

RAILWAY & CANAL HISTORICAL SOCIETY

RAILWAY CHRONOLOGY SPECIAL INTEREST GROUP

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Additional contributions for the next Newsletter should be sent to the Coordinator (contact details can be found overleaf) before the end of December 2017 for newsletter number 93 due to be produced in January 2018, although there is no guarantee that items will appear in that issue.

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Registered office; 34 Waterside Drive, Market Drayton, TF9 1HU

All correspondence to the Group Coordinator, Ted Cheers at
7 WEALDEN HATCH, WOLVERHAMPTON, WV10 8TY
or by E-mail to RCHSChronology@aol.com

AINTREE RACECOURSE [LY] (non-tt)

Earliest reference found is for excursions to races 28, 29 March 1878, as AINTREE (Cinder Lane New Temporary Station, three minutes' walk from the course (*advert Manch Times 16th*); for 18, 19 March 1880 was just 'new station', 2 minutes' walk (*ibid 6th*); 9 – 12 November 1880 just C L, one minute's walk (*ibid 30 October*); 10, 11 November 1881 'adjoining' course; LY minutes (*RAIL 343 series*) say platform to be constructed for race traffic (28 March 1882); how far all this represents change of site or improvements on same site is not known.

ALYTH } branch op 12 August 1861
MEIGLE op (as FULLARTON) } (*co n Dundee Courier 12th*).

BALLATER. There was earlier royal use. The Prince and Princess of Wales travelled from here in a special train 24 September (*Elgin Courier 28th*) and Queen Victoria on 16 October (see INCHMARLO).

BALMORE [NB] op 1 February 1886 (*co n Glasgow Evening Post 30 January*) .

DALVEY [Inverness & Aberdeen Junction] reduced to one train each way, including Sundays, (mainly for mail?) when line extended to Elgin 25 March 1858 (*co n Banffshire Journal 30 March*); still one each way April tt (*ibid, Elgin Courant*); no trains May tt either paper.

EAST SOUTHSEA:

branch op 2 July 1885 (*Portsmouth Evening News 1st*). Delete note for 1885 July 2 (source now cited is clear).

Terminus re-sited when railcars introduced, 1 July 1904 (*co n ibid 30 June 1904* for introduction of railcars says will be extended to GRANADA ROAD East Southsea).

INCHMARLO [GNS] (non-tt): temporary platform for use of Queen Victoria opening new waterworks for Aberdeen at Invercannie, west of Banchory, on 16 October 1866 (*e.g. Dundee Courier 17th*). Exact site of platform unknown (Bridge of Canny shown on Cobb atlas).

JESSIE ROAD BRIDGE op 1 July 1904 (*co n ibid 30 June*).
 1904 source cited also confirms op of Albert Road Bridge.

ST ANTHONYS [NE]:

Brief temporary closure 1915-16.

Details result from a follow-up of information from Richard Maund that *GCR Circular* dated 7 January 1916 said this station had been closed until further notice.

All from *Newcastle Journal*.

A landslide, blamed on heavy rains, at Lants Quarry between here and St Peters early morning 27 December 1915 carried away more than fifty yards of the railway embankment to a depth of more than a dozen feet, leaving rails and sleepers hanging. Separate services were run Newcastle to St Peters and Walker to Tynemouth; passengers to Walker sent via Wallsend and Carville (involved walk between those two) (28th, 29th).

Notice of temporary closure in paper of 1 January 1916.

Item and notice of reopening Monday, 17 January in paper of 15th.

(In the course of sorting this, I noticed that Pre-Grouping Atlas (2015 edition) has Walker and Walker Gate reversed.)

1905 October amended. LNW 'Halts' between Oxford and Bedford. Service Oxford to Bletchley began 9 October (*Oxford Chron*, 6th) and nothing has been seen in contemporary sources to contradict this; *Banbury Advertiser* (5th) refers to trial trip that day. *Ox & Camb* reproduces notice of services 'commencing Friday, October 20', but this was probably a revision of the service since it is marked 'Third Issue'; the book says that they had problems with reliability of the rail-motors used. Bletchley to Bicester: *RM December 1905* says service originally been planned for 1 November but was delayed at the last moment and is supported by *Luton Times* (10th) which says service began Monday 4 November. *Ox & Camb* says 1 December; *LNW Officers 41635* shows revision of service from 1 December. *Ox & Cam* is only source of Brickyard Halt, ¼ mile from Wootton Pillinge on way towards Wootton Broadmead (a workmen's stop?).

Following need to be amended to 'op 4 November 1905 (see 1905 October**)':

ASPLEY GUISE; BOW BRICKHILL; HUSBORNE CRAWLEY; KEMPSTON & ELSTOW; KEMPSTON HARDWICK; STEWARTBY; WOOTTON BROADMEAD.

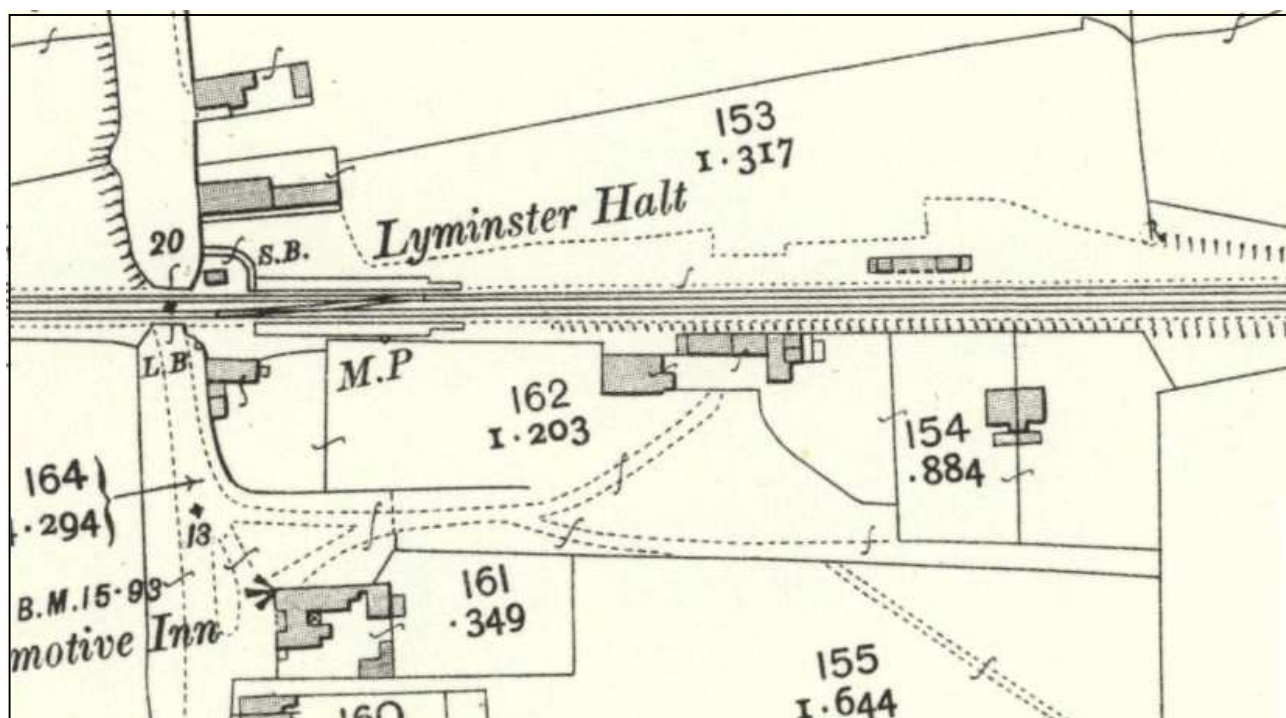
BRICKYARD – text as now except for amending line date.

Michael Quick

LYMINSTER HALT

I have a copy of Quick's chronology of Railway Passenger Stations in Great Britain and note that the entry for Lyminster Halt states that it was built on the opposite side of the level crossing to the original station near this site which was called Littlehampton and Arundel. This is not true, both the original station and the later halt were constructed on the east side of the Littlehampton to Arundel road with the halt being much nearer to the level crossing.

The map extract below (O.S. 25in Sussex LXIII rev.1910, pub.1911) shows the halt and to its right the original station and goods shed, photos of which I have.



Norman Langridge

Entry in 'Passenger Stations of Great Britain' should be amended accordingly, M.Quick.

CARDIFF STATIONS

I have recently been working on a ticket article on the stations of Cardiff and this has brought to light some minor points on the history of these stations which should be recorded. I have already mentioned my query over Queen Alexandra Dock, but the others are:-

Cardiff Adam Street [Rhymney]

The only Bradshaw I have from the period of use (1858-71), February 1863, uses the suffix Adam Street in the northbound table only. However the only very early Rhymney ticket seen, which may be early enough to be from here rather than Parade, has just Cardiff.

Cardiff Parade [Rhymney]

Quick records that Bradshaw refers to this as Cardiff Crockherbtown from 1872 to 1888, but by December 1895 it refers to it as "Rhymney Station" in northbound table only. Rhymney tickets all have just Cardiff.

Used by trains of Cardiff Railway from 1st March 1911. Cardiff Railway tickets show it as Cardiff (R.R.) as do GWR tickets prior to the renaming in 1924.

Cardiff General/Central

As built the only entrance and booking office were on the up side. Around 1896 an additional entrance and booking office was provided on the down side, but this closed in 1962 (a down side entrance serving the car park has been opened again in recent times). At some time prior to the grouping an interchange booking office was opened on the island platform used by valleys trains. This closed at some time during the rebuilding of the station in the late 1920s/1930s.

Station was used by trains of TVR, probably from commencement of the passenger service to Penarth on 20th February 1878. As far as I can trace the station was never used by trains of the Barry Railway.

Cardiff Queen Street

As far as I can trace this station was never used by trains of any pregrouping company other than the TVR. Although the Rhymney used the TVR line into Cardiff until 1871, they had their own station at Adam Street. The Barry Railway had running powers through here but they were probably used only for coal traffic from the Rhymney (via Taffs Well Junction), prior to the opening of their own direct connection.

Cardiff Clarence Road

Cardiff Riverside

Although GWR owned, as far as I can trace, prior to the grouping, these were only used by passenger trains of the Barry Railway (to Barry and Pontypridd) and TVR (to Penarth and beyond). Bradshaw shows these trains correctly in TVR table as calling at Cardiff Riverside, but in Barry table as calling at Cardiff Great Western. Since the latter went on to Clarence Road, they must in fact have called at Riverside!

Quick (quoting Clinker) records Riverside as merging with General from 28th October 1940. However descriptions of the 1930s rebuilding suggest it was effectively part of General after the rebuilding. Does anyone know the source and exact significance of Clinker's date? Was it perhaps when a separate entrance and booking office at Riverside ceased to be provided?

Both TVR and Barry Railway tickets were issued at both these stations, the Barry tickets calling the latter Cardiff Riverside Junction G.W.

(In passing it should be mentioned that the Barry trains to Pontypridd also called at the GWR stations at Ely and St.Fagans on the GWR main line and their trains to Barry at Grangetown TVR.)

Cathays/Woodville Road

Maindy

Although these seem to have been regarded by the TVR as Platforms, the only two pregrouping Bradshaws I have been able to check (April 1910 and July 1922) both show them in a footnote as "Halt at ...". TVR tickets seemed to be inconsistent - I have seen Cathays (Woodville Road Bridge), Woodville Road Platform, Woodville R'd, Maindy Platform and M'ndy. GWR tickets seem to be consistent - Cathays Woodville Road Halt and Maindy (North Road) Halt.

Ninian Park

I have been unable to find any details of the service here on football match days prior to the grouping. The only pregrouping tickets seen to here are from the TVR, suggesting that whatever service the station's owners, the GWR, provided there was probably also a service by the TVR. A TVR ticket is known from Woodville Road and Maindy which is routed via Penarth Junction, Radyr suggesting that on match days the service at these halts ran Cardiff-Woodville Road-Maindy-Radyr (reverse)-Ninian Park. It seems possible that trains from other TVR stations to Ninian Park might also have run from Radyr via the freight only line direct to Ninian Park, although I have seen no evidence either way on this (tickets from other TVR stations to Ninian Park are not specifically routed).

The only timetables I have been able to check from the period (1934-39) when this had a summer Sunday service (Bradshaw for July 1938 and GWR for summer 1939) show it as served by the 2 pm SuO Newport to Porthcawl and 8 pm SuO Porthcawl to Newport (just to complicate matters the 1938 Bradshaw index shows Ninian Park Platform as closed). Thus the summer excursion traffic from here was to Porthcawl not, as might have been expected, Barry Island or Penarth.

Both names Ninian Park and Ninian Park Platform seem to have been used on tickets throughout. TVR tickets have Ninian Park, GWR and BR either.

Brian Pask

QUEEN ALEXANDRA DOCK CARDIFF

I have recently seen examples of two GWR tickets, one of perhaps the early 1930s to Cardiff Queen Alexandra Dock and one from just postwar to Cardiff Queens Dock (I assume these are the same place). Quick does not mention this as a passenger station and the only mention I can find of use of Queen Alexandra Dock by passenger boats is of recent use for the occasional call by cruise ships. Can you put a note in the next Chronology Group Newsletter asking if anyone has any further information.

Brian Pask

NOTTINGHAM VICTORIA RAILWAY STATION – STATION NAME [91/12]

An interesting article by Robert Emblim from *Back Tracks* Vo. 8 No. 4, July-August 1994, p. 201 – 209, sheds a bit more light on the naming of the station.

The failure of the GCR and the GNR to agree on the station name has been told many times, but the part played by the local newspaper is generally overlooked. From the start of the London Extension project the GCR had used the eponymous 'Nottingham Central' in all relevant contracts, correspondence and minutes, but at a fairly late stage in the project development, the GNR decided that the name was unacceptable to them. Neither company would compromise, so although the GCR minutes referred to the 'Joint Station' on 9th March 1900, when the station opened in May 1900 the Great Central booking office issued tickets printed with the name 'Nottingham Central' and the adjoining Great Northern booking office issued tickets headed 'Nottingham Joint Station'.



The date selected for the opening was opportune, as the *Nottingham Daily Guardian*, 24th May 1900, pointed out;

While the name, 'Nottingham Joint Station', may convey a clear idea as to the terms of ownership, it can scarcely be called euphonious, and we are glad to know that a movement has been set on foot to induce the committee of directors to call it 'Victoria Station' – a name which, seeing that the opening has taken place on Her Majesty's birthday, would be singularly appropriate. If representations were made to that effect by the Corporation, they would not improbably be successful. We heartily commend the suggestion to those who wish to see Nottingham possess a permanent memorial to the Queen's reign.

But how did the local newspaper know that the representations by the Corporation would not improbably be successful? The Joint Station Committee (JSC) minutes are remarkably brief, but they do provide some circumstantial clues.¹ At the start of the building work the planned opening date was 1st March 1900, but because of delays in obtaining materials, labour problems with bricklayers and plasterers, bad weather and Christmas Holidays, a JSC minute of 5th December 1899 recorded the hope that work would be completed by 31st March 1900. More bad weather delayed work in February but in a JSC minute dated 6th March 1900 completion was expected on 30th April 1900. Notice was thus given to the Board of Trade (BoT) on an opening for 1st May 1900. However, a JSC minute of 1st May 1900 records a BoT preliminary inspection on 24th April with the station opening fixed for 24th May 1900. The Clock Tower and the rooms over the parcels office were still to be completed but otherwise the station was usable.

¹ *The Great Central Line through Nottingham* by Guy Y Hemingway, unpublished typescript deposited with the Nottingham Central Library, Local Studies Section, Nottingham.

On 21st May 1900 (three days before the newspaper suggestion) the Town Clerk put forward the name Victoria in a letter to the JSC and on 12th June 1900 (at the next JSC meeting) his suggestion was adopted. It may be remembered that the London Extension had been open for passenger working since 15th March 1899 with Carrington and Arkwright Street Stations serving in loco tenens. There had been little substantive change in the Joint Station condition between the BoT preliminary inspection of 24th April and the final inspection of 22nd May 1900, so the decision made on 24th April of 24th May, the Queen's birthday, for public opening was the most incredible coincidence or it was by design. But if it was by design, why was there not a minimal form of ceremony? Unless, of course, the date had been chosen to provide an ingenuous hook with which, after a well-publicised suggestion from an obviously neutral quarter, the Town Clerk, could lift the GCR and GNR from the horns of a ridiculous and public source of embarrassment.

In *Scenes from the Past II: Railways in and around Nottingham*, (1991), Illustration 130, Vic Forster and Bill Taylor mention about how the station got its name.

The Great Central not surprisingly wished to call it 'Nottingham Central', keeping not only with its newly acquired title, but because the station was central to the city as well. (N.B. Nottingham received its city status in 1897). The Great Northern was not impressed and, having spent a great deal of capital on the project thought that a more striking name should be used. The Town Clerk intervened with an acceptable suggestion that because the opening of the station took place on the Queen's birthday and because the station was a fitting monument to late Victorian enterprise it deserved to be called Nottingham Victoria. Hitherto it was called 'Nottingham Joint Station' as evidenced by a report in the Nottingham Daily Guardian on the day of opening. A medallion issue by Jessop and Son of Nottingham commemorated the opening of the station but on the face of this it was referred to as Central. Open for business at last, the Nottingham Joint Station Committee had indeed done the city proud.

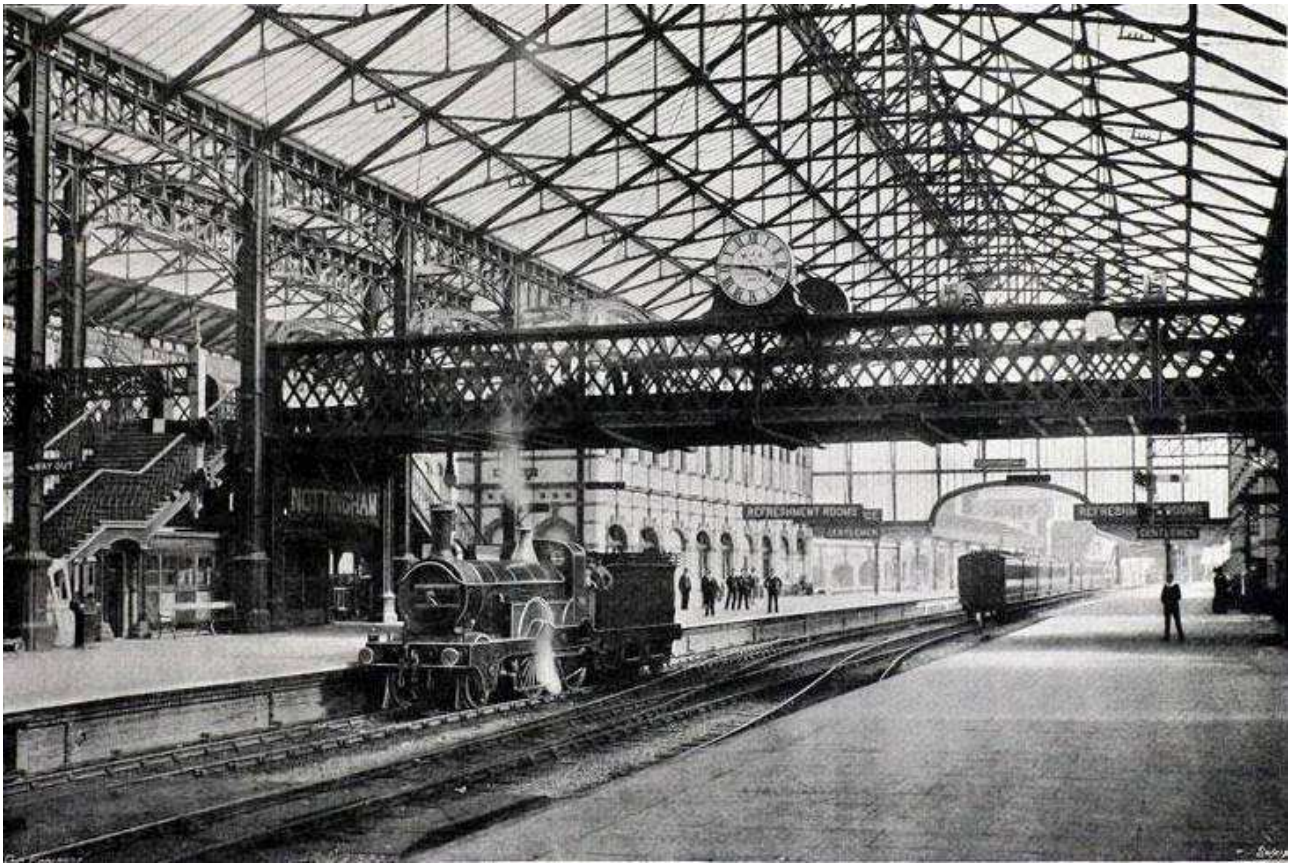
Alf Henshaw in *The Great Northern Railway in the East Midlands: Nottingham Victoria and the GC Line, the Leen Valley Network and Extensions*, (2000), p. 9. makes a brief mention of the use of the name Nottingham Joint Station.

The section of lines between Bulwell Common and Weekday Cross Junction was part of the M S & L (later GCR) London Extension from Beighton to Quainton Road and Marylebone, and was built by them. However, the GNR agreed to finance half the cost of building the passenger station, which was originally called 'Nottingham Joint Station', the uniforms of the staff and the large clock over the centre of the footbridge bearing the letters NJS. Passenger service did operate through the station before its official opening on 24th May 1900, when it was named Victoria. Tickets and fares for such journeys were dealt with at Carrington or Arkwright Street Stations. The author's father, who lived in Carrington at the time, actually made that return journey before the opening of the main station.

Mention of the NJS clock, centrally mounted on the broad passenger footbridge, is made by Ken Grainger in *Scenes from the Past: 43 – Forward to Nottingham Victoria, The Derbyshire Lines of the Manchester, Sheffield and Lincolnshire Railway, Part 2B*, (2013), p.80.

The clock, centrally mounted on the broad passenger footbridge, would quickly prove susceptible to locomotive excrescence and have to be removed to overlook the platform. Noticeably on the original print the clock face is prominently lettered NJS (see images below), a reminder of the owning companies early disagreement over the station's name. However appropriate for a station in the heart of the city, the Great Northern was narcissistically reluctant to accept the Great Central's Nottingham Central, but their preferred Nottingham Joint Station hardly rolls off the tongue. The admirable compromise was suggested by the happy if contrived coincidence of the station opening on the Queen Empress's birthday, 24th May 1900. Thank goodness she hadn't been christened Ethel!

David Amos



OPENING OF WIDNES DEVIATION LINE

On the strength of the LNWR's report for half-year ended 30 June 1870, chronologers from Maurice Greville and Charles Clinker to Michael Quick have recorded the opening date to passengers of the Widnes deviation (between Carter House and West Deviation junctions) - including the relocation of the LNWR's Widnes station - as 1 March 1870. In fact, as the attached extracts of LNWR committee minutes (for which I am indebted to Michael Addison) show, the deviation was opened for goods on 29 November and passengers on 1 December 1869. The relocation of the Widnes station must have been from the same date.

That 1 December 1869 is also given in the LNW/LMS document RAIL 1005/289 makes one wonder how the LNWR secretariat came to publish an incorrect date (and what other errors may be lurking in half-yearly reports.....) - unless, of course, someone can provide better provenance.

Opening of Widnes deviation line: West Deviation Junction - Carter House Junction and new Widnes station: LNWR Committee minutes

Officers' Conf. min. 4956 15 Dec 1869

RAIL 1005/289 records deviation line opened 1 Dec 1869, citing this minute (i.e. a post hoc report, not a pre hoc approval - but not specifically mentioning station or passengers).

Traffic min. 16253 16 Dec 1869

Read Board of Trade report agreeing to the opening of the Widnes Deviation Line, which line was opened for Goods Traffic on the 29th November and Passenger Traffic on 1st December (*note: no mention of station opening on a different date*)

Permanent Way min. 12035 20 Jan 1870

Widnes Deviation - Mr. Worthington took charge of the Deviation on 1st January (*i.e. LNW took over maintenance from contractor*)

Traffic min. 16975 21 Apr 1870

The old station at Widnes, which is not now used, should be taken down and removed. To be referred to the Works Committee to remove the platform and sheds but to utilise the buildings if necessary.

Permanent Way min. 12651 22 Sep 1870

Widnes - convert the old station into two cottages.

Note that the Liverpool Mercury of 26 Nov 1869 reported that the new line had been inspected (and approved) by the BoT inspector on 24 Nov 1869.

Appended is from page 8 of the (London) Morning Post of 13 Aug 1870, which gives the opening of the deviation as 1 Mar 1870 - despite the evidence above - and is presumably the source of the latter date being cited by various chronologers:

Subjoined is the report of the directors, to be submitted to the half-yearly meeting on the 20th inst:—

“The annexed statement of the accounts for the half year ending 30th June, 1870, duly audited and verified, presents the following result:—Net proceeds of the half-year's working, £1,127,818; balance from last account, £31,183; disposable balance, £1,159,001, which enables the directors to recommend a dividend at the rate of 6 per cent. per annum on the ordinary share capital, and carry forward a balance of £34,162 to the credit of next half year. The amount received for passengers, &c., goods, minerals, and cattle, the number of passengers, tons of goods, and minerals carried, and of train miles run, have been as follows, and, as compared with the same period last year, show an increase under all heads:—

	1870.	1869.	Increase.
Passenger, &c., receipts..	£1,340,191	£1,321,267	£18,924
Goods, mineral, and cattle receipts.....	1,926,921	1,785,341	141,580
Total	£3,267,112	£3,106,608	£160,504

Since the date of the last report the following additions to the mileage of the company's lines have been made, viz:—Widnes deviation, $1\frac{1}{2}$ miles, opened 1st March, 1870; Hartford Curve, $\frac{3}{4}$ of a mile, opened 1st March, 1870; portion of Little Hulton Branch, $2\frac{1}{2}$ miles, opened 1st July, 1870; Abergavenny North Fork, $\frac{3}{4}$ of a mile, opened 1st July, 1870; Carnarvon Town Line, 1 mile,

opened 5th July, 1870; and passenger trains commenced running over the branch between Edge Hill and Bootle (Liverpool) on the 1st July, 1870. The following bills were submitted to and approved at the special general meeting of the proprietors, on the 18th May last, and have since received the royal assent:—A bill conferring on the company additional powers for various purposes; bills authorising the company to provide steam-boats for working the traffic between Holyhead and certain ports in Ireland, and for making arrangements with, and subscribing to, the Dublin, Wicklow, and Wexford Railway Company. Bills authorising the company, jointly with the Lancashire and Yorkshire Company, to provide steam-boats for working the traffic between Fleetwood and Belfast, and for enlarging the Preston Station; and, in pursuance thereof, special meetings will be held, after the conclusion of the business of the ordinary meeting, for sanctioning the following:—A further subscription of £50,000 to the Leeds New Station, constructed jointly with the North Eastern Railway Company. Agreements with the Carnarvonshire and Carnarvon and Llanberis Companies for the conversion of their capital into London and North-Western stock. The subscription of £30,000 to the Dublin, Wicklow, and Wexford Company, and creation of ordinary capital to that amount. The authority of Parliament has been obtained for vesting the Shrewsbury and Hereford undertaking jointly in this and the Great Western Companies in sub-

>> <<

>> << indicates location of 'Widnes deviation' within the above text.

Richard Maund

NORTHALLERTON: Opening of Low platform (1854)

numerous and important. As an illustration, he might mention an instance occurring at this moment. The York, Newcastle and Berwick and the Leeds Northern lines cross each other at Northallerton, and there could not formerly be an interchange of passengers coming to the two stations, which are a mile apart; but no sooner was the amalgamation act passed than arrangements were made for the interchange of passengers at one station, and a siding is being constructed by which this arrangement can be carried out with greater advantage, and by which a junction will be formed which will facilitate the interchange of traffic, and afford great accommodation to the inhabitants of the surrounding district. This was only an instance, but taking the whole

Extract is from the *Yorkshire Gazette* of 2 Sep 1854 (similar report in other papers), reporting the Chairman'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 (it certainly seems it

would have been ready well before Hoole's December 1854 date, cited by Quick). The "siding" mentioned is presumably the link to Low (a.k.a. East) Jn on which construction started in January 1855, opened in January 1856, which led to diversion of *through* Leeds Northern trains via Thirsk and the new link.

Suffix not used in *Bradshaw's Guide* of e.g. Aug 1887.

Opening of Cordio link and closure of Low platform (1901)

The shorter paragraph appeared in the *Yorkshire Evening Post*, Mon 11 Feb 1901 (the same paragraph appeared in *Sunderland Daily Echo and Shipping Gazette* of same date). The longer piece appeared in the *Knaresborough Post* and *Leeds Mercury* of Sat 16 Feb 1901. New link between main line and Melmerby line at Cordio Jn op. **afternoon** of Sat 9 Feb 1901 (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 *Clinker's Register* used 10th without reflecting on lack of Sunday service).

NEW RAILWAY LINE FROM NORTHALLERTON TO LEEDS.

On Saturday afternoon the new line of railway which the North Eastern Railway have constructed between Northallerton and Melmerby Junction was formally opened for passenger traffic. By this new route the journey between Northallerton and Leeds will be shortened by over three miles.

RAILWAY EXTENSION.

On Saturday afternoon a new line which the North Eastern Railway Company have constructed between Northallerton and Melmerby was opened for traffic. The line, which was formerly known as the low line, between Northallerton and Melmerby, has been doubled, and an embankment and a special dock has been constructed adjoining the south platform at Northallerton, from which all passenger trains to and from Ripon will arrive and depart. The train service from Northallerton high-level station will now be as follows—Northallerton depart 7.35 a.m., 10.52 a.m., 2.48 p.m., and 7.48 p.m., while on the return journey the passenger trains will run as follow—Ripon depart 8.45 a.m., 12.55 p.m., 3.50 p.m., and 7.50 p.m. The market train which used to leave Northallerton low station at 2.35 will now leave Northallerton high-level station at 2.48 p.m. for Ripon. The journey from Northallerton to Leeds will be shortened by three miles. The new line has been thoroughly inspected by the company's officers. A special train was run from Darlington. At Boroughbridge gates the train was stopped, and the official inspected the ingenious new electric lock block—Mackenzie's patent—the object of which is to abolish the system of giving a staff. As the engine passes over the rail it blocks the road with its weight until it reaches the next block, the depression of which restores the lever of the previous block, and its equilibrium so opens the road there. The line between Melmerby and Ripon has also been doubled up to Boroughbridge gates, and it is intended to proceed with alterations at Northallerton Station. At Pichhill and Sinderby the new platforms, signal cabins, &c., have also been inspected. The new line has been sanctioned by the Board of Trade.

Richard Maund

DOVER, FOLKESTONE AND NEWHAVEN CHANNEL PORTS – CLOSURE DURING WWI

Michael Quick's tome gives various dates purporting to be closure and reopening dates for the passenger stations serving as tranship points with the cross Channel ferries – generally derived from secondary sources. Some devilling in the press and *Railway & Travel Monthly (R&TM)* of the time suggests corrections are needed, but it would be helpful if any reader has definitive information to correct any of the following findings.

DOVER ADMIRALTY PIER

1910 *Bradshaw* (April p.228 and shipping table p. 974) showed DOVER PIER

1908 RCH Junction Diagram showed DOVER PIER (*although the pier on which station is located was shown as Admiralty Pier*)

1904 RCH *Hand-book* showed DOVER PIER

Quick *implies* station never renamed plain PIER; closed Aug 1914 citing *Clinker's Register*; replaced by new station of same – initially only for military use name - 2 Feb 1915 - citing Clark (1) (although he gives date as 2 **Jan** 1915 at p.71); renamed DOVER MARINE 5 Dec 1918 citing Clark (1) p. 96 (*but as Clark (1) p.71 has the new station opened as MARINE in 1915, such renaming is clearly an error*); reopened for civilian use 18 Jan 1919 citing Gray (2) (*Clark (1), p.71 has same date*).

Although passenger tranship facilities were, indeed, *on* the Admiralty Pier, from at least the time of the SE&CR joint management down to the opening of Marine station, the facilities were referred to by the railways, the RCH and *Bradshaw's Guide* as DOVER PIER; in keeping with Quick's usual practice of using the latest name as heading, and then showing prior names in text, this entry should surely have been under its ultimate name, DOVER WESTERN DOCKS – see below.

R&TM Oct 1918, p.227 stated that, prior to the joint committee, the LCDR and SER each had their own platform on the Admiralty 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". *Should there, therefore, be **two** Dover Pier entries?*

From *night* of Mon 3 Aug 1914 all passenger ferries to and from Dover were *either* withdrawn *or* diverted to Folkestone until further notice (statement by SE&CR in *Sheffield Independent*, 4 Aug 1914, p.1) the port of Dover being closed to non-military traffic. So w.e.f. closure date for Pier *for civilian traffic* would have been Tue **4 Aug 1914**. *R&TM Sep 1914 p.180 needs to be interpreted accordingly*. Pier and station were in use for personnel traffic (and some refugees) throughout the war, so the change was to "non-tt" status rather than closed.

R&TM Feb 1919, p.81: "For at Dover have been disembarked most of our wounded heroes who have been conveyed from the new Marine station by special ambulance trains to the numerous military hospitals located all over the country from Dover during the period January, 1915, when the regular service was commenced ...". *R&TM* Mar 1919, p.143: "... up to 31st December [1918], 3,166 Red Cross Hospital Ships have been berthed at the new Marine Station at Dover, and 7,515 Special Trains, conveying 1,215,886 wounded men, have been run in connection with them. It was indeed fortunate that the [SE&CR's] fine new Marine Station at Dover had been practically completed prior to the war, or the problem of dispatching sometimes 20 trains in one

day with hospital patients for widely different destinations would have presented greater difficulties than has been the case."

Annual Licensing Meeting on Mon 2 Feb 1914, reported in *Dover Express*, 6 Feb 1914, refers to proposal to transfer refreshment room licence from Town station to "new Marine station on the Admiralty Pier", the former to be closed as soon as the latter opened; when the meeting's recommendations came up for approval by the magistrates at the end of March, a forecast "towards the end of the year" was given for the new station (same paper, 3 Apr 1914). The new station was reportedly (same paper, 25 Dec 1914) "nearly ready for use, but, of course, with the War on and no Channel traffic running to Dover, it will not be used for the purpose it was designed for at present". *Edinburgh Evening News*, 2 Jan 1915: "In a day or two Dover will be a landing hospital base. Three steamers will run between Boulogne and Dover daily, and the worst cases will be treated at the new Marine Station, which has been fitted up as a hospital."

Sunderland Daily Echo and Shipping Gazette, 4 Jan 1915: "The new Marine Station on the Admiralty Pier at Dover has been fitted up as a hospital, and three steamers are to run daily between Dover and Boulogne." There was no report in the *Dover Express* of the new station opening, but that paper's report (5 Feb 1915) of the Annual Licensing Meeting on Mon 1 Feb 1915 refers to both Harbour and Marine Stations with clear implication that they were both *already* in use. All this suggests that Clark's date of 2 Jan 1915 was premature – but that 2 Feb (wherever it originated) was belated. *R&TM* Aug 1918, p.71 said of Dover Marine station that "by April 1916 this station was virtually completed" – one must presume that fitting out in 1915 was sufficient to function for military and hospital traffic, but without some of the accoutrements of public station. Perhaps we have to settle on the new station having been in use, by the military, from **early Jan 1915**, with the name **Marine** in use from the outset, not 1918.

Dover – Ostend ferry, with connecting trains, resumed on Sat 18 Jan 1919 (*Whitstable Times and Herne Bay Herald*, 25 Jan 1919). *Boulogne would resume from Folkestone q.v.* So w.e.f. reopening date *for civilians* (i.e. end of "non-tt" status) of Dover Marine confirmed as Sat **18 Jan 1919**.

There was, therefore, a direct transition from DOVER PIER to DOVER MARINE, and hence (ultimately) to DOVER WESTERN DOCKS.

As an aside: DOVER TOWN station was located on spur from Archcliffe Jn to Admiralty Pier: Quick gives closed 14 Oct 1914 citing "RCH" (Clark (1) has same date). *Newcastle Journal*, Thu 15 Oct 1914 reports its conversion to an ambulance station without specifying effective date of change (but nothing about it in the *Dover Express*!)

FOLKESTONE HARBOUR

1910 *Bradshaw* (April p.228) showed FOLKESTONE HARBOUR *but with two inbound boat trains specifically labelled as starting from FOLKESTONE PIER*; shipping table p. 974 showed simply FOLKESTONE

1908 RCH Junction Diagram showed FOLKESTONE HARBOUR (as station) *but with line down pier but no station thereon (c.f. Dover)*

1904 RCH *Hand-book* showed FOLKESTONE HARBOUR

Quick *implies* passengers always had to walk from pier to Harbour station; closed 29 Nov 1915 citing *Clinker's Register*; reopened 1 Mar 1919 citing *Clinker's Register*. Clark (1) makes no mention of wartime closure.

PIER was advertised as start point for two boat trains (*as distinct from HARBOUR*) in at least 1910 and should arguably be mentioned as an adjunct to Harbour station, if not a location in its own right. From Aug 1914 Dover and Newhaven ferries also operated from Folkestone.

An SECR advertisement for ferry service via Folkestone continued to appear weekly in *Sevenoaks Chronicle and Kentish Advertiser* until its last appearance on Fri 14 Apr 1916. Asquith had travelled this route on 6 Apr 1916 but when the damage to the s.s. *Sussex* on 24 Mar 1916 was at last ascribed to a German torpedo (*Times*, 14 Apr 1916) it seems *civilian* ferry services were finally suspended (no specific statement has been traced in the press – presumably because of war censorship). So w.e.f. closure date for Folkestone Harbour *for civilian traffic* was **mid Apr 1916**. Pier and station remained in use for personnel traffic throughout the war, so the change was to “non-tt” status rather than closed

Folkestone – Boulogne ferry resumed Mon 3 Feb 1919 (SECR announcement in *Times* and *Globe*, 31 Jan 1919) so w.e.f. reopening date *for civilians* (i.e. end of “non-tt” status) was Mon **3 Feb 1919**. *In that the harbour and pier had been in use during the war, there is no reason to suppose that it reopened from a later date.*

NEWHAVEN MARINE

1910 *Bradshaw* (April p.228 and shipping table. p. 973) showed NEWHAVEN HARBOUR

1904 RCH *Hand-book* showed NEWHAVEN HARBOUR

No distinction for boat trains from domestic trains in either of above publications.

Quick shows as “non-tt” but no WW1 closure given. Clark (1) makes no mention of wartime closure.

As boat trains – e.g. in 1910 and 1922 – were advertised at Newhaven Harbour, plain HARBOUR should be included among its “later” names, while “non-tt” status is incorrect

Coventry Evening Telegraph, 5 Aug 1914: “The LBSC announced on Tue [4 Aug] that the services via Newhaven and Dieppe are suspended... The only Continental boats running are from Folkestone to Boulogne and ... to Ostend, and in these cases the night services have been stopped.”) so closed w.e.f. Wed **5 Aug 1914** (could possibly have been w.e.f. the day of the LBSC announcement – c.f. Dover). *Vessels eventually - possibly from 12 Aug - transferred to Folkestone-Boulogne* (*Sheffield Evening Telegraph*, 17 Aug, reported transfer as already having happened). However, this makes faces at R&TM Sep 1914 p.181 which implies only night Newhaven boats withdrawn from 4th, with tri-weekly day service running until a later date – *presumably 11 Aug*.

Newhaven was essentially a port for “munitions, food and other supplies” (i.e. cargo) during the war, with no passenger/troop/ambulance shipping activity.

Station reopened when ferry service resumed Mon **14 Jul 1919** (first inward sailing – report from Dieppe in *Dundee Evening Telegraph* 16 Jul – R&TM Aug 1919, p.139 reported only first *outward* sailing, following day).

NEWHAVEN HARBOUR

1910 *Bradshaw* (April p.228 and shipping table. p. 973) showed NEWHAVEN HARBOUR

1904 RCH *Hand-book* showed NEWHAVEN HARBOUR

No distinction for boat trains from domestic trains in either of above publications.

Quick (*by this date referring solely to domestic platforms on Seaford branch*): closed Aug 1914 citing *Clinker's Register*; reopened 5 May 1919 citing *Clinker's Register*. Clark (1) makes no mention of wartime closure.

R&TM Sep 1914 p.181: "On the 10th [Aug] the [LBSC] Company issued a lengthy list of trains cancelled, altered in working, etc. The ordinary service on the Seaford Branch was withdrawn, a special service of trains—eleven in each direction—being run, whilst the Newhaven (Hotel, not Steamer) station was closed for traffic." Newhaven was a "closed" area (requiring military permit to enter – *R&TM* Apr 1919 p. 207) so the closure is perhaps not surprising – but it was only to normal *civilian* traffic for the "domestic" Harbour station continued in unadvertised use with calls by some branch trains for military personnel, and by workers' services specifically to (and from) it. So w.e.f. closure date *for general civilian traffic* was **10 (or possibly 11?) Aug 1914**, and the change was to "non-tt" status rather than closed.

No information traced in *R&TM* or press on-line about reopening for domestic traffic, with service only reappearing with the Aug 1919 *Bradshaw's Guide* (thus discounting *Clinker's Register*/Quick date of May that year). There is, therefore, every reason to assume w.e.f. reopening date *for civilian domestic use* (i.e. end of "non-tt" status) to have been from the same week as the reintroduction of the tri-weekly boat train service - Mon **14 Jul 1919** *but more positive confirmation would still be welcome*.

(1) R H Clark, *A Southern Region Chronology and Record 1803-1965* (Oakwood Press, 1964)

(2) A Gray, *The London, Chatham & Dover Railway* (Meresborough, 1984)

Richard Maund

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MANCHESTER - SHEFFIELD – WATH ELECTRIFICATION

Planned by the LNER in the 1930s, this was one of the major modernisation projects in the early days of BR, and it attracted a lot of media attention. One of its most exciting aspects was the new double-track Woodhead Tunnel, over three miles long between Woodhead and Dunford Bridge, replacing two life-expired single track tunnels. The main passenger route electrified was between Manchester London Road and Sheffield Victoria. But the most important inclusion in the venture was the steeply graded line from Wath-upon-Dearne towards Penistone, used by a procession of heavy coal trains. Various dates have appeared in print for the electrification of this system, sometimes confusing actual and 'official' openings, and sometimes assuming that the whole route became electric when Woodhead tunnel opened. The main public dates are:

Wath - Penistone - Dunford. Bridge 4 Feb 1952

(A 'Press special' ran on 31 Jan 1952.)

Manchester - Woodhead Tunnel - Dunford Bridge 14 Jun 1954

('Official' opening 3 Jun 1954.)

Penistone - Sheffield 20 Sep 1954

('Official' opening 14 Sep 1954.)

Passenger trains from Manchester London Road were electrified. on 14 Jun 1954 as far as Penistone, extended to Sheffield Victoria on 20 Sep 1954.

Allan Brackenbury

Banbury Historical Society.

Junctions at Banbury: a town and its railways since 1850.

The Banbury Historical Society is pleased to announce that the 35th volume in its series of records publications, Dr Barrie Trinder's *Junctions at Banbury: a town and its railways since 1850*, will be published in September 2017. The book originated with a 20-minute lecture that Dr Trinder gave to the Historical Society's village meeting at Somerton in the spring of 2014 which aroused such interest that he thought it worthwhile to put into book form an accumulation of data made over many decades.

This is a work both of railway history and of local history. It details the growth of the railway network in the South Midlands and analyses the services, both local and long-distance, offered by the railway companies. It makes extensive use of data from nineteenth-century Banbury newspapers, census enumerators' returns, timetables, maps and archive photographs, and from the published memoirs of retired railwaymen such as John Drayton and Sam Grigg. The 276-page book is thoroughly referenced with a comprehensive bibliography, and includes more than 100 illustrations.

Dr Trinder investigates the navvies who built some of the lines in the Banbury region, and the successive generations of railwaymen and railway women who worked in the town. He describes the impact of railways on Banbury's topography and the opportunities they created for travelling to nearby market towns and to London. The role of the railways in delivering coal and goods for shops and in taking away the products of the town's manufacturers is discussed in some detail.

Banbury's railwaymen drove, fired, signalled or shunted many passing trains which had few direct consequences for local people. They made it possible for West Midlanders to participate in King George V's Silver Jubilee celebrations in 1935 and for supporters of Newcastle United FC to see their team play at Fratton Park in 1952. They enabled the growth of the family seaside holiday from the 1930s, and its particular popularity between 1946 and 1964 when Saturdays in July, August and September involved much stress and strain for all who worked on the railway. Banbury's railwaymen were involved for many decades in distributing food; fish from Grimsby and Hull, bananas from Avonmouth, individual pork and fruit pies and tea from J Lyons & Co at Cadby Hall, Guinness from Park Royal, biscuits from Reading, Channel Islands fruit from Weymouth and broccoli from Cornwall. Railways were the principal means of inland transport in both the world wars of the twentieth century. The book describes the painful contraction of the railway system in the 1960s, its slow revival in subsequent decades, and its remarkable rebirth over the past twenty years. The book provides a compellingly readable narrative which will be of interest not just to railway enthusiasts but to all who have an interest in English history over the past two centuries.

Barrie Trinder is an experienced author of works on industrial and urban history, who has been involved for more than half a century with the history of Banbury where he was born and grew up.

Most of his professional career was spent in Shropshire where his publications on the Ironbridge Gorge won widespread recognition. He edited the *Blackwell Encyclopedia of Industrial Archaeology*, the first international review of the discipline, and has been responsible for much of the text on the website of the European Route of Industrial Heritage (www.erih.net). His major work *Britain's Industrial Revolution: the Making of a Manufacturing People* was published by Carnegie (www.carnegiepublishing.com) in 2013. Details of other works can be seen on www.trinderhistory.co.uk

Junctions at Banbury will be on sale at the Museum Shop from **Saturday 30 September**, when the author will be available to meet readers and sign copies between 10.30 and 12.30.

Junctions at Banbury is jointly published by the Banbury Historical Society and Lamplight Publications, an imprint of Robert Boyd Publications of Witney (www.boydpubs.co.uk) to whom trade enquiries should be addressed.

Retail sales will be handled by Amazon.

Enquiries about the book itself should be addressed to the author: Barrie@trinderhistory.co.uk

A detailed preview of *Junctions at Banbury* appears in *Cake & Cockhorse*, Vol 20, No 5 (Spring 2017), available from the shop at Banbury Museum.

ISBN: 978 0 900129 34 6 (Banbury Historical Society)

ISBN: 978 1 899246 61 8 (Lamplight Publications)

NOTES, QUERIES AND RESPONSES

REDMILE [34/24, 35/5, 50/25]

Under the overall heading [SERVICE] CUTS DURING COAL SHORTAGE: EARLY 1951, at 50/25 I discussed the effect on Redmile station and the section of line between Stathern Jn and Bottesford East Jn.

I have since come across material (in the Clinker Collection at Brunel University) in which Clinker asserted that his reopening date of 19 March 1951 was based on a BR traffic circular (this would presumably have been to have train service over Easter). He is equivocal about service (and Redmile calls) being suspended again from 28 March (he apparently noted the fact - but then deleted it and did not add it to his *Register* - thus giving rise to the confusion previously noted). However, another recorder was more positive that services *were* indeed suspended *again* from that Wednesday 28 March. They were restored in *Bradshaw's* issue dated 2 July 1951; that they are shown as "suspended" in that summer's Eastern Region working timetable (effective from 18 June 1951) rather tends to confirm that they resumed only at short notice, by supplementary notice.

10 September 1951 marked both the *effective* passenger closure of Redmile station and the end of *winter* trains over the line between Stathern Jn and Bottesford East Jn. (although for another decade *through* summer weekend trains continued to use the line without calling at Redmile).

Richard Maund

MINIMUM SERVICE PASSENGER ROUTES [91/14]

I think that the reason why the Stonebridge line existed with a token service for so long was to maintain the Midland Railway's presence in the area. Until 1914 the railway network was increasing, and if the LNWR, GWR, or GCR wanted to construct an extension nearby, the Midland was in a position to object. Alternatively, if the Midland itself wished to expand (e.g. by creating a Derby - Bristol route avoiding Birmingham), the Stonebridge branch would make a good starting point.

I do not know whether this line was the first to suffer a minimal passenger service, but think that most companies with a line that had outlived its usefulness would have withdrawn the complete service.

Allan Brackenbury

NORTHALLERTON: LEEDS NORTHERN GOOD FACILITY

It should also be noted that *Clinker's Register* has confused itself over the location of the Leeds Northern's goods activity: their principal station was Town - and that remained open (although without the suffix) as the principal goods facility until 1984 - hence, note 2614 should apply to it, while note 2615 related solely to passenger traffic there. Low had no public goods depot.

Richard Maund

CLOSURE DATES: CHRONOLOGICAL CONVENTIONS [91/15, 91/18]

Recently I have been giving some thought to this topic, after realising that in two places I have given different dates for the closure of Godley East. This station like Smethwick West (91/18) latterly had trains stopping on only one day a week. I believe that we should normally use the 'on and from' date for closures, because this has been the accepted form for many years. But for seasonal stations, especially on heritage railways, it is more appropriate to give the last day of use as the closure date, and this date is also appropriate for stations used only one day a week. I suggest a new general convention for us to adopt:

"Closing dates are normally the 'on and from' dates, i.e. the first day that the service did not run, usually a day or two after the last train. But for seasonal stations and those with a service on fewer than five days a week, the last day of use is shown. The last day of use is also given when the service ceased during the relevant day, usually by transfer to a replacement station."

Can anyone improve on this?

Allan Brackenbury

WEYMOUTH QUAY [82/1]

Allan Brackenbury - in recording stations closed during World War 2 - shows under note 1 Weymouth Quay as "Used by special trains **from** 25 Jul 1940", while Michael Quick has it "reop 25 July 1940 for specials (e.g. for refugees)". However, J H Lucking in his *Weymouth Harbour Tramway* (1986), p. 42, states 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 at the beginning of July 1940*). Further, Lucking states: "the final passenger train left the quay on 25 July [1940] carrying survivors from the torpedoed French liner *Meknes*." In m/s notes in his collection at Brunel University, Clinker records that - subsequent to the end of the regular passenger service (last train 6 September 1939) - 16 special passenger trains ran up to and including 25 July 1940.

That all puts a quite different slant on matters from what might be inferred from how Allan and Michael had worded it - while there *had* been refugee movements, they were *earlier* than implied - and 25 July was a "one off" and final usage

Meknes had been repatriating French naval officers and men to Marseilles in accordance with Armistice terms - see <http://ww2today.com/24th-july-1940-french-liner-meknes-torpedoed>

Richard Maund

HEATHROW AIRPORT [88/26, 89/22]

Observed in early July that the platforms at the Heathrow Express/Connect station serving Terminals 2 and 3 were labelled simply:

Heathrow Terminals 2 & 3

This is the same form as used on the London enlargement side of the National Rail's "London's Rail & Tube services /London & the South East rail services" map folder; however, the other side of that map still erroneously shows "Heathrow Terminals 1,2,3".

Richard Maund

PETERBOROUGH NENE VALLEY RAILWAY STATION [87/28, 89/28]

The station name changes mentioned in the above two items **were** contained in the Nene Valley Railway's **printed** timetable leaflet for 2016 but were **not**, in practice, carried into effect, so the stations' previous names (Ferry Meadows, Orton Mere and Peterborough Nene Valley) remained in actual use. Future historians will have to discount the "evidence" of the 2016 printed timetable, and rely on the (lost?) evidence of the railway's website which never changed the names.

From this year, however, Ferry Meadows **has** been renamed - to OVERTON FOR FERRY MEADOWS. Overton is, of course, a reversion to the name the station carried when first opened in 1845. Although the new name has been in use from the beginning of this year, the formal renaming ceremony only took place on 1 June 2017, as part of the railway's 40 year celebrations (although the station itself did not reappear until 27 May 1978 - newsletter 28/6). See <http://www.nvr.org.uk/ferry-meadows> for a photo of the new nameboard.

The names Orton Mere and Peterborough Nene Valley (the latter with or without parentheses depending on what of the railway's publicity material you consult) remain in use this year.

Richard Maund

HEYSHAM'S MULTIPLE IDENTITIES [80/21, 81/25]

By summer 2017, GBTT, Northern timetable folder 7, Northern's their station web page at <https://www.northernrailway.co.uk/stations/HHB> and Sectional Appendix all agree that it's **Heysham Port**. Would anyone disagree that it does look as though that is what it is *supposed* to have been all along since 1992?

Richard Maund

LEMAN STREET STATION (LONDON & BLACKWALL RAILWAY)

OS 6" plan <http://maps.nls.uk/view/102345964> surveyed 1868-73 and 1:1056 plan at <https://www.old-maps.co.uk/#/Map/533922/180965/13/100908> dated 1875 show a station immediately east of Lemman Street bridge (not one of the goods branches). J R Whittle (notes in the Clinker papers at Brunel University) recorded a RCH Distance Book amendment dated 16 December 1875 advising closure of Lemman Street station (effective date not stated). I can find no reference, 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 Lemman Street station reopened 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 the RCH.

Is there any other evidence of a passenger station at Lemman Street *earlier than* the generally accepted June 1877 date?

This is not to be confused with Cannon Street Road station.

Richard Maund

GOSPEL OAK THJt STATION CLOSURE [87/12]

This reference in the late G N Webb's notes querying *Clinker's Register* entry for the closure of Gospel Oak Tottenham & Hampstead Joint passenger station fails to take account of *Bradshaw's Guide* issue for September 1926 which is explicit that the Sunday service (as well as the weekday service) would not run after 5 September 1926 which would account for why so many other historians (from Borley to Pask) have given 6 September 1926 as w.e.f. closure date (*albeit for a seasonal service*) . The LNER summer public and working timetables seem to have been overtaken by events.

The final *all-year* regular service at the station had been the Tottenham Hale - Gospel Oak service which was withdrawn from 1 November 1925, but the final regular service at the station was that between Gospel Oak and Chingford (which had ceased from 12 July 1920, to be restored on a summer-only basis from 1 June 1923). The LNER winter timetable promised resumption of the Chingford service on 1 June 1927 but that did not take place. Subsequent passenger use - for excursions only - is dealt with by Michael Quick.

Richard Maund

Amendments to "RAILWAY PASSENGER STATIONS IN GREAT BRITAIN"

For members with internet access, please note that the amendments which have appeared in previous newsletters, and were recently added to the RCHS new website have now been consolidated into a Fifth Supplement (October 2017). The index provided by Stewart Smith has also been updated to identify entries in Supplements 1 to 5 only and no longer refers to pages in the earlier newsletters.

Both the Fifth Supplement and the new Index are available on the website using the links to "Publications" and then "Quick's Chronology".

Ted Cheers