seem to be recorded in the 1866 WTT.

Another mystery is why this train ran from Windsor, which is not a town associated with cattle farming.

References; LSWR Working Timetables (RAIL 948) held at National Archives, Kew.

Mick Hutson

EARLY CATTLE MARKET TRAIN FROM WINDSOR (2)

The item on CATTLE MARKET (plus information provided by David Geldard, one of our members), caused me to look back and see that I had overlooked a note which had appeared in *Bradshaw* by March 1965 (copy on page 13). Since Caledonian Road was still noted as station for cattle market in February 1863 timetable (see Peter Kay reprint), the service had probably started after then. Timetable says that train from Windsor LSW runs to the Cattle Market station in Maiden Lane but returns from Cattle Sidings in Maiden Lane (arrival and departure sides of station?).

Michael Quick

London, Blackwall, Camden Road, Acton, Hammersmith, Kew, Richmond, Kingston, &c.—

North London, Blackwall, Hampstead Junction, North and South Western Junction, and London and South Western.

Down. — Week Days.

	mrn	mrn	mrn	mrn	mrn	mrn	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft
Fenchurch Street dep	..	8 0	9 0	10 0	11 0	12 0	1 0	2 0	3 0	4 0	5 0	5 30	6 0	6 30	7 0	7 30	8 0	9 0	10 0	11 0
Blackwall Line — **Blackwall** dep	..	7 45	8 30	9 45	10 45	11 45	12 30	1 45	2 45	3 45	4 45	a	5 45	a	6 45	a	7 45	a	8 45	a	9 45	a	10 45	a	11 45	a
Poplar	..	7 49	8 34	9 49	10 49	11 49	12 34	1 49	2 49	3 49	4 49	..	5 49	..	6 49	..	7 49	..	8 49	..	9 49	..	10 49	..	11 49	..
West India Docks	..	7 53	8 38	9 53	10 53	11 53	12 38	1 53	2 53	3 53	4 53	..	5 53	..	6 53	..	7 53	..	8 53	..	9 53	..	10 53	..	11 53	..
Limehouse	..	7 56	8 41	9 56	10 56	11 56	12 41	1 56	2 56	3 56	4 56	..	5 56	..	6 56	..	7 56	..	8 56	..	9 56	..	10 56	..	11 56	..
Stepney dep	..	8 0	8 45	10 0	11 0	12 0	12 45	2 0	3 0	4 0	5 0	5 35	6 0	6 35	7 0	7 35	8 0	9 0	10 0	11 0
Bow	7 37	8 12	9 0	10 12	11 12	12 12	12 57	2 12	3 12	4 12	5 12	5 47	6 12	6 47	7 12	7 47	8 12	9 12	10 12	11 12
Victoria Park	7 37	8 16	9 4	10 16	11 16	12 16	1 1	2 16	3 16	4 16	5 16	5 51	6 16	6 51	7 16	7 51	8 16	9 16	10 16	11 16
Hackney	7 39	8 20	9 8	10 20	11 20	12 20	1 5	2 20	3 20	4 20	5 20	5 55	6 20	6 55	7 20	7 55	8 20	9 20	10 20	11 20
Kingsland	7 42	8 23	9 11	10 23	11 23	12 23	1 8	2 23	3 23	4 23	5 23	5 58	6 23	6 58	7 23	7 58	8 23	9 23	10 23	11 23
Newington Road	7 44	8 25	9 13	10 25	11 25	12 25	1 10	2 25	3 25	4 25	5 25	6 0	6 25	7 0	7 25	8 0	8 25	9 25	10 25	11 25
Islington or Highbury	7 47	8 28	9 16	10 28	11 28	12 28	1 13	2 28	3 28	4 28	5 28	6 3	6 28	7 3	7 28	8 3	8 28	9 28	10 28	11 28
Caledonian Road	7 49	8 30	9 18	10 30	11 30	12 30	1 15	2 30	3 30	4 30	5 30	6 5	6 30	7 5	7 30	8 5	8 30	9 30	10 30	11 30
Camden Road arr	7 53	8 34	9 22	10 34	11 34	12 34	1 19	2 34	3 34	4 34	5 34	6 9	6 34	7 9	7 34	8 9	8 34	9 34	10 34	11 34
(Change Carriages) dep	7 55	8 37	9 24	10 37	11 37	12 37	1 22	2 37	3 37	4 37	5 37	6 12	6 37	7 12	7 37	8 12	8 37	9 37	10 37	11 37
Kentish Town	7 58	8 40	9 27	10 40	11 40	12 40	1 25	2 40	3 40	4 40	5 40	6 15	6 40	7 15	7 40	8 15	8 40	9 40	10 40	11 40
Hampstead Heath (Wood	8 2	8 44	9 31	10 44	11 44	12 44	1 29	2 44	3 44	4 44	5 44	6 19	6 44	7 19	7 44	8 19	8 44	9 44	10 44	11 44
Finchley Rd (for St. John's	8 5	8 47	9 34	10 47	11 47	12 47	1 32	2 47	3 47	4 47	5 47	6 22	6 47	7 22	7 47	8 22	8 47	9 47	10 47	11 47
Edgeware Rd. (for Kilburn)	8 8	8 50	9 37	10 50	11 50	12 50	1 35	2 50	3 50	4 50	5 50	6 25	6 50	7 25	7 50	8 25	8 50	9 50	10 50	11 50
Kensal Green & Harlesden	8 11	8 53	9 40	10 53	11 53	12 53	1 38	2 53	3 53	4 53	5 53	6 28	6 53	7 28	7 53	8 28	8 53	9 53	10 53	11 53
Acton	8 15	8 57	9 44	10 57	11 57	12 57	1 42	2 57	3 57	4 57	5 57	6 32	6 57	7 32	7 57	8 32	8 57	9 57	10 57	11 57
Hammersmith arr	8 20	9 2	9 49	11 2	12 2	1 2	1 47	3 2	4 2	5 2	6 2	6 37	7 2	7 37	8 2	8 37	9 2	10 2	11 2	12 2
Kew	8 25	9 6	9 53	11 6	12 6	1 6	1 51	3 6	4 6	5 6	6 6	6 41	7 6	7 41	8 6	8 41	9 6	10 6	11 6	12 6
Chiswick	..	..	9 58	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mortlake	..	..	10 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Richmond	..	..	10 14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Twickenham	..	..	10 19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Teddington & Bushey Park	..	..	10 26	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hampton Wick	..	..	10 30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kingston (New) arr	..	..	10 35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Sundays.

	mrn	mrn	aft	aft	aft	aft	aft	aft	aft	aft	aft
Fenchurch Street dep	..	9 15	1 15	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0
Blackwall Line — **Blackwall** dep	..	8 45	a	1 45	a	2 45	a	3 45	a	4 45	a
Poplar	..	8 49	..	1 49	..	2 49	..	3 49	..	4 49	..
West India Docks	..	8 53	..	1 53	..	2 53	..	3 53	..	4 53	..
Limehouse	..	8 56	..	1 56	..	2 56	..	3 56	..	4 56	..
Stepney dep	..	9 0	1 0	2 0	3 0	4 0	5 0	6 0	7 0	8 0	9 0
Bow	..	9 4	1 4	2 4	3 4	4 4	5 4	6 4	7 4	8 4	9 4
Victoria Park	..	9 6	1 6	2 6	3 6	4 6	5 6	6 6	7 6	8 6	9 6
Hackney	..	9 8	1 8	2 8	3 8	4 8	5 8	6 8	7 8	8 8	9 8
Kingsland	..	9 11	1 11	2 11	3 11	4 11	5 11	6 11	7 11	8 11	9 11
Newington Road	..	9 13	1 13	2 13	3 13	4 13	5 13	6 13	7 13	8 13	9 13
Islington or Highbury	..	9 16	1 16	2 16	3 16	4 16	5 16	6 16	7 16	8 16	9 16
Caledonian Road	..	9 18	1 18	2 18	3 18	4 18	5 18	6 18	7 18	8 18	9 18
Camden Road arr	..	9 22	1 22	2 22	3 22	4 22	5 22	6 22	7 22	8 22	9 22
(Change Carriages) dep	..	9 24	1 24	2 24	3 24	4 24	5 24	6 24	7 24	8 24	9 24
Kentish Town	..	9 27	1 27	2 27	3 27	4 27	5 27	6 27	7 27	8 27	9 27
Hampstead Heath (Wood	..	9 31	1 31	2 31	3 31	4 31	5 31	6 31	7 31	8 31	9 31
Finchley Rd (for St. John's	..	9 34	1 34	2 34	3 34	4 34	5 34	6 34	7 34	8 34	9 34
Edgeware Rd. (for Kilburn)	..	9 37	1 37	2 37	3 37	4 37	5 37	6 37	7 37	8 37	9 37
Kensal Green & Harlesden	..	9 40	1 40	2 40	3 40	4 40	5 40	6 40	7 40	8 40	9 40
Acton	..	9 43	1 43	2 43	3 43	4 43	5 43	6 43	7 43	8 43	9 43
Hammersmith arr	..	9 48	1 48	2 48	3 48	4 48	5 48	6 48	7 48	8 48	9 48
Kew	..	9 53	1 53	2 53	3 53	4 53	5 53	6 53	7 53	8 53	9 53
Chiswick	..	9 58	1 58	2 58	3 58	4 58	5 58	6 58	7 58	8 58	9 58
Mortlake	..	10 2	2 2	3 2	4 2	5 2	6 2	7 2	8 2	9 2	10 2
Richmond	..	10 14	2 14	3 14	4 14	5 14	6 14	7 14	8 14	9 14	10 14
Twickenham	..	10 19	2 19	3 19	4 19	5 19	6 19	7 19	8 19	9 19	10 19
Teddington & Bushey Park	..	10 26	2 26	3 26	4 26	5 26	6 26	7 26	8 26	9 26	10 26
Hampton Wick	..	10 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30
Kingston (New) arr	..	10 35	2 35	3 35	4 35	5 35	6 35	7 35	8 35	9 35	10 35

Up. — Week Days.

	mrn	mrn	mrn	mrn	mrn	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft
Kingston (New) dep	..	8 10	..	..	9 50	..	11 50	..	1 50	..	3 30	4 30	5 30	..	6 50	7 45	..	..	..	..
Hampton Wick	..	8 12	..	..	9 52	..	11 52	..	1 52	..	3 32	4 32	5 32	..	6 52	7 47	..	..	..	..
Teddington & Bushey Park	..	8 16	..	..	9 56	..	11 56	..	1 56	..	3 36	4 36	5 36	..	6 56	7 51	..	..	..	..
Twickenham	..	8 21	..	..	10 1	..	12 1	..	2 1	..	3 41	4 41	5 41	..	7 1	7 56	..	..	..	..
Richmond	..	8 26	..	..	10 10	..	12 10	..	2 10	..	3 50	4 50	5 50	..	7 10	8 5	..	..	..	..
Mortlake	..	8 30	..	..	10 15	..	12 15	..	2 15	..	3 54	4 54	5 54	..	7 14	8 9	..	..	..	..
Chiswick	..	8 37	..	..	10 22	..	12 22	..	2 22	..	4 1	5 1	6 1	..	7 21	8 15	..	..	..	..
Kew	8 0	8 45	9 20	..	10 30	11 30	12 30	1 30	2 30	3 30	4 10	5 10	6 10	7 10	7 30	8 30	8 30	9 30	..	..
Hammersmith dep	8 0	8 45	9 20	..	10 30	11 33	12 33	1 33	2 33	3 33	4 13	5 13	6 13	7 13	7 33	8 33	8 33	9 33	..	..
Acton	8 7	8 52	9 27	..	10 37	11 37	12 37	1 37	2 37	3 37	4 17	5 17	6 17	7 17	7 37	8 37	8 37	9 37	..	..
Kensal Green & Harlesden	8 14	8 58	9 33	..	10 43	11 43	12 43	1 43	2 43	3 43	4 23	5 23	6 23	7 23	7 43	8 43	8 43	9 43	..	..
Edgeware Rd. (for Kilburn)	8 18	9 3	9 38	..	10 48	11 48	12 48	1 48	2 48	3 48	4 28	5 28	6 28	7 28	7 48	8 48	8 48	9 48	..	..
Finchley Rd. (for St Johns	8 21	9 6	9 41	..	10 51	11 51	12 51	1 51	2 51	3 51	4 31	5 31	6 31	7 31	7 51	8 51	8 51	9 51	..	..
Hampstead Heath (Wood	8 25	9 8	9 45	..	10 55	11 55	12 55	1 55	2 55	3 55	4 35	5 35	6 35	7 35	7 55	8 55	8 55	9 55	..	..
Kentish Town	8 27	9 10	9 57	..	10 57	11 57	12 57	1 57	2 57	3 57	4 37	5 37	6 37	7 37	7 57	8 57	8 57	9 57	..	..
Camden Road arr	8 34	9 17	10 4	..	11 4	12 4	1 4	2 4	3 4	4 4	4 44	5 44	6 44	7 44	8 4	9 4	9 4	10 4	..	..
(Change Carriages) dep	8 37	9 20	9 22	10 5	10 7	11 7	12 7	1 7	2 7	3 7	4 7	4 47	5 47	6 47	7 47	8 7	8 7	9 7	10 7	11 7
Caledonian Road	..	9 24	9 25	..	10 10	11 10	12 10	1 10	2 10	3 10	4 10	4 50	5 50	6 50	7 50	8 10	8 10	9 10	10 10	11 10
Islington or Highbury	..	9 27	9 28	..	10 13	11 13	12 13	1 13	2 13	3 13	4 13	4 53	5 53	6 53	7 53	8 13	8 13	9 13	10 13	11 13
Newington Road	..	9 30	9 31	..	10 16	11 16	12 16	1 16	2 16	3 16	4 16	4 56	5 56	6 56	7 56	8 16	8 16	9 16	10 16	11 16
Kingsland	..	9 33	9 34	..	10 19	11 19	12 19	1 19	2 19	3 19	4 19	4 59	5 59	6 59	7 59	8 19	8 19	9 19	10 19	11 19
Hackney	..	9 35	9 36	..	10 21	11 21	12 21	1 21	2 21	3 21	4 21	5 1	6 1	7 1	8 1	8 21	8 21	9 21	10 21	11 21
Victoria Park	..	9 38	9 39	..	10 24	11 24	12 24	1 24	2 24	3 24	4 24	5 4	6 4	7 4	8 4	8 24	8 24	9 24	10 24	11 24

Sundays.

	mrn	mrn	aft	aft	aft	aft	aft	aft	aft	aft	aft
Kingston (New) dep	..	9 15	..	2 0	..	4 0	..	6 0	..	8 0	..
Hampton Wick	..	9 17	..	2 2	..	4 2	..	6 2	..	8 2	..
Teddington & Bushey Park	..	9 21	..	2 6	..	4 6	..	6 6	..	8 6	..
Twickenham	..	9 26	..	2 11	..	4 11	..	6 11	..	8 11	..
Richmond	..	9 35	..	2 20	..	4 20	..	6 20	..	8 20	..
Mortlake	..	9 39	..	2 24	..	4 24	..	6 24	..	8 24	..
Chiswick	..	9 45	..	2 30	..	4 30	..	6 30	..	8 30	..
Kew	8 30	9 50	11 30	2 35	3 30	4 35	5 30	6 35	7 30	8 35	9 30
Hammersmith dep	8 30	9 50	11 30	2 35	3 30	4 35	5 30	6 35	7 30	8 35	9 30
Acton	8 37	9 57	11 37	2 42	3 37	4 42	5 37	6 42	7 37	8 42	9 37
Kensal Green & Harlesden	8 43	10 3	11 43	2 48	3 43	4 48	5 43	6 48	7 43	8 48	9 43
Edgeware Rd. (for Kilburn)	8 48	10 8	11 48	2 53	3 48	4 53	5 48	6 53	7 48	8 53	9 48
Finchley Rd. (for St Johns	8 51	10 11	11 51	2 56	3 51	4 56	5 51	6 56	7 51	8 56	9 51
Hampstead Heath (Wood	8 55	10 15	11 55	3 0	3 55	5 0	5 55	7 0	7 55	9 0	9 55
Kentish Town	8 57	10 17	11 57	3 2	3 57	5 2	5 57	7 2	7 57	9 2	9 57
Camden Road arr	9 4	10 24	12 4	3 9	4 4	5 9	6 4	7 9	8 4	9 9	10 4
(Change Carriages) dep	9 7	10 37	12 7	3 22	4 7	5 22	6 7	7 22	8 7	9 22	10 7
Caledonian Road	9 10	10 40	12 10	3 25	4 10	5 25	6 10	7 25	8 10	9 25	10 10
Islington or Highbury	9 12	10 42	12 12	3 27	4 12	5 27	6 12	7 27	8 12	9 27	10 12
Newington Road	9 15	10 45	12 15	3 30	4 15	5 30	6 15	7 30	8 15	9 30	10 15
Kingsland	9 18	10 48	12 18	3 33	4 18	5 33	6 18	7 33	8 18	9 33	10 18
Hackney	9 20	10 50	12 20	3 35	4 20	5 35	6 20	7 35	8 20	9 35	10 20
Victoria Park	9 23	10 53	12 23	3 38	4 23	5 38	6 23	7 38	8 23	9 38	10 23

a Passengers from Fenchurch Street must take seats in the Through Carriages, which are detached at Bow, and run through to Kew, &c.

b Passengers leave Victoria at 4 1 and 5 1 aft. respectively.

☞ Tickets not issued between Kingston, Hampton Wick, Bushey Park, Twickenham, Richmond, Mortlake, Chiswick, or Kew, and Hammersmith respectively. Fenchurch Street, Stepney, and Blackwall are the only Stations on the Blackwall Line at which passengers can book for any of the Stations on the South Western, North and South Western Junction, or Hampstead Junction Lines.

On Mondays a Train leaves Windsor at 6, Kew 6¼, and Acton at 6 50 mrn., arriving at Camden Road at 7 20 and Cattle Market Station at 7 25 mrn.; returning from the Cattle Siding, Maiden Lane, at 3 55 aft.

LONDON, STRATFORD BRIDGE, VICTORIA DOCKS, and WOOLWICH.—Great Eastern.

(For Trains in connection with North London Line, see page 92.)

Down.

	b	b	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	b	mrn	a b	b	aft	a b	b	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft
Bishopsgate dep	7 20	..	..	..	a	9 7	a	..	10 15	..	a	11 15	b	..	12 15	b	a b	1 15	..	a	2 15	..	a	3 15	..	a	4 15	..	a	5 22	..
Mile End	7 23	..	..	..	..	9 10	..	..	10 18	..	..	11 18	..	..	12 18	..	..	1 18	..	..	2 18	..	..	3 18	..	d	..	..	..	5 25	..
Old Ford	7 28	..	..	..	..	9 15	..	..	10 23	..	..	11 23	..	..	12 23	..	..	1 23	..	..	2 23	..	..	3 23	..	..	4 23	..	..	5 30	..
Fenchurch Street dep	7	7 26	..	8 26	8 55	..	9 25	9 55	..	10 25	10 55	..	11 25	11 55	..	12 25	12 55	..	1 25	1 55	..	2 25	2 55	..	3 25	3 55	..	4 25	4 55	..	5 25
Stepney dep	..	7 33	..	8 33	8 58	..	9 29	9 59	..	10 29	10 59	..	11 29	11 59	..	12 29	12 59	..	1 29	1 59	..	2 29	2 59	..	3 29	3 59	..	4 29	4 59	..	5 30
Stratford Bridge dep	7 35	7 40	8	8 40	..	9 21	..	10 15	10 40	10 45	..	11 29	11 45	..	12 29	12 45	..	1 29	1 45	..	2 29	2 45	..	3 29	3 45	..	4 29	4 45	..	5 36	5 42
Barking Road dep	7 40	7 45	8	8 48	9	9 26	9 37	10 16	10 34	10 46	11 7	11 34	11 46	12 7	12 34	12 46	1 7	1 34	1 46	2 7	2 34	2 46	3 7	3 34	3 46	4 7	4 34	4 46	5 7	5 41	5 46
Victoria (Tidal Basin dep	7 45	7 49	8	8	9	9	9 41	10 20	10 37	10 50	11 10	11 37	11 50	12 10	12 37	12 50	1 10	1 37	1 50	2 10	2 37	2 50	3 10	3 37	3 50	4 10	4 37	4 50	5 10	5 45	5 50
Docks (Custom House dep	7 50	7 53	8 10	8	9 14	9 44	9 45	10 24	10 41	10 54	11 14	11 41	11 54	12 14	12 41	12 54	1 14	1 41	1 54	2 14	2 41	2 54	3 14	3 41	3 54	4 14	4 41	4 54	5 14	5 49	5 54
Silvertown dep	..	7 56	..	8	9 17	..	9 48	10 27	..	10 57	11 17	..	11 57	12 17	..	12 57	1 17	..	1 57	2 17	..	2 57	3 17	..	3 57	4 17	..	4 57	5 17	..	5 57
North Woolwich dep	7	8	8	8	9	9	9	10	10	10	11	11	11	12	12	12	1	1	1	2	2	2	3	3	3	4	4	4	5	5	6
Woolwich Town arr	8	8	8	8	9	9	9	10	10	10	11	11	11	12	12	12	1	1	1	2	2	2	3	3	3	4	4	4	5	6	6

Down—Continued.

	aft	aft	aft	aft	aft	aft	aft	aft	aft	b
Bishopsgate dep	..	6 22	..	7 21	..	8 17	..	9 22	..	10 22
Mile End	..	6 28	..	7 27	..	d	..	9 26	..	10 34
Old Ford	..	6 30	..	7 30	8 21	..	9 30	..	..	10 36
Fenchurch Street dep	6 55	..	7 25	..	7 55	..	8 25	..	9 25	..
Stepney dep	6 58	..	7 28	..	7 58	..	8 30	..	9 30	..
Stratford Bridge dep	7 6	7 36	7 46	7 56	8	8 27	8 42	9	9 42	10 36
Barking Road dep	7 14	7 43	7 53	8 3	8 17	8 34	8 49	9 7	9 49	10 44
Victoria (Tidal Basin dep	7 17	7 46	7 56	8 6	8 20	8 37	8 52	9 10	9 52	10 47
Docks (Custom House dep	7 20	7 49	7 59	8 9	8 23	8 40	8 55	9 13	9 55	10 50
Silvertown dep	..	..	..	..	..	..	..	..	..	..
North Woolwich dep	7 30	7 55	8 5	8 15	8 30	8 50	9 5	9 23	10 5	11 0
Woolwich Town arr	7 35	8 0	8 10	8 20	8 35	8 55	9 10	9 28	10 10	11 5

UP TRAINS.

Up.

	b	mrn	a	mrn	mrn	a	mrn	mrn	a b	b
Woolwich Town dep	..	..	8 0	8 15	8 30	8 50	9 0	9 20	10 0	10 15
North Woolwich dep	..	..	8 5	8 20	8 35	9 0	9 5	9 25	10 5	10 20
Silvertown dep	..	..	..	8 25	..	..	9 8	..	..	10 23
Victoria (Custom Hse dep	..	..	8	8 26	8	9	9	9 41	10	10
Docks (Tidal Basin dep	..	..	8 12	8 32	8 40	9	9 19	9 44	10 12	10 28
Barking Road dep	..	..	8 16	8 33	8 43	9	9 19	9 47	10 16	10 32
Stratford Bridge dep	c	c	..	8 39	8 48	..	9	9 53	10 22	10 38
Stepney 95, 98, 100 dep	7	8	8	8 55	9	..	9 15	9 59	10 28	..
Fenchurch Street arr	7	8	8	9	9	..	9 20	10 4	10 33	..
Old Ford dep	..	..	..	..	..	8	9	..	..	10
Mile End dep	..	..	..	8 49	..	d	..	..	..	10
Bishopsgate arr	..	..	..	8 53	..	..	9 30	..	..	10

Up—Continued.

	b	a b	b	a	aft	aft	a	aft	aft	a	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft	aft
Woolwich Town dep	11 30	12 0	12 15	12 30	1	0 1	1 2	1 30	2	2 1	2 30	3	0 3	3 15	3 30	4	4 15	4 30	5	0 5	5 15
North Woolwich dep	11 35	12 5	12 20	12 35	1	5 1	2 0	2 5	2 30	2	2 35	3	5 3	3 20	3 35	4	4 20	4 35	5	5 5	5 20
Silvertown dep	11 38	..	..	12 38	1	8	..	1 38	2	8	..	3	8	..	3 38	4	..	4 38	5	8	..
Victoria (Custom House dep	11 41	12 9	12 27	12 41	1	11	2 3	1 41	2	11	2 38	3	11	3 28	3 41	4	11	4 41	5	11	5 26
Docks (Tidal Basin dep	11 44	12 12	12 28	12 44	1	14	2 6	1 44	2	14	2 41	3	14	3 31	3 44	4	14	4 44	5	14	5 29
Barking Road dep	11 47	12 16	12 32	12 47	1	17	2 9	1 47	2	17	2 44	3	17	3 34	3 47	4	17	4 47	5	17	5 32
Stratford Bridge dep	11 53	..	12 38	12 53	1	..	2 15	1 53	2	23	2 50	3	23	3 40	3 53	4	23	4 53	5	23	5 38
Stepney 95, 98, 100 dep	12 2	12 25	..	1 2	1	28	..	2 0	2	26	..	3	0	3	28	..	4	2	4	26	..
Fenchurch Street arr	12 10	12 30	..	1 10	1	33	..	2 10	2	33	..	3	10	3	33	..	4	10	4	33	..
Old Ford dep	..	..	12 41	..	..	..	1 44	..	..	..	2 44	..	..	..	..	3 44	..	..	..	..	4 44
Mile End dep	..	..	12 49	..	..	..	1 49	..	..	..	2 49	..	..	..	..	3 49	..	..	..	..	4 49
Bishopsgate arr	..	..	12 53	..	..	..	1 53	..	..	..	2 53	..	..	..	..	3 53	..

BISHOPSTONE BEACH HALT (SR) : good intentions frustrated by Hitler?

When a new station on the Seaford branch called Bishopstone was opened on 26 September 1938 to encourage nearby housing development, the earlier Bishopstone Halt, slightly closer to Newhaven, saw its last train on the previous day, a Sunday. The official notice of these changes, as published in various periodicals at the time did however state that the Halt would reopen on the "Thursday before Easter until 30 September inclusive each year". It was also stated that it would be renamed *Bishopstone Beach Halt*.

!n 1939 the Thursday before Easter occurred on 6 April but this first summer of the new arrangement was rudely interrupted by Hitler and there appears to be some mystery as to whether the 1939 service to the Halt did in fact continue until the last day in September, his war having started at the beginning of that month and also whether any *public service trains* (as distinct from those carrying defence personnel) called at the Halt at any time subsequently.

There was certainly a great deal of military activity on the beach here in the summer of 1940 and later*, including erection of tank traps, barbed wire and other obstacles to deter any German invaders, also stationing of heavy artillery units, measures that would surely cause the authorities to prevent any ordinary members of the public from using the beach and its immediate area via the Halt. Indeed the inhabitants of the nearby Tide Mills community appear to have been summarily moved out of their homes by the military in June 1940*.

So when did the Halt close to the public? R.H.Clark (in his "*A Southern Region Chronology & Record 1803-1965"*) and R.W.Kidner (in his *"The Newhaven and Seaford Branch"* and his *"Southern Railway Halts Survey and Gazetteer"*) both suggest the Halt finally "closed" on 1 January 1942, a date which seems inconsistent with the sequence of wartime events and the earlier announcement that the Halt would only be available in the summer months.

* See R.W.Kidner, *"The Newhaven and Seaford Branch"*, pp 19, 20 and 32

Alan A Jackson

GRAYTHORPE HALT

For some time I have been trying to track down the location of this unadvertised halt on the Seaton-on-Tees branch of the North Eastern Railway, between Stockton and West Hartlepool. According to Hoole (*Railway stations of the North East*, D & C 1985, p139) it was open c. 1920-3 for shipyard workers and thereafter for occasional excursions until 1936

A fellow member of the N E R Association, John Proud of Middlesborough, has just sent me a copy of an article on William Gray & Co's newTees Shipyard, which appeared in the July 1924 issue of *The Shipbuilder*. It is illustrated by a sketch map of the area at 1 inch to 1 mile. This shows a station [sic] just north of the road overbridge at 519273, on the western side of the line. This would be close to the ¾ milepost from Seaton Snook Junction.

The neighbouring settlement is called Graythorp (without the final 'e') on the O S map; but the 1922 Appendix to the N E R working timetable refers to Graythorpe Traffic Siding, so it seems that the authorities differed over the spelling.

Stephen Bragg