

CLINKER'S REGISTER

OF

CLOSED PASSENGER STATIONS

AND

GOODS DEPOTS

IN

ENGLAND, SCOTLAND AND WALES

1830 – 1977

BY

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Corrections to goods station closure details - compiled by Richard Maund

In respect of **passenger stations** (apart from preserved/tourist lines), *Clinker's Register* ⁽ⁱ⁾ has been overtaken by Michael E Quick's *Railway Passenger Stations in Great Britain: a Chronology* ⁽ⁱⁱ⁾.

As the *Register* remains the only "standard work" for **goods depot closures** for the period it covers, it certainly warrants a record being kept of any corrections which may be demonstrably proven. This present compilation ⁽ⁱⁱⁱ⁾ sets out those corrections so far identified with sound provenances. "Goods" is sometimes taken to include *passenger-rated* merchandise, such as parcels or milk, where a location did not deal with *goods-rated* merchandise, but this list only seeks to concern itself with the end of a depot's use for **general public goods traffic** by the railway itself (i.e. not through intermediaries such as National Carriers Ltd – *see below*). Thus, it does not seek to correct P or E column dates in the *Register*, nor generally to set down private siding closures. Nor does it yet seek to comprehensively extend the period of coverage beyond Clinker's November 1981 cut-off date, although any information about goods closure subsequent to that date will be welcomed.

Comments, corrections or further items for inclusion are sought (with provenances, please) – send to Editor@RailChronology.free-online.co.uk

Provenance and sources

Hand-Book refers to *Hand-Book of Stations*, published by the Railway Clearing House. *Comm(ercial)*, *Opg (Operating)*, *Tfc (Traffic)* and *GIC (General Instructions Circular)* refer to respective BR regional instruction circulars to stations unless context indicates otherwise. *WON* denotes respective BR regional Weekly Operating Notice (or equivalent). References to Clinker's "book" and "card" (*the latter apparently superseding the former*), and "Clinker papers" refer to material in Clinker Collection at Brunel University Special Collections Library; many of the entries there derive from information provided by various railway officers – most particularly Gerald James Aston (who retired as Assistant Line Manager at Crewe) and Derek Stiven Maxwellton Barrie OBE FCIT (who retired as General Manager at York) - from internal railway sources, some of which overtook what may have appeared in Commercial/ Traffic/ General Instructions Circulars or RCH documentation. Thus, a disagreement between Clinker's information and one of those documents does not

ⁱ *Clinker's Register of Closed Passenger Stations and Goods Depots in England, Scotland and Wales 1830-1977*; C(harles) R(alph) Clinker; Avon-AngliA Publications & Services; October 1978; ISBN 0 905466 19 5; plus supplements 1 (1979) and 2 (1981). Also reissued as second impression with supplements 1 and 2 bound in. Period covered: until 30 June 1981.

ⁱⁱ The latest version is available on the Society's website at <https://rchs.org.uk/railway-passenger-stations-in-great-britain-a-chronology/>

ⁱⁱⁱ Earlier versions of this present paper appeared in the Society's Railway Chronology Group Newsletters no. 78, p. 14 (April 2014) and 98, p. 7 (April 2019) but the present list **entirely supersedes** those earlier versions.

necessarily discount Clinker's data; some, at least, of the Clinker/Aston (and other) exchanges are in the Clinker papers. The debt that the *Register* owes to Aston (in particular) for information he provided has not been properly recognised. *Track Layout Diagrams* refers to the series, *Track Layout Diagrams of the Great Western Railway and BR Western Region*, compiled (over many years) by R A Cooke. *Gough, Midland Railway* refers to Dr J V Gough's magisterial compilation *The Midland Railway, A Chronology* (the privately circulated electronic version which cites provenances). *Newsletter* refers to Railway Chronology Group newsletter (unless otherwise specified).

Where reference is made to changes not properly carried forward from Clinker's earlier editions, they are referred to below as *Previous Register* (which should be understood as also including information or changes incorporated in the supplements). A number of these come from *Geoffrey Webb's notes on Clinker's Register* which appeared in Railway Chronology Group Newsletter no. 83 onwards. I have sought (as best I could through the tangled text) to reflect Webb's points where they affect goods depots (but have not sought to follow each and every station renaming which he mentions, most of which depend on passenger timetable sources).

Clinker (like other chronologers of his era) chose not to include in station names those suffixes conjoined by "for". No attempt has been made to rectify this omission so reference should be made to the issue of the *Hand-book of Stations* valid at the date of closure to check for any such official suffixes. Bear in mind, too, that *Bradshaw's Guide* had a habit of adding suffixes for descriptive purposes which had no official underwriting.

Clinker has, in some instances, given **10 Sep 1939** as closure date for facilities closed with the outbreak of World War 2; this was a Sunday, so such entries should almost certainly read (with effect from) **11 Sep 1939**.

A number of locations had suffixes added in 1950; these suffixes were shown in the BR instruction on Regional boundary changes which took place from 2 April 1950. However, Clinker has ascribed to some locations different dates, later in the year (e.g. Dudley goods depots, for which provenance is available). In other cases, it is not certain which dates are correct.

Throughout, Clinker's convention of using "with effect from" dates has been maintained *even where official sources appear to have used the "after last train on" convention*.

One of two opening dates have been included where they came readily to hand. No concerted effort has been made to search for such data, but any offers of well provenanced dates will be welcome.

Not all renaming dates which have been recorded in Michael Quick's compilation have been reflected below – in some cases goods depots were renamed at different dates from passenger stations and where this is known, it is reflected below.

Introduction to the new edition – page iii

Second paragraph: the word "expensive" in the sixth line – relating to private sidings - should almost certainly read "extensive".

Explanatory notes – pages iv – v

Goods Depots and Public Sidings.

Clinker's introduction refers to "a few [*locations*] without sidings where small packages were dealt with over the passenger platform". This referred to goods rated traffic, as opposed to passenger rated (i.e. parcels). The GWR (at least) had a few such locations (e.g. Llansamlet North) which were shown as G (without qualification) in *Hand-books* down to 1912 but usually qualified thereafter. They had neither goods shed (for less-than-wagonload traffic) nor mileage yard (for wagonload traffic). Symonds Yat (see below) is another variant with a non-adjacent siding serving, at one period, as a limited wagonload facility. Readers must make their own judgements as to whether they really qualified as "goods depots". *The compiler would welcome notification of any other examples which may come to notice.*

During the mid-1960s the handling of less than wagonload ("sundries") traffic was greatly rationalised, by concentration on larger, mechanised depots. This eventually led to the transfer of the activity to BR's Sundries Division, later National Carriers Ltd (NCL); incorporated as a BR subsidiary 19 Nov 1968, under the Transport Act 1968 the company became a subsidiary of the National Freight Corporation from 1 January 1969. Goods sheds were transferred to NCL on long-

term leases at that time and thus became, in effect, private sidings. No attempt has been made to record the withdrawal from smaller goods depots of this aspect of their activity: so long as they continued to be available for public wagon load traffic, they qualified as 'open' for the *Register's* purposes, but where it has been established that a location was given over *entirely* to NCL traffic **and** ceased to handle BR full load traffic, that change is given as a closure. In some few cases from BR Western Region, information about the closure of NCL's private sidings is available and given below, but the 'progress' of NCL depots generally – through rail trunking, rail and road trunking, road only trunking and ultimately complete closure – must await some other chronologer.

Relocated stations. The physical relationship between passenger stations and their eponymous goods facilities was sometimes tenuous: not all were closely co-located, and, indeed, the goods activity could be diversely spread – for example, with the goods shed at a different site from the coal depot. The replacement of early stations at new locations often involved only one facet – usually passenger – being moved. In instances where the passenger station moved but the goods depot did not, Clinker's convention seems to have been to show **NA** (signifying "goods depot **not affected** by closure of passenger station") in the G column at the first location and a closure date in the G column at the second location. This has not always been achieved - for examples, Crook NE, Peebles NB and WEST MIDLANDS: Camp Hill BG/Mid – nor does it seem to apply where the 2nd station has not yet achieved an entry – for examples, Lytham PWJt and Poulton PWJt. Clinker's usual convention does at least ensure that the continuing goods activity attracted any footnote for subsequent renaming or other changes which affected both P and G. But do not be misled into thinking that the G facilities had been relocated. Where the G facilities are known to have been significantly relocated, a closure date will be given against the 1st station entry when the change took place. *Where it is known that a "1st station" goods depot was **not** moved when the passenger station moved, the **NA** note has been replaced by the G closure date **at that site**. There are likely to be other examples remaining within the Register, so caution should be applied when referring to G closures of any locations with 1st and 2nd (or more) stations.*

As stated in the Explanatory Notes **Goods Depots and Public Sidings** on page iv, private sidings are discounted when judging whether or not a station is 'open' for goods traffic, as this compilation is essentially about **public depots** available to the **generality** of users. Although many private sidings were co-located with their supervising goods depots, many others were located at a distance from the supervising depot and were only related to them in a *managerial oversight* function. With organisational changes, the relevance of some sidings' long-established "parent" goods depots became, at best, tenuous. It can be misleading to read too much from the inclusion or absence of * and ** notes as to whether the actual *site* of what had been a goods depot open for public traffic was still hosting a private siding or not, and it is by no means always clear *which* private siding(s) are being cited as having been retained. The change of some depots – from which facilities for the remainder of the general public were been withdrawn – into *quasi* private siding status ("sole user" for a single trader) to which Clinker alludes on page iii – adds a further potential source of confusion for the unwary which it has not been possible to obviate. No attempt has been made to check whether * shown against E dates should now read ** - in other words, no attempt is made consistently to record the closure of private sidings.

A number of goods depots, which had previously dealt with both less-than-wagonload and wagonload traffic, found those functions separated with the setting up of National Carriers Ltd which took over the BR Sundries Division to deal with the less-than-wagonload traffic (leaving the wagonload traffic with BR). Initially, the NCL traffic remained rail-hauled for trunk movements but gradually was transferred to road. Former rail depots (or parts thereof, such as the goods shed) involved were thus transferred to an actual or *quasi* private siding status for NCL, and ultimately closed entirely for rail movements – while, in some cases, leaving the mileage yard in use by BR. These changes are not entirely satisfactorily captured by Clinker: G closure dates (including those where a terminal lost direct rail service but was subsequently road served from a nearby railhead) are generally those applicable for wagonload traffic. Similarly, parcels traffic (which was regarded by the railways as *passenger rated* - as opposed to *goods rated* - traffic) may have been handled at passenger stations, at specific parcels facilities, or at goods depots, and it is impossible to divine from the *Register* when such traffic ceased at any given location (nor has it been possible to rectify this other than in a very few cases).

A location which did not handle goods traffic is shown with a hyphen (-) in the G column. CDO: smaller depots unstaffed; in some instances, mineral traffic other than coal (*but not general merchandise*) was also handled.

NRCD: date shown below for NRCD represents the withdrawal of *rail* service for goods (or parcels, where so noted) at that location which thereafter was served by road until clo./“ceased” date.

PDS (public delivery siding) and UPS (unstaffed public siding, goods and/or coal depot): these terms seem to have been used indiscriminately - no very obvious distinction can be drawn as both refer to an unstaffed facility where the public could load/unload wagon load traffic rep.: remember that this abbreviation means “replaced **by**”

Company Abbreviations – pages vi - x

AWC: should read **Aberystwith** & Welsh Coast

DPA: lease of DA to DPA was never consummated and was abandoned 1850; it is surely therefore inappropriate to label any station DPA (unless it closed during period 1848-50)

ELB: should read Edenham **Branch Railway** (*the private railway of Lord Willoughby de Eresby; Edenham & Little Bytham Railway was a later name for it*)

G&G (Supp. 1): should read: **Garnkirk & Glasgow**

NRM: traded as Maenclochog Railway

RTA: should read: **Port of** Tyne Authority

All Bishop’s Castle Railway “BC” G entries: it is not clear – from *Shrewsbury Chronicle*, 19 and 26 Apr 1935 – whether G (Saturday 20 Apr 1935) was a ‘with effect from’ date or ‘last train’ date.

All Cleobury Mortimer & Ditton Priors Light Railway “CMDP” G entries - Halt (& Siding) (there were no goods depots *as such* on the CMDP line): although inwards traffic was consignable only as far as Cleobury Mortimer [GW] from 11 Sep 1939 (*GWR GIC R.1534/535 of 2 Oct 1939*), civilian wagon load traffic (including agricultural and coal) continued to be conveyed through to (and from) various sidings by local arrangement throughout the line’s remaining existence, including during the period after transfer to the Admiralty in 1957 (*TNA WO32/20885 and WO32/20889*). However, it is not known how far in advance of the line’s final train on 15 April 1965 such movements ceased so it is not possible to give a definitive G clo. date. Intermediate sidings had ceased to be used by ca. 1952/3 so only coal traffic to Ditton Priors remained thereafter. (*newsletter no. 81, p.8*)

All Festiniog Railway “Fest” G entries: Fri 2 Aug 1946 was date on which FR staff were given 24 hours notice of redundancy and *GWR GIC R.1534/703 of 16 Dec 1946* said: “...was closed on August 3rd.” – so arguably w.e.f. date should read Mon 5 Aug 1946

All Glyn Valley Tramway “GVT” G entries: *GWR GIC R.1534/434 of 22 Jul 1935* gives “closed down on 6 Jul” – but is this Saturday date the ‘last train’ or the ‘with effect from’ date?

All Ravenglass & Eskdale Railway “Esk” G entries: While the railway undoubtedly carried quarry traffic after the 1915-6 regauging to 15” gauge (from Murthwaite and, briefly during 1917-8, from Boot), it is questionable whether “public goods” traffic was carried, so RO dates given in notes **313, 451, 1254, 1792, 2538** and **2928** should be regarded as only for passengers. Mails were carried for many years by passenger trains.

All Romney Hythe & Dymchurch “RHD” entries: Carried commercial freight (stone) traffic from a siding near Maddieson’s Camp to Hythe station from late summer 1946 (J B Snell, *One Man’s Railway*, David & Charles, 1983) to Mar 1951 (C S Wolfe, *Historical Guide to the Romney Hythe & Dymchurch Light Railway*, RH&DR Association, 1976, p.49)

All Sand Hutton Light Railway “SH Lt” G entries: should read **1 Jul 1932** (*GWR GIC R.1534/358 of 4 Jul 1932*: “The railway will cease to operate after 30 June 1932”). *Liverpool Echo 29 Jul 1932* (*repeated in Forfar Herald (!) of 12 Aug 1932*) confirmed the line had already closed. Clinker has erroneously given date of granting of winding up order (24 Oct 1932; *Yorkshire Post 26 Nov 1932*).

All Welsh Highland (Light Railway) “WH” entries: G 31 May 1937 (21 Jun 1937 was a movement for recovery of rolling stock (but not the last) - not revenue traffic).

All West Sussex Light Railway “WS” G entries: despite *GWR GIC R.1534/423 of 11 Feb 1935* which reported it “closed on January 12 1935” and a public notice that the line would close on 14 Jan (see Cooksey, *The Selsey Tramway* (Wild Swan 2006), p.155), a service (for G at least) ran a further week (*West Sussex Gazette, 17 Jan 1935*) thus giving a G date of **21 Jan 1935**.

G entries – page 1 onwards

- Abbey Junction [Cal.]: old large scale OS maps have two locations side-by-side, immediately south of the junction – to all intents and purposes (apart from railway management!) a single station but with the Cal. goods facility a short way further south
- Aberavon Town [RSB]: *WR GIC A2/56 of 10 Jun 1963* said clo. **completely** from **20 May 1963** and PSs transferred to control of Aberavon Seaside
- Aberbargoed [BM] (Supp. 1): **G May 1935 (GWR GIC R.1534/429 of 13 May 1935)**
- Abercanaid: see Merthyr
- Abercarn [GW]: add *
- Aberdare: Trecynon [GW]: name to read Trecynon Mileage Depot
- Aberdovey (1st station) [Cam.]: **G 14 Aug 1867* (transferred to 2nd station, although branch retained for shipping traffic). Essentially same location as later Aberdovey Harbour entry.**
- Aberdovey (2nd station) [Cam.]: **G 1 Apr 1885* (RCH distance book amendment no. 174 (30 Mar 1885 – RAIL 1089/18) said: “A new Goods station will be opened at Aberdovey Harbour on 1st April 1885, from which date the old Aberdovey Station [i.e. the 1867 and present day station] will be used for Passenger and Parcel traffic only”. Private sidings remained.)**
- Aberdovey Harbour [Cam.]: **essentially same location as Aberdovey (1st station) having formally become the Aberdovey goods depot from 1 Apr 1885.**
- Aberdylais Halt [GW]: *Hand-book 1956* shows G (goods) and *WR GIC R1534/1038 of 28 Mar 1960* said: “Freight facilities have been withdrawn”. **C R Clinker (letter 11 Sep 1963) confirmed** that there were only ever PSs here, never public goods facilities, hence - in G column.
- Aberfeldy [High]: **G 1 Mar 1965; add note: CDO from 25 Jan 1965 (Grandtully not so affected)**
- Aberffrwrd [Cam]: is VoR. See note **53**.
- Aberglaslyn [WH]: **G 31 May 1937 (21 Jun 1937 was a recovery of rolling stock movement (but not the last) - not revenue traffic)**
- Abernant [GW]: *Hand-books* down to 1925 show G (goods), amended to ‘sidings only’ in 1938 edition while *WR GIC R.1534/943 of 2 Jul 1956* said: “Abernant (GW) does not **now** function as a Goods station...” – implying that it did at one time. It appears, however, that there were only ever PSs here, never public goods facilities, hence - in G column.
- Aberystwyth (Rheidol) (1st station) [GW]: should be [Cam] and is Vale of Rheidol. See note **53** (although the significance of the 1937 date Clinker gives for this location is not clear).
- Aberystwyth Harbour [GW(MM)]: although not reported to RCH until min. 7736 of 22 Apr 1909, the remnants of the branch had been disconnected by Jan 1907. Add suffix - St. David’s Wharf – to name.
- Aberystwyth Harbour (Stone Quay) [Cam (Vale of Rheidol)]: new entry: reported ‘disused’ by Cambrian in response of 10 Mar 1921 to Light Railway Commissioners (MT6/2892, q. 26(h)). Branch lifted about 1930 (C C Green, *The Vale of Rheidol Light Rly* (1986) p.107).
- Abingdon [GW] (Supp. 2): last outward revenue traffic was trainload of 6 Cartic wagons to Southampton Docks 11 Feb 1980; last inward freight (two coal wagons from Bolsover) berthed 27 Mar 1984; a wagon loaded for Abingdon on the first day of the NUM strike was “blacked” so no traffic received after strike started. Presumably “official” G date would have been 14 May 1984. (*BR WR station records*)
- Adderley Green [NS]: insert new entry: PS only **by** 1956 (*Hand-book* (1956))
- Advie (2nd station) [GNS]: at 2 Nov 1959 G retained solely for wintering sheep by special arrangement (*WR GIC R1534/1027 of 19 Oct 1959*). Unless it had previously been withdrawn, the facility would have ceased 1 Jan 1963 (*GIC A2/44 of 17 Dec 1962*)
- Airdrie: Airdrie [Cal.]: to read Airdrie: East [Cal.]
- Airdrie: Hallcraig Street [NB]: to read Airdrie: North [NB]
- Aldeby [GE]: UPS 2 Nov 1959 (*WR GIC R1534/1028 of 2 Nov 1959*)
- Allerford: see Victory
- ALLOA: Sauchie General Siding [NB]: insert new entry: G 2 Nov 1953 (*ER Comm Circ 68-10 of Nov 1953*)
- Ampthill [Mid.]: from 4 May 1959 clo. *except* for traffic for Strong, Rawle & Strong Ltd as “sole user” of the warehouse (*WR GIC R1534/1017 of 25 May 1959*)
- Ancaster [GN]: delete * (*WR GIC A2/79 of 25 May 1964*)
- Anstruther (1st station) [NB]: G *not transferred to 2nd station*
- Ardrossan: North [Cal.]: there was G in *Hand-Book* (1956) so G to read “ ? ” because it *continued* to be served (*possibly CDO*) after 6 May 1968 from GSW via harbour lines until an unknown date *before* Aug 1986 when track was removed
- Arenig [GW]: see comment under *Blaenau Ffestiniog Central*
- Arlecdon [CW Jt.]: **G 8 Aug 1938 (GWR GIC R.1534/509 of 29 Aug 1938)**. Station name was Arlecdon for Rowrah.

Ashbourne (1st station) [NS]: G *not transferred to 2nd station but became joint goods depot*

Ashey [IWC]: G 24 Oct 1966 (*if not earlier*)

Ashton-under-Hill [Mid.]: believed G postponed (as with other G *between Evesham and Ashchurch*) to **1 Jul** 1963

Ashton-under-Lyne: Park Parade [GC]: 'Park Parade' suffix added by *RCH distance advice No. 4/1 of 23 Feb 1925*

Askern [LY]: delete * (*ER GM's office York letter 2 Feb 1971 in Clinker papers*)

Astley [LNW]: *Hand-Book* (1956) shows Astley as goods station "only for NCB" so effectively a PS.

Aston Botterell (Halt &) Siding [CMDP]: *see general comment under CMDP, above*

Aston-le-Walls Siding [SMJ]: BR advert in *Rugby Advertiser* of 5 Dec 1952 - announcing closure - referred to location as Aston-le-Walls **Goods Depot**

Atherton Central [LY]: was from (or by) Mar 1956 only open for warehouse traffic (*WR GIC R.1534/935 of 5 Mar 1956*)

Auchindachy [GNS]: "As from June 1st [1938] traffic for Auchindachy must be sent to Drummuir" (*GWR GIC R.1534/504 of 2 Jun 1938*) – *so when did this location reopen G?*

Aylesbury [Met.-GC Jt. & GW-GC Jt]: G RN Aylesbury **Town** 1 Jul 1950 (*LMR Opg. Circ. 11 of 29 Jun 1950*)

Banbury Merton Street [LNW]: suffix only officially added **Jun 1951** - *presumably 18th* (*WR Optg. Supt. Circular A140/132 of 8 Jun 1951*)

Bardon Hill [Mid.]: PS clo. **by** Apr 1969 (*WR GIC 224 of 28 Apr 1969*)

Barmouth [Cam]: insert new entry: G May 1980 by embargo on locomotives over Barmouth bridge (official date declared as Fri 13 May 1983)

Barnard Castle (1st station): G *not transferred to 2nd station*

Barnby [SH Lt.]: G **1 Jul** 1932 (*GWR GIC R.1534/358 of 4 Jul 1932*) *Sometimes known as Barnby House*

BARNSELEY: Central [GC]: suffix added 1 Sep 1950 (*ScR circ. FK22/29 of 1 Sep 1950*)

BARNSELEY: Court House [Mid.]: suffix added **for G** depot 1 Sep 1950 (*ScR circ. FK22/29 of 1 Sep 1950*)

BARNSTAPLE: Junction [LSW]: insert new entry: NCL warehouse surrendered 31 Dec 1972 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

BARNSTAPLE: Rolles Quay Siding [LSW]: was Rolle's Quay; delete entry - **not** shown in *Hand-book* as G depot and **not** in list of goods stations when Ilfracombe line clo. 7 Sep 1964 (*BR WR GIC A2/86*) so effectively a PS

BARNSTAPLE: Victoria Road [GW]: NCL rail connection severed 30 May 1970 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

Baron's Lane Halt & Siding [GE]: G confirmed as **Wed 1** Apr 1953 (*ER Comm Circ 61-14 of Apr 1953*)

BARROW-IN-FURNESS: Barrow (Strand) [Fur.]: did not carry "Strand" suffix – to read: Barrow (2nd station). G to read - (*goods traffic dealt with elsewhere – see Barrow Goods*)

Barton [NE]: G given in *ER Comm Circ 31-8 of Sep 1950* as **1** Jul 1950 – but that was a Saturday – hence here given as **3** Jul 1950

BATH: Weston (Bath) [Mid.]: G ** to read G *

Battle [SEC]: G 2 Oct **1972** (*clo of coal depot – WR GIC 391 of 16 Oct 1972*)

Battlebent [NB]: should read Battlebent **Siding**

Bay Horse [LNW]: G **2 Mar** 1964 (*WR GIC A2/76 of 30 Mar 1964*)

Baynards [LBSC]: G ** to read G * ("Wagon load traffic for F W Berk & Co Ltd's siding to be labelled to Horsham from which station it will be delivered by road or sent forward by special freight train" – *WR GIC A2/36 of 27 Aug 1962*)

Beam Bridge [GW]: G clo *after* 21 Jan 1847 but probably *by* 17 Jan 1856 (*newsletter no. 80, p.19*)

Beckfoot [Esk.]: no evidence of G (*apart from quarry PS*)

Beddgelert [WH]: G 31 May 1937 (*see also comment under Aberglaslyn*)

Belper (1st station): G *not transferred to 2nd station*

Bethesda [LNW]: BR LMR Div Manager, Liverpool letter D/PR18(a) of 19 May 1966 stated line "No traffic had been handled over the branch since March 1963".

Bettws Garmon [NWNG/WH]: G 31 May 1937 (*see also comment under Aberglaslyn*)

Billingboro' & Horbling [GN]: should be spelled 'Billingborough...'; '& Horbling' suffix added by *RCH distance advice No. 30/4 of 15 Aug 1929*

Billingham: *see TEESIDE*

Billingshurst [LBSC]: CDO until 29 Aug 1964 (*WR GIC A1/152 of 25 May 1964*)

Bilson Junction [GW]: although G shown in *WR GIC* as 1 Aug 1967, official date was 14 Aug 1967 to allow for any traffic in transit (*DM Bristol letter 14 May 1968*). *Was the last PS actually Berry Wiggins, at Cinderford Whimsey (q.v.)?*

BIRKENHEAD: Cathcart Street [Bhead]: despite appearing in *WR GIC A2/6 of 12 Jun 1961 (and again A2/8 of 10 Jul 1961)* this location was **not** deleted from *Hand-book*

BIRKENHEAD: Egerton Dock [LNW]: despite appearing in *WR GIC A2/6 of 12 Jun 1961 and again A2/8 of 10 Jul 1961* (but with no mention of retention of PS) this location was **not** deleted from *Hand-book*

BIRKENHEAD: Shore Road [CLC]: despite appearing in *WR GIC A2/6 of 12 Jun 1961 and again A2/8 of 10 Jul 1961* (but with no mention of retention of PS) this location was **not** deleted from *Hand-book*

Bishop's Castle [BC]: it is not clear – from *Shrewsbury Chronicle*, 19 and 26 Apr 1935 – whether G (Saturday 20 Apr 1935) was a w.e.f. date or last train date.

Bishop's Lydeard [GW] (Supp. 2): CDO 6 Jul 1964; G 31 Aug 1964 (note **5074** below) Delete ** note (no PS shown as retained after merchandise traffic withdrawn – *perhaps this referred to WD Blinkhorn Siding, attached to Norton Fitzwarren*)

Bitterley Siding [SH Jt.]: G 15 Oct 1962 in practice (official date 31 Dec 1962 – *WR GIC A2/44 of 17 Dec 1962*)

BLACKBURN: Galligreaves Street [LNW]: apparently **Galligreaves Street** not added until 22 Jun 1924

BLACKBURN: Mill Hill (Lancs.) [LY]: CDO ca. 4.1921 (*GWR GIC R.1534/5 of 28 Apr 1921 - already operative*)

Black Mill [GW]: insert new entry: G 27 Mar 1961 (*WR GIC R1534/1062 of 13 Mar 1961*)

Blackwood [LNW] (*Mon.*): G **7 Oct 1963** (*WR GIC A2/63 of 23 Sep 1963*)

Blakesley [SMJ]: G 3 Feb **1964** (*Line Manager, Crewe circular CS/FZ/46 of 3 Jan 1964 – same date as Towcester*)

BLAENAU FESTINIOG: Central [GW]: as narrow-gauge, had been Blaenau but RN Blaenau Festiniog 1 Jul 1883 (*i.e. before gauge conversion*) (*GWR GM Circ. 818 25 Jun 1883*). Final day of G working was Fri 27 Jan 1961 so Mon 30 Jan 1961 would *normally* have been quoted as w.e.f. date. However, *WR GIC (Goods) R1534/1059, item 3, of 30Jan 1961* specifically showed the closure as “on and from **28 Jan 1961**...”.

BLAENAU FESTINIOG: Station [Fest]: was Blaenau Festiniog Junction in *Hand-Book* (1904); Fri 2 Aug 1946 was date on which FR staff were given 24 hours notice of redundancy and *GWR GIC R.1534/703 of 16 Dec 1946* said: “...was closed on August 3rd.” – so arguably w.e.f. G date should read Mon 5 Aug 1946

Blaenclydach [TV]: insert new entry: G ca. 6.1921 (*GWR GIC R.1534/9 of 17 Jun 1921 - already operative*); RO 11 Jul 1921 (*GWR GIC R.1534/11 of 16 Jul 1921*); G 1 Jul 1951 (*ER Comm Circ 41-11 of Aug 1951*)

Blaengwynfi [RSB]: G may be **Sep** 1941 – shown “has been closed” in *GWR GIC R.1534/580 of 6 Oct 1941*

Bletchley [LNW]: insert new entry: clo for coal 22 May 1967 (*LMR Traf.Circ. 256 of 21 Apr 1967*): *when clo G?*

Blisworth [SMJ]: the erstwhile passenger platforms were used as a parcels sorting depot, during rebuilding of Euston for electrification, from early 1960s until 1967. (Taylor, *Stratford-upon-Avon and Midland Junction Railway*, Vol. 2 (2018))

Blunsdon [MSWJ]: the Swindon Corpn. Electricity Works, Moredon Siding, although adjacent, was not regarded as under Blunsdon's aegis (GWR GIC R.1534/488 11 Oct 1937) – hence no * note applicable.

Bolsover [Mid.]: Bolsover **Castle** (note **437**)

BOLTON: High Street Coal Depot [LNW]: clo does not seem to have been included in LMS W1 Fortnightly Circular until issue dated 9 Aug 1947 *which may simply be bureaucratic inertia*

BOLTON: Lostock Lane [LY]: G 1 Jun 1879 (*Hand-book (1877) shows G, but deleted by Appendix of 1882*)

Bolton Abbey [Mid.]: PC(G) 17 Jun 1940; RO(G) 17 Mar 1941 (*Gough, Midland Railway*)

Bolton-on-Dearne [SK Jt.]: suffix ‘for Goldthorpe’ dropped 12 Jun 1961 (*WR GIC A2/5 of 29 May 1961*)

Bone Mill Siding [GC]: RN from Denaby Siding by *RCH distance advice No. 49/7 of 22 Nov 1933*; despite not being shown as a *public goods siding* in *Hand-book* (1956), closure advice in *WR GIC A2/68 of 2 Dec 1963* declared this to have been a public siding. Located at Mexborough.

Bonnybridge [Cal.]: Bonnybridge **Canal** (note **446**); delete * and ** (*Div Mgr Glasgow letter FW.4/2/908 of 26 Mar 1968*)

Bonnybridge Central: ‘Co.’ to read **KB**; delete reference to note **244**

BOOTLE: Aintree, Sefton Arms [LY]: suffix added 1 Jul 1950 for G (*BR LMR Opg..Circ.11 of 29 Jun 1950*)

Boroughbridge (1st station): G *not transferred to 2nd station* (P Howat, *The Pilmoor, Boroughbridge & Knaresborough Rly*, Martin Bairstow (1991))

Bossall [SH Lt.]: G **1 Jul** 1932 (*GWR GIC R.1534/358 of 4 Jul 1932*)

Bothwell [NB]: G date – a Tuesday – specifically confirmed by *WR GIC A2/7 of 26 Jun 1961*

Boughton Goods Yard: insert new entry: see New Ollerton

Bowdon [MSJA]: G to read -

Bowes Bridge [NE]: G **10 Sep** 1962 (cessation of use of Tanfield branch above Watergate Colliery – 1 Oct 1962 may be official date)

Bowness [Cal.]: did not clo. 1917-1919 (*The True Line no. 17 May 1987*); Cal. Rly min of 23 Aug 1921 has GM reporting that line “already closed on account of condition of viaduct” (P had ceased 20 May 1921 due miner’s strike and never resumed). It looks very much as though (a) we don’t know when goods ceased (possibly 20 May, possibly later) but it was **by** 23 Aug 1921, and (b) that the Aug meeting authorised permanent clo with “official” date of 1 Sep 1921 (*GWR GIC R.1534/15 of 27 Sep 1921*)

BRADFORD: Manchester Road (Broomfield) [LY]: from 1 Oct 1959 became **CDO** (*WR GIC R1534/1027 of 19 Oct 1959*)

Bradden Bridge [NBJ]: insert new entry: G by July 1871 (Taylor, *The Stratford-upon-Avon & Midland Junction Railway: Volume 1 (1866 to 1909): Lightmoor Press: 2017, pp.32 and 201*). However, there is no trace of this location in RCH Distance Tables for NBJ (or its other manifestations).

Bramwith [WRG Jt.]: converted to ‘sole user’ basis Dec 1968 (*WR GIC 208 of 23 Dec 1968*)

Brasted Halt & Siding [SEC]: at clo was known simply as ‘Brasted’

Bredbury [GC-Mid. Jt.]: last PS clo. 8 Sep 1974 (*WR GIC 528 of 18 Aug 1975*)

BRIDGEND: Bridgend [GW]: NCL “no longer rail served” – letter dated 24 Mar 1971 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

Bridgwater North [SD Jt.]: G 2 Jan 1967 (note **537**)

BRIGHTON: Kemp Town [LBSC]: G **28 Jun** 1971 (*date had been postponed; special ‘farewell’ shuttle passenger service ran Sat 26 Jun 1971*)

Brinkburn Halt & Siding [NB]: G 19 Jun 1948 (“On and from 19th June 1948 Brinkburn reverted to the status of a Halt without attendance.....” – *NER General Notices No. 22, 1948 (Sep 1948)* – “... and all traffic must be sent to Rothbury” – *WR GIC R.1534/740 of 26 Jul 1948*)

BRISTOL AND AVONMOUTH: Ashley Hill [GW]: Mileage Depot and station merged 1964 (*WR GIC A1/152 of 25 May 1964*) – previously shown as separate entries in *Hand-book*

BRISTOL AND AVONMOUTH: Avonmouth Central [CE]: insert new entry: G **by** Aug 1961 (*WR GIC A2/11 of 28 Aug 1961*)

BRISTOL AND AVONMOUTH: Canon’s Marsh [GW]: ceased to deal with shed and transfer traffic 8 Apr 1929 (*GWR GIC Goods*); G **16 Aug** 1965 (*Jun date was in WR GIC 35, but implementation postponed without further such advice so that it is now not possible to provide provenance; the postponement has simply been overlooked by others*)

BRISTOL AND AVONMOUTH: Pylle Hill: insert new entry: NCL depot “has been closed” – letter 5 Mar 1981 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

BRISTOL AND AVONMOUTH: Redcliffe Wharf [GW]: PS was coal distribution centre (later Western Fuels) (*WR GIC A2/53 of 22 Apr 1963*)

BRISTOL AND AVONMOUTH: St. Philip’s Marsh Depot: opened 11 Dec 1893 (*Bristol Mercury* 8 Dec 1893)

BRISTOL AND AVONMOUTH: Stapleton Road [GW]: Mileage Depot and station merged 1964 (*WR GIC A1/152 of 25 May 1964*) – previously shown as separate entries in *Hand-book*

British Rhondda Halt [GW]: G to read -

Broom Junction [Mid.]: add note **1591** (*WR GIC A2/57 of 24 Jun 1963*)

Broughton (1st station) [Fur.]: **U** to read **NA** (*G not transferred to 2nd station*)

Brymbo [GC]: G clo reported in *WR GIC R.1534/937 of 9 Apr 1956* – “is now closed” – possibly by 19 Mar 1956 as for *Plas Power (q.v.)*

Bryngwyn [NWNG]: ‘Co.’ to read [NWNG/WH]; G 31 May 1937 (*see also comment under Aberglaslyn*)

Bryngwynon [GW]: insert new entry: G *by* 24 May 1948 (*WR GIC R.1534/736 of 24 May 1948*)

Buckie [High.]: G 10 Apr 1933 (from 1915 remained open, served by GNofS; Wilkinson, *The Heilan Line* (1988)) *Portessie [High.] is same*

Bude Basin Siding [LSW]: while shown as “(Public)” in the 1956 *Hand-book* (although not so in any earlier edition), this facility on the Bude Wharf Branch was not a railway owned goods facility but a private siding owned by the local council, principally for the transshipment between rail and water but also available as (in effect) a mileage siding. Its inclusion in the *Register* is therefore questionable. It does seem to have survived to the date given (7 Sep 1964 - that of Launceston freight concentration scheme; *vide* photo of train in Aug 1963 in *The Atlantic Coast Express – The Bude Branch* (D J Wroe, 1989).

Burley-in-Wharfedale [O&IJt]: ‘-in-Wharfedale’ suffix added by *RCH distance advice No. 4/1 of 23 Feb 1925*

Burneside [LNW]: PS clo. 8 Jul 1972 (*LMR Traffic Circ. 511*)

Burrelton [Cal.]: G (Sat) 5 Jun 1982 (closure notice reproduced in *The True Line*, no. 139, p.38)

Burton Constable: insert new entry: see Ellerby (*second entry*)

Burton Latimer [Mid.]: PS clo. 4 Oct 1971 (*LMR Traffic Circ. 463*)

BURTON ON TRENT: Freight Terminal [BR] (Supp. 2): query: which goods depot did it replace?

Burwarton Halt & Siding [CMDP]: *see general comment under CMDP, above*

BURY: Bolton Street and School Brow Yard [LY]: delete ‘and School Brow Yard’; add note **5043** (although replacement op. **17 Mar 1980**)

Bwlch Siding [N&B]: G **21 Nov 1932** (*Previous Register and Clinker’s “card” both show 21 Nov 1932*)

Byfield [SMJ]: PS clo. 5 July 1965

Cadoxton Goods [TV]: G date is questionable as site vacated for Biglis Wagon Works for which lease reportedly commenced 25 Mar 1925 (*Western Mail 20 May 1933*, advert. p.1); *possibly date was same date (30 Mar 1925) as alterations to Cardiff goods depots (see Queen Street)*

Caerphilly, (1st station) [Rhy]: any goods facility at the site of first station (at Station Inn, Beddau) was transferred, firstly (probably 1871) to a site between the 1871 passenger station and the junction with the B&M line, and, secondly (ca. 1911/2 in readiness for 1913/4 station remodelling) to a site east of that junction

Caerphilly: Energlyn [Barry]: G date almost certainly same as taking out of use of Energlyn Sidings (between Energlyn South and former North boxes) 1 May 1960

Calstock Quay [PDSW]: The East Cornwall Mineral Railway would have known this location as plain Calstock (the ECMR did not appear in the *Hand-book of Stations*). 2 Mar 1908 was not its ‘closure’ but the date PD&SWJ standard gauge passenger service between Bere Alston and Callington started - the ECMR section north of Calstock had been converted for goods by Jan 1908 and the 3’6” gauge incline taken out of use. Thereafter, the quay was reached by vertical lift from the new Calstock (high level) station as an integral part of that goods station – the low level no longer a goods depot in its own right. SR plan 67971 “Proposed removal of Quay Sidings” shows remaining quay sidings, the lift and part of siding leading to the top of the lift as being proposed for removal, with date of 25 May 1929; the quay facilities must be presumed to have been out of use by then.

CAMBRIDGE: Upper Yard [GN]: RN from Cambridge Goods (GN) 1 Jul 1923 (*LNER CGM Circ. 23 of 22 June 1923 - TNA RAIL 393/151*)

Cambus [NB]: RN Cambus for Tullibody 1954 (*unidentified Circ. of 30 Jul 1954 – c.f. Menstrie*)

Camerton [GW]: little traffic passed after Camerton Colliery clo (coal winding ceased 14 Apr 1950, private siding agreement terminated 31 Jan 1951) [15 Feb 1951 date is day after last goods train ran between Monkton Combe and Limpley Stoke (*Somerset Guardian 15 Apr 1951*)].

Camps [Cal.]: full name was Camps for East Calder; at clo. is was UPS

Capel Bangor [Cam]: is VoR. See note **53**.

CARDIFF: Canton Sidings (Ninian Park Road) [GW]: Canton Sidings RN Canton Sidings (Eldon Road) 1 Jul 1924 (*GWR GM Circ. 2917 of 18 Jun 1924*), RN Canton Sidings (Ninian Park Road) “forthwith” (*GWR GM’s circ. 3011 of 17 Sep 1926*) (*Eldon Street (sic) renamed Ninian Park Road*).

CARDIFF: Moy Road Siding [Rhy]: delete entry (this was a private siding – not public depot)

CARDIFF: Newtown [GW]: new entry: G when location became ‘less than wagonload’ private siding for NCL traffic only *by 26 Jul 1971* (‘forthwith’ – *WR GIC 332 of 26 Jul 1971*); *from 14 May 1975 only one NCL siding remained and that put out of use Jul 1977* (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

CARDIFF: Penarth Curve [TV]: became wagonload only 1 Apr 1922 (*GWR GIC Goods*) - later subsumed by Virgil Street

CARDIFF: Penarth Dock [TV]: G 6 Jul 1936 (*GWR GIC R.1534/453 of 4 May 1936*)

CARDIFF: Riverside [GW]: G ?? (included in 1938 and 1956 *Hand-books of Stations* as G*, and not deleted by 1964).

CARDIFF: Queen Street [GW]: G relocated (from Up side to Down side) 12 Mar 1886 (*Western Mail 12 Apr 1886*); G **30 Mar 1925** (*Western Mail, 30 Mar 1925, p.8*)

CARDIFF: St.Mellons [GW]: insert new entry: clo for coal 4 Jul 1964 (*WR GIC 152 of 25 May 1964*) – *when clo G?*

CARDIFF: Tidal Sidings [GW]: insert new entry: in existence 1964 (*WR GIC 152 of 25 May 1964*) – *when clo G?*

CARLISLE: Canal [NB]: 31 May 1969 was a Friday so w.e.f. dat should read (Mon) **2 Jun 1969**

CARLISLE: Crown Street [LNW]: tracks had been lifted by 7 Aug 1965 (<https://groups.io/g/crchat/message/10814> of 14 Dec 2021)

CARLISLE: Petteril Bridge [Mid]: converted to sole user for two oil companies (only) by Dec 1957 (*Hand-book leaflet L.3 Dec 1957*) so it is not clear what date of 1 Feb 1966 represents, unless it is cessation of oil activities, leaving only (real) private sidings away from the site

Carluke [NB]: RN from Castlehill 1 Jan 1924 (*TNA RAIL 393/151*)

Carmarthen (1st station) [CC/GW]: NCL rail connection maintenance ceased 17 Sep 1975 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

Carstairs [Cal.]: delete * (*WR GIC A2/85 of 24 Aug 1964*)

Castlehill: insert new entry: see Carluke [NB]

Castle Mill [GVT]: *GWR GIC R.1534/434 of 22 Jul 1935* gives “closed down on 6 Jul” – but is this Saturday date the last train or the with effect from date?

Catcliffe [GC]: G to read **by** Jan 1955 (*WR GIC R1534/906 of 24 Jan 1955*)

Cefn (*Denbighshire*) [GW]: although shown with G facilities up to 1904 *Hand-book of Stations*, amendment leaflet of 9 Jul 1908 advised that the only goods traffic was from the Cefn Quarry private siding – hence lack of a G closure date in *Clinker’s Register*

Cemmes Road [Cam.]: delete * and ** (neither (*Hand-book (1956)*) nor *WR GIC A2/78 of 4 May 1964* mentions PS)

Chalder [WS]: G to read **21** Jan 1935 (*West Sussex Gazette*, 17 Jan 1935; no Sunday service)

Chapel Lane [SM]: G to read 2 May 1949; location erroneously shown with parcels in the *Hand-books* after P service withdrawn

Chard Central [GW-LSW]: PS clo. 2 May 1966 (*DM Bristol letter EFR.2769 of 11 May 1966*)

Chartley [GN]: was suffixed “& Stowe” (so shown in *Hand-book for 1904 and 1938 at least*, and in *1951 LMR Opg. Circ. which advised G clo date*).

Chatburn (1st station) [LY]: had been Chatburn & Horrocksford; G not transferred to 2nd station

Chatburn (2nd station) [LY]: G add * (*retained for PS –WR GIC A2/74 of 2 Mar 1964*)

Chatham [LCD]: insert new entry: G 2 Jul 1883 (*G transferred to new site – see Rochester & Chatham [Goods] [LCD] (below) (RCH Distance Book amendment)*)

CHELTENHAM SPA: High Street [Mid.]: insert new entry: G 7 Aug 1956* (“all merchandise except truck loads for certain firms at High Street transferred to St. James” – *extract from unspecified WR GIC by Clinker*); **by** 2 Jun 1966 had become coal concentration depot (which closed by 1988)

CHELTENHAM SPA: New Street Coal Yard [GW]: G 2 Jun 1966 (all traffic thereafter handled at High Street CCD (*DM Bristol letter PR/HQ of 5 Oct 1966*))

CHELTENHAM SPA: St.James (1st station) [GW] (Supp. 2): G moved “some months” earlier in 1894 than P station (*Worcester Journal 15 Sep 1894*)

CHELTENHAM SPA: St.James (2nd station) [GW] (Supp. 2): G 2 Jun 1966 (all traffic thereafter handled at High Street CCD (*track recovered by early Oct 1966*) (*DM Bristol letter PR/HQ of 5 Oct 1966*))

CHESTER: Bache [Bhead]: PS clo. “forthwith” (*LMR Traffic Circ. 443 of 5 Mar 1971*)

CHESTER: General, coal yard [Bhead] (Supp. 1): suffix **General** added 1 Jul 1950 (*LMR Opg. Circ. 11 of 29 Jun 1950*); described in 1956 *Hand-book* as [LNW] and full G depot so when - subsequently - did it become CDO?

Chichester [WS]: G to read **21** Jan 1935 (*West Sussex Gazette*, 17 Jan 1935; no Sunday service; note that date was not same as P)

Chilton Halt & Siding [CMDP]: see general comment under CMDP, above

Chippenham [GW] (Supp. 2): G date was 31 Dec 1980 (*same as Bath Westmoreland Yard – BR ScR circ.*)

Chirk [GVT]: *GWR GIC R.1534/434 of 22 Jul 1935* gives “closed down on 6 Jul” – but is this Saturday date the last train or the with effect from date?

Cilgwrgan Wharf [Cam]: insert new entry: G **by** Apr 1887 (*RCH Circ 231 of 15 Apr 1887 - RAIL 1089/18*). *Cil-gurgan is between Abemule and Newtown.*

Ciliau Aeron [GW]: prior to Nov 1911 was Ciliau (*GWR wtt supp RAIL 937/106*)

Cinderford, Whimsey [GW]: official G date 14 Aug 1967 but last train had run 1 May 1967 (*DM Bristol letter W800/8 of 18 Jul 1968*)

Cirencester Watermoor [MSWJ]: G 31 Mar 1964 was Easter Tuesday and date line placed out of use according to CCE records – had traffic ceased earlier?

Clackmannan Road [NB]: a note in *Clinker papers* asserts “closed all traffic 20 Jan 1922” citing an (unspecified) *GWR GIC* so the date in *Register* should be approached with caution

Clandon [LSW]: G 4 **Feb** 1963 (*WR GIC A2/47 of 28 Jan 1963*)

Claxton [SH Lt.]: G **1 Jul** 1932 (*GWR GIC R.1534/358 of 4 Jul 1932*)

Claydon [GE]: G **13 Jul 1964** * (*WR GIC A2/85 of 24 Aug 1964*)

Cleator Moor East [CW Jc]: G to read – (*this P station was on a different alignment from Cleator Moor [WCE] Goods and Crossfields*)

Cleator Moor (Goods) [WCE]: insert new entry: RN from Cleator Moor to Cleator Moor East 2 Aug 1924, RV 1951, CDO 1 Jul 1963, G 5 Jun 1972

Clee Hill [SH Jt.]: G 10 May 1960 in practice because of damage to cable-worked incline (official date 7 Nov 1960 – *WR GIC A2R1534/1053 of 31 Oct 1960*)

Cleland (1st entry) [Cal.]: *GWR GIC R.1534/569 of 28 Apr 1941* reported “Cleland Station LMS (Cal) has been closed” - *has Clinker given the wrong year for G clo? (n.b. at that date, Cleland (2nd entry) was still named Omoa)*

Cleobury North Crossing [CMDP]: had no siding so dealt only with “roadside goods” (*GWR Miscellaneous Instructions Governing the Conveyance of Merchandise and Live Stock Traffic*, dated 1 Sep 1930); *see also general comment under CMDP, above*

Cleobury Town Halt & Siding [CMDP]: *see general comment under CMDP, above*

Clevedon Parnell Road Siding [WCP]: insert new entry: G 20 May 1940 (*Hand-book* leaflet L12 Jul 1940 records clo of all WCP stations as 18 May 1940 - last day on which trains ran)

Cliff Common [DV]: formal Agreement between DVLr and NER dated 28 Jul 1913 spelled it **Cliffe** Common but may have been an aberration

Cliffe Vale [NS]: was within Stoke-on-Trent County Borough so should appear under STOKE-ON-TRENT

Clifton [NS]: was suffixed “for Mayfield”

Clovenfords [NB]: UPS 3 Aug 1959 (*WR GIC R1534/1022 of 10 Aug 1959*)

Clowne & Barlborough [Mid.]: G was Clowne **North** (note **849**)

Clowne South [GC]: RN Clowne to Clowne & Barlborough 2 May 1938, to Clowne South 18 Jun 1951 (*Previous Register*)

Clydach [LNW]: PS clo 6 Jan 1958 (*WR GIC R.1534/981 of 23 Dec 1957*)

Coed Poeth [GW]: Ruthin Road Wharf and Coed Poeth goods depot merged under latter name 5 Dec 1887 (*Hand-book* leaflet 26 Jan 1888)

Cold Norton [GE]: G **Wed** 1 Apr 1953 (*ER Comm Circ 61-14 of Apr 1953*); had carried suffix for Purleigh & Stow-Maries’ until deleted from *Hand-book* in 1953.

Coleford [GW]: Although 1 Aug 1967 shown in *WR GIC* as clo. date, official date was 14 Aug 1967 to allow for any traffic in transit (*DM Bristol letter 14 May 1968*); last train 4 Aug 1967

Coleford [SW Jt.]: Although 1 Aug 1967 shown in *WR GIC* as clo. date, official date was 14 Aug 1967 to allow for any traffic in transit (*DM Bristol letter 14 May 1968*); last train 4 Aug 1967

Cole Green [GN]: add * (*WR GIC A2/34 of 30 Jul 1962*)

Colfin [PPW Jt.]: G date was officially **1** Apr 1959 despite it being mid-week (*WR GIC R1534/1014 of 6 Apr 1959*)

Colzium [KB]: G **late 1952** (*ER Comm Circ 56-15 of Nov 1952* said “commencing forthwith”)

Compton [GW]: CDO 19 May 1964 (*WR GIC A2/79 of 25 May 1964*)

Condover [SH Jt.]: reduced to CDO and livestock 9 Jun 1958 (*WR GIC R1534/993 of 9 Jun 1958*)

Connah’s Quay [LNW]: goods depot latterly designated Connah’s Quay **West**

Coppull (1st station) [LNW]: G 2 Sep 1895 (*the G depot was definitely relocated to opposite side of main line – presumably same time as P sta. ‘relocated’ latitudinally*)

Coppull (2nd station) [LNW]: PS clo. Jul 1971 (*LMR Traffic Circ. 463*)

Corsham [GW]: *WR GIC A2/56 of 10 Jun 1963 and A2/58* said G clo. completely 10 Jun 1963; however, yard retained for ‘sole user’ loading (hence no PS shown in *Hand-book* (1956))

Crawley New Yard [BR]: added by *WR GIC A2/78 of 4 May 1964* for S to S and delivered traffic; later CDO, converted to PS (or ‘sole user’) 19 Jun 1972 (*note: located between Three Bridges and Gatwick Airport; a.k.a. Tinsley Green Sidings*)

Crediton (1st station) [LSW]: there was **no** relocation at Crediton with the extension of the line to Barnstaple (*not Fremington*) in 1854, so *delete NA* against G and *amend* note to read **939**

Crediton (2nd station) [LSW]: delete entry (no relocation took place)

Creswell & Welbeck [GC]: G clo date given in *ER Comm Circ 22-8 Dec 1949* was **27** Nov – but that was a Sunday – hence here given as **28** Nov 1949

Crianlarich Lower [Cal.]: modified as timber transload facility for traffic to Corpach from 9 Jun 1965 (*Modern Railways*, Aug 1965, p. 468)

Croesnewydd [GW] (Supp. 2): retained for coal traffic (*RCH Hand-book of Stations* leaflet dated 26 Jan 1888), and shown as open for (all) G traffic in *Hand-book of Stations* 1904. Amended to “coal & coke from private sidings only” by leaflet dated Oct 1925. *Hand-book* 1929 also shows that but 1938 shows simply “Siding traffic only” (without qualification about coal etc.) while leaflet dated May 1948 deletes the “Siding traffic only” qualification (thus implying full G depot status). The location does not appear at all in the 1956 *Hand-book*.

Crook (1st station) [NE]: PS clo. 6 Sep 1965. *G not transferred to 2nd station so it is not clear why Clinker has not followed his practice of showing NA and giving G clo. date at 2nd station.....*

Crossfield [WCE Jt.]: RN from Cleator Moor 19 Apr 1866 (P replaced that date by station on new alignment – see Cleator Moor East; Crossfield G was different from Cleator Moor East (Goods))

Cross Hands [GW]: RN Cross Hands for Penygroes 1 Jul 1924 (*GWR GM Circ. 2917 of 18 Jun 1924*)

Cross Hands [LMM]: last PS agreement determined 16 Oct 1966 (*DM Cardiff Circ. 178*)

Crowle [Ax Jt.]: renamed Crowle Axholme 1 Sep 1950 (*ScR circ. FK22/29 of 1 Sep 1950*)

Croxdale [NE]: *Appendix to Hand-book* deleted G in error (*GWR GIC R.1534/82 of 25 Apr 1923*)

Cruckton [SM]: G to read *by* 1947 (as siding had been removed) but not officially closed until 1949; location erroneously shown with parcels in the *Hand-books* after P service withdrawn

Crymmych Arms [GW]: op G as Cardigan Road (*South Wales Daily News* 14 May 1874); RN Crymmych Arms **on or by** 15 Jul 1875 (when opened for P; *The Welshman* 16 Jul 1875)

Cudworth [HB]: *HB had no P station of its own – used Cudworth Mid.; the HB’s goods depot was quite separate (newsletter no. 80, p.11)*

Cwmaman [GW]: G date 1 Jan 1936 was originally only temporary (*GWR GIC R.1534/445 of 6 Jan 1936*) but became permanent.

Cwmblawd [LMM]: G date given as 1 Feb 1959 in *WR GIC R.1534/1010 of 2 Feb 1959*) but being a Sunday Clinker has amended this to Mon 2 Feb 1959

Cylla Branch (goods depot) [Rhy.]: new entry: see Ystrad Mynach [Rhy.] and note 3862

Cynheidre [LMM]: RN from Cynheidre for Pontyates 1954 (*unidentified Circ. of 21 May 1954 and Hand-book amendment leaflet L.47 of Aug 1954*)

Dalmeny [NB] (1st station): G not transferred to 2nd station

Darley [NE]: G 1 Oct 1953 (not 2nd) (*LMR Opg.Circ. 168 of 1 Oct 1953*)

Darras Hall [NE]: *Hand-book* amendment leaflet L36 dated Jan 1949 showed this clo. G – so what is correct date?

Dduallt [Fest.]: Fri 2 Aug 1946 was date on which FR staff were given 24 hours notice of redundancy and *GWR GIC R.1534/703 of 16 Dec 1946* said: “...was closed on August 3rd.” – so arguably w.e.f. G date should read Mon 5 Aug 1946

Denby & Conisborough [HB] (Supp. 1): G 18 Jul 1927 (rather than originally intended 1 Mar 1927) confirmed by *LNER (Southern Area) Circ. SA187 of 18 Jul 1927*

Denton Siding [GN]: RN from Harston Siding 1891 (*RCH Distance Book amendment*)

DERBY: Friargate [GN]: final PS clo. May 1968

Derwenthaugh [NC (*sic*)]: *ER GM’s office York letter 10 Oct 1974 in Clinker papers* stated: “There are no records to show that there ever was a public depot [here] and it would appear that it was shown as such in the 1956 *Hand-Book* in error. Enquiries have shown that certainly since the last war there have only been PSs in the area, and these remain [as at 1974].” G should therefore read – (or U) * (i.e. remained open for PSs only)

Detton Ford (Halt &) Siding [CMDP]: see general comment under CMDP, above

Devil’s Bridge [Cam]: is VoR. See note 53.

Devynock & Sennybridge [N&B]: used by special cattle train on 17 Oct 1962, following a cattle sale (*Journal of Stephenson Locomotive Society*, Nov 1962 p. 341)

Diglake [NS]: insert new entry: G 2 Mar 1964 (*WR GIC A2/76 of 30 Mar 1964*)

Dinas Junction [NWNG/WH]: RN from Dinas 1922; G 31 May 1937 (see also comment under *Aberglaslyn*)

Distington [CW Jc]: G date advised as (Sun) 30 Jun 1963 by *WR GIC A2/58 of 8 Jul 1963*

Ditton Priors Halt [CMDP]: to read Ditton Priors Halt & Siding (there were no goods depots as such on the CMDP line): see general comment under CMDP, above

Dogsthorpe siding (attached to Eye Green) [MGN]: was only a PS, clo 20 Jul 1966 (*Div Mgr Norwich letter PW1143 11 Oct 1966*)

Dolywern [GVT]: *GWR GIC R.1534/434 of 22 Jul 1935* gives “closed down on 6 Jul” – but is this Saturday date the last train or the with effect from date?

DONCASTER: York Road [HB-GC Jt.]: (Supp. 2) suffix “York Road” added 1 July 1923 (*LNER CGM Circ. 23 of 22 June 1923 - TNA RAIL 393/151*)

Dorchester South [LSW]: insert new entry: G 1 Dec 1980 (*SR COM Waterloo letter 16 Sep 1981 in Clinker papers*)

DOVER: Town [SEC]: G depot renamed Bulwark Street Yard (q.v.) **by** Oct 1961 (*WR GIC A2/14 of 9 Oct 1961*)

Drayton Crossing (or Wharf) [LNW]: insert new entry: G from some date after 1916

Drumclog [Cal.]: 1939 clo was brought forward from an intended clo. date of 25 Sep 1939 which may be found in some internal railway instruction circulars (e.g. *GWR GIC R.1534/534*)

Drybrook Road [SW Jt.]: G **by** Mar 1948 (*WR GIC R.1534/733 of 5 Apr 1948 – ‘has been closed’*)

Dryslwyn [LNW]: *GWR GIC R.1534/606 of 2 Nov 1942 – ‘has been closed for all traffic except coal and coke’ – but ‘postponed’ in following circular*

Dudbridge [Mid.]: G 20 Jun 1966 (*original date of 1 Jun postponed: last train 17 Jun 1966*)

Dullatur [NB]: G 28 Nov 1960 * (*WR GIC R1534/1055 of 28 Nov 1960*)

Dulverton [GW]: CDO 6 Jul 1964; G 3 Aug 1964 (note 5074 below)

Dumfries St. Mary’s [Cal.]: delete * and ** (*ScR PR&PO letter P.2/26 of 5 Dec 1968*)

Dunball Wharf [GW]: add * and ** (PS clo 22 Apr 1967)

DUNDEE: Ward Street (or Ward) [DPA]: G 10 Jun 1861 (with opening that day of deviation line via Lochee (*Dundee Courier* 6 Jun 1861). At closure, station was Ward **Street**.)

Dungeness [SEC]: track reportedly lifted in Jan 1952 (*clo. of goods station to commercial traffic predated that; PS at Romney Jn (1937) under control of Lydd Town, not Dungeness*)

Dunstable: 1st station [LNW]: G to read **NA** (*not transferred from 1st station*)

Dunster [GW]: CDO 6 Jul 1964; G 31 Aug 1964 (note **5074** below)

Dymock [GW]: NRC D 1 Jun 1964 (*WR GIC A2/85 of 24 Aug 1964*), G later unknown date

East Barkwith [GN]: UPS 15 Sep 1956 (*WR GIC R1534/948 of 10 Sep 1956*) - *presume w.e.f. Mon 17 Sep 1956*

East Caradon [GW]: 1917 clo. is from *GWR War Reports of the General Manager (a printed, bound volume, issued privately by GWR)* which says: "Moorswater – Caradon (Mineral line) closed to recover permanent way (*for war effort*): Date closed: 1.1.17" *Item does not list specific goods depots.*

East Street Siding (*Grassmoor*) [GC]: reported clo by *WR GIC A2/22 of 29 Jan 1962*

Eaton [BC]: *see comment under Bishop's Castle*

Ebbw Vale Low Level [GW]: Ebbw Vale (no suffix) (note **1192** below)

Ecclesfield East [GC]: after clo to public G traffic, yard retained as 'sole user' facility for W & F Smith Ltd, scrap metal merchants (*WR GIC R.1534/936 of 19 Mar 1956*)

Edgerley [SM]: G to read - ; this location never dealt with G, and was erroneously shown with parcels in the *Hand-books* after P service withdrawn

EDINBURGH AND LEITH: Leith George Street [Cal.]: insert new entry: CDO on south side of Leith North [Cal.] pass. station with access from Leith High Depot signal box; G **5 Aug** 1968 (*postponement specifically confirmed at time by local BR source - Clinker relied on BR circ. but failed to pick up postponement*)

EDINBURGH AND LEITH: Leith Walk [NB]: Leith Walk **East** (*probably from 7 Apr 1952 as note 1214*)

EDINBURGH AND LEITH: St. Leonards [NB]: G **5 Aug** 1968 (*postponement specifically confirmed at time by local BR source - Clinker relied on BR circ. but failed to pick up postponement*)

EDINBURGH AND LEITH: Saughton [NB]: "This station has been closed as an independent goods station and will be treated as a siding under Corstorphine" from 1 Mar 1921 (*GWR GIC R.1534/4 of 22 Mar 1921*)

EDINBURGH AND LEITH: South Leith [NB]: G RN Leith South 1953 (amendment to *Hand-book in ER Comm. Circ. 271 of autumn 1953*)

Edmondthorpe & Wymondham [Mid.]: delete * and ** (*WR GIC R1534/1051 of 3 Oct 1960 and R1534/1053 of 31 Oct 1960*). PS (*Pains Sidings, serving Stewarts & Lloyds Minerals Ltd [formerly Stanton Ironworks] Market Overton quarries*) transferred to control of South Witham, *q.v.*

Egloskerry [LSW]: G **2 May** 1960 (*WR GIC R1534/1041 of 9 May 1960 – same date as Helland and Nanstallon Wharf*) – *or was it postponed one week?*

Ellerby [NE] (*first entry*): there is no entry for this location in 1904 *Hand-book* – either it became an (unacknowledged) PDS 1 Jul 1902 (when clo. for passengers) or it opened as PDS at some later date. RN Ellerby West Siding (*but under control of Skirlaugh station*) 1 Jul 1923 (to avoid confusion with Ellerby (*second entry*)) and clo. G as such. Delete reference to note **1235**

Ellerby [NE] (*second entry*): previously Burton Constable, originally Marton (see note **1236**)

Ellerby West Siding [NE]: insert new entry: G 7 Apr 1959 [for prior history see Ellerby (*first entry*)]

Ellingham [GE]: PS clo 19 Apr 1965 (*Div Mgr, Norwich, PW1143, 13 Jan 1966*)

Elmesthorpe [LNW]: PS clo **by** Aug 1964 (*WR GIC A2/85 of 25 Aug 1964*)

Elvington [DV]: was "for Sutton"

Embsay [Mid.]: PS clo. ca. Aug 1968 ("has been withdrawn" – *WR GIC 193 of 9 Sep 1968*)

Eskdale Green [Esk.]: *any evidence for G? (was originally a halt)*

EXETER: Alphington Road [GW]: CDO 6 Sep 1965 (*WR GIC 47 of 23 Aug 1965*) [wrongly shown already 'closed' in *WR GIC A1/152 of 25 May 1964*]; G 4 Dec 1967 (*WR GIC 154 of 13 Nov 1967*). In both cases remained for private sidings and one 'sole use' trader.

Facit [LY]: G date advised as (Sun) **11 Aug** 1963 (*WR GIC A2/60 of 12 Aug 1963*)

Fairlie High [GSW]: delete * (*WR GIC A2/13 of 25 Sep 1961*)

FALKIRK: Camelon [NB]: (existing entry): G to read - (*Camelon NB goods was separate location*)

FALKIRK: Camelon Goods [NB]: insert new entry: G 30 May 1960 (*WR GIC R1534/1062 of 13 Mar 1961 – all sidings "have now been closed" - all traffic to go to Grahamston*). No evidence traced to support Clinker's date of 3 Mar 1958 which was date access from Falkirk High clo. (*although it is possible G depot clo. 3 Mar 1958 **) leaving access from Rough Castle until that route clo. 30 May 1960 [*Branch Line News supplement with no. 100*].

Farington [NU Jt]: should read **Farington**; G 7 Mar 1960 (*WR GIC R1534/1036 of 29 Feb 1960*)

Fenny Bentley [LNW]: P should read –

Fenny Compton [GW]: G depot was suffixed 'East' by 1956 *Hand-book*; G "is now closed" – *WR GIC R1534/990 of 28 Apr 1958*

Fenny Compton West [EWJ/SMJ]: delete * (*WR GIC A2/78 of 4 May 1964*).

Ferry [WS]: G to read **21 Jan** 1935 (*West Sussex Gazette, 17 Jan 1935; no Sunday service*)

Festiniog [GW]: *see comment under Blaenau Ffestiniog Central*

Ffairfach [GW]: PS clo 6 Sep 1961 (*WR GIC A2/10 of 14 Aug 1961*)

Ffrith [WMJt]: G to read - (*no goods facilities here, and the 'Ffrith'-named private sidings were under Llanfynydd*)

Fidler's Ferry & Penketh [LNW]: G **7 Sep 1964** (*WR GIC A2/85 of 24 Aug 1964*) See also note **1314**

Findhorn [High.]: G and E **1 Feb 1869** [*see commentary under note 4013*]

Flax Bourton (1st station) [GW]: no G facility until *after* the station moved, which took place **7 Nov 1893** (*Bristol Mercury 8 Nov 1893*)

Flushdyke [GN]: "...is now closed" – *WR GIC R.1534/764 of 11 Jul 1949* – is "mid 1948" too previous?

Ford Green & Smallthorne [NS]: entry in Supp. 1 should read: Delete entry on **page 49** (see page 129)

Fort Augustus Pier [High/NB]: G **by** 30 Sep 1914 (NBR board minute of 30 Sep 1914 [*NRS BR/NBR/1/64*] to the effect that the permanent way between the swing bridge and the pier had been examined, and was regarded as so derelict that it was to be lifted)

Fowey [GW]: see note **1365a (not 1356a)**, below

Frimley [LSW]: G date advised as (Sun) **1 Apr 1962** by *WR GIC A2/27 of 9 Apr 1962*

Fromby [LY] *after Forgie*: delete entry (*for correct entry see Formby in supp. 1*)

Frome [GW]: insert new entry: NCL warehouse reverted to BR from 1 Jan 1973 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

Frongoch [GW]: *see comment under Blaenau Ffestiniog Central*

Garliestown [PPW Jt]: had been renamed Garlieston by 1910 (*same as Garlieston Harbour*)

Garth [PT]: deleted from RCH Distance Tables (by amendment 886/3 - RAIL 1089/70) from 9 Jun 1913 *which implies this was both P and G date*

Garton [NE]: G to read **20 Oct 1958** (*WR GIC R1534.1001 of 29 Sep 1958*)

Gatcombe [GW]: G to read 1 May 1869 (*and P same date although G and P were ca. ½ apart*) (*GWR advert in Monmouthshire Beacon 10 Apr 1869* – which specifically confirms G closure – replaced by both *Awre* and *Blakeney* from same date)

Gedling & Carlton [GN]: CDO 4 Apr 1960, G **12 Mar 1962** * (*WR GIC A2/25 of 12 Mar 1962*) (*n.b. not affected by Jan 1960 clo of line beyond Gedling colliery*)

Gifford [NB]: a bridge between Humbie and Gifford, washed out on 13 Aug 1948 (significant flooding in south-east Scotland), was never replaced. From then until clo 1 Jan 1959 (as shown), Gifford was NRCD, served from Haddington

Gildersome West [GN]: G 1 Jun 1964 (*WR GIC A2/79 of 25 May 1964*)

Glan-yr-Afon Siding [Cam.]: insert new entry: G 31 Dec 1962 (*WR GIC A2/45 of 31 Dec 1962*)

Glascoed Halt [GW]: ROF PS was attached to Usk (*Hand-Book (1956)*)

GLASGOW: Buchanan Street [Cal.]: * (*WR GIC A2/34 of 30 Jul 1962*)

GLASGOW: Drumchapel [NB]: should be at top, not foot, of page 53

GLASGOW: Kelvin Hall [Cal.]: same location as Partick Central Goods (later Mineral Depot) but only P station renamed in 1959 (prior to the Scottish Industries Exhibition being held in the nearby Kelvin Hall). Arguably they should have a single line of entry with explanatory footnotes.

GLASGOW: Kelvinside [Cal.]: to read GLASGOW: Kelvinside Mineral Depot (former G depot renamed "Kelvinside Mineral Depot" (*Hand-book amendment leaflet L.47 of Aug 1954 and unidentified Circ. of 8 Apr 1955*) and presumably became CDO)

GLASGOW: Partick Central Mineral Depot [Cal.]: same location as Kelvin Hall but only P station renamed in 1959. Arguably they should have a single line of entry with explanatory footnotes. The suffix "Mineral Depot" only applied when it became CDO 21 Feb 1955 (*WR GIC R1534/910*).

GLASGOW: Port Dundas East [NB] (Supp. 2): RN from Port Dundas *by* Mar 1953 (*undated ScR WON*)

GLASGOW: Queen Street [NB]: G activity had been at Queen Street (High Level)

GLASGOW: St. Rollox [Cal.] (first entry): this was retained as a G depot – St. Rollox East – and the closure date is presumably 6 Jul 1964*

GLASGOW: St. Rollox [Cal.] (second entry): despite what *Hand-book of Stations* implied, the G depot was surely on the former Garnkirk & Glasgow line and sometimes dubbed St. Rollox East

GLASGOW: Shields Road [CGU]: G 3 May 1954 (*the goods depot remained at the original CGU site*)

GLASGOW: Shields Road [LMS]: G to read - (*not transferred from CGU site*)

GLASGOW: Titwood [GBK Jt.] (Supp. 1): appears to have been **only** G (*according to RCH Distance Book amendment of May 1871*) - see <http://maps.nls.uk/view/74479338>

GLASGOW: Whiteinch Victoria Road [NB]: was shown in *Hand-Book (1956)* as Whiteinch Park (no "Victoria") but this may have been an error. Delete * and ** - after 3 May 1965 whole branch was retained until 6 Feb 1967 for electrification engineers' use, not for commercial traffic.

Glazebury & Bury Lane [LNW]: delete "& Bury Lane" (see note **1450**); G clo. from 7 Jul 1958 was advised as simply "Glazebury" (*WR GIC R1534/995 of 7 Jul 1958*)

GLOUCESTER: Central [GW]: insert new entry: NCL ceased to use private siding after 28 Feb 1975 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

GLOUCESTER: Llanthony [GW]: insert new entry: NCL ceased to use private siding from 7 Nov 1970 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

Glynceiriog [GVT]: GWR GIC R.1534/434 of 22 Jul 1935 gives "closed down on 6 Jul" – but is this Saturday date the last train or the with effect from date?

Glyntaff [ANSW]: G date shown is a Saturday so to read w.e.f. (Mon) 31 Jul 1967.

Grandtully [High.]: UPS 2 Nov 1959 (*WR GIC R1534/1027 of 19 Oct 1959*)

Grassmoor [GC]: reported clo (*presumably clo of last PS*) by WR GIC A2/22 of 29 Jan 1962

Greenfield [LNW]: CDO 1 Nov 1920 (*GWR GIC R.1534/0 of 18 Nov 1920*)

Gresford Siding [GW]: insert new entry: shown in *Hand-book of Stations* latterly as 'G' (implying PDS facility rather than private) but under the control of Rossett SM; deleted from *Hand-book of Stations* by leaflet L33 of Jan 1948

Gretna [NB]: this depot and PSs under it transferred to control of Gretna [Cal.] at some date before 1950; the PSs transferred to control of Longtown from 4 Dec 1950 and to control of Gretna Green [GSW] from 10 Sep 1961. It appears the depot itself clo G 10 Sep 1951 (along with Gretna [Cal]) so arguably should be endorsed **

Grindley [GN]: G so shown in *LMR Opg. Circ.*

Guide Bridge [LNW]: from 1 Jan 1936 converted to 'sole user' (one consignee) facility (*GWR GIC R.1534/444 of 23 Dec 1935*)

Gurnos [Mid.]: a new goods shed was erected at Gurnos Jn in June 1906 (opposite loco shed) (*RAIL 491/844*); this site *may have replaced or supplemented an earlier facility*; final PS agreement terminated 30 Apr 1968 (*BR records*)

Gwersyllt [GC]: The deletion of the suffix was formally advised by WR GIC R1534/1026 of 5 Oct 1959. It may be that the suffix – which first appeared with the 1882 Appendix to *Hand-book of Stations* – applied *only to the goods depot*.

Gwyddelwern [LNW]: PS clo 30 Apr 1962 (*WR GIC A2/28 of 30 Apr 1962*)

Hafod Garregog [WH]: G 31 May 1937 (*see also comment under Aberglaslyn*)

Hafod-y-Llyn [WH]: G 31 May 1937 (*see also comment under Aberglaslyn*)

Hallington [GN]: WR GIC R1534/948 of 10 Sep 1956 gives 15 Sep - presume w.e.f. **Mon 17 Sep**

Hampton-in-Arden (2nd station) [LNW]: G and P were not co-located – G was ca. 30 ch further south than P; CDO and animal feed stuffs only from 6 Jul 1964 (*WR GIC A2/83 of 20 July 1964*)

Hamworthy [LSW] (Supp. 2): add *

Harecastle for Kidsgrove: see Kidsgrove Central

Harlington Halt & Goods [Dearne]: G ca. Mar **1954** * (*ER Comm Circ 72-4 of Mar 1954*); PS clo 31 Jul 1958 (*WR GIC R1534/997 of 5 Aug 1958*)

Harston Siding: see Denton Siding

Harwich Town [GE]: 'Town' suffix added 1 March 1883 (*GE Journal Special No 2, Sep 1979*)

Havenstreet [IWC]: G 24 Oct 1966 (*if not earlier*) but certainly still open at date of renaming (2 Jun 1958)

Haverfordwest [GW]: insert new entry: NCL ceased to use private siding – letter 17 Sep 1975 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

Hawkwell PDS [GE]: insert new entry: G 1900 (*C Phillips, The Shenfield to Southend Line (Oakwood Press 1984) page 8*)

Haybridge [LNW]: G **by Jan 1951** ** (*Hand-book leaflet L.41 of Jan1951*) [PS clo. Feb 1965]; delete reference to note **1614** Note: reference to public goods facility (stated as "delivered truck loads and station to station truck loads") in WR GIC R1534/989 of 14 Apr 1958 appears to be an error because 1956 *Hand-book* shows "siding traffic only" for this location and this description was 'restored' by WR GIC R1534/991

Haydock [GC]: G *by* Feb 1944 (*GWR GIC R.1534/637 of 14 Feb 1944 – "has been closed"*)

Healey Mills Siding [LY]: G **by Apr** 1961 (*WR GIC A2/2 of 10 Apr 1961*)

Heanor North [Mid.]: 1 Sep 1951 was a Saturday but this was specifically quoted as the "on and from" closure date in BR's public notice in *Ripley & Heanor News and Ilkeston Division Free Press, 3 August 1951*

Heap Bridge [LY]: CDO **ca.** Mar 1921 (*GWR GIC R.1534/4 of 22 Mar 1921*) – *already operative*

Heather & Ibstock [AN Jt.]: G 6 Apr 1964 (*WR GIC A2/76 of 30 Mar 1964*) – *implies public facility but may be clo. of PS*

Heathfield [GW]: G date to read **2 Jun 1980*** (*ScR circ. of 1980 explained: "During the last 13 years [i.e. since intended discontinuance of CBP facilities from 4 Dec 1967], freight traffic has been dealt with on occasions by local arrangement. It is proposed to discontinue this practice."*)

Heckmondwike [LY]: existing entry: add (2nd station)

Heckmondwike (1st station) [LY]: insert new entry: P 9 Aug 1888; G **NA** (*not transferred to 2nd station*)

Helmdon [GC]: RN Helmdon for Sulgrave 1 Jan 1928 (*Hand-book leaflet L.66 of Jan 1928*)

Helston [GW]: NRCD (parcels only) 5 Oct 1964 (ceased 3 Jul 1967)

Hemsworth [WRGJt]: despite the P sta being relocated (slightly south) from Sun 29 Sep 1912 [GCR *Special traffic arrangements and engineering works notice N&ED No. 100 for w/e 5 Oct 1912*] the G depot was not affected.

Hemyock [GW]: PS clo. 1 Nov 1975

Henley in Arden (1st station) [GW]: (Supp. 1): NRCD (less-than-wagonload) 5 Nov 1962 (*BR Midlands Division (Birmingham District) Freight Train Notice TF.152 of 29 Oct 1962*) (NRCD ceased 31 Dec 1962) (note **5006**)

Hereford, Barrs Court [GW]: insert new entry: NCL transferred from Barrs Court to Moorfields 4 Jan 1971 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

Hereford, Moorfields [Mid.]: G relocated to new depot 2 Jan 1893; this second depot clo. G by Sep 1968 (*whole area including track sold to H P Bulmer & Co Ltd as PS: backdated agreement of 26 Sep 1969*). It's not clear where NCL operated from after moving from Barrs Court 4 Jan 1971 but presumably road-only.

Hermitage [GW]: CDO 19 May 1964 (*WR GIC A2/79 of 25 May 1964*)

HERTFORD: North (1st station) [GN]: G not transferred to 2nd station: LNE notice issued for new Cuffley – Stevenage line)

Hesketh Bank [LY]: G specifically “on and from **Thu 30 Apr 1964**” (*WR GIC A2/77 of 20 Apr 1964*) except PS

Hever [LBSC]: G to read **28 Nov 1955** (*WR GIC R.1534/929 of 28 Nov 1955*)

High Westwood [NE]: although passenger calls ceased from date shown, the LNER (NE Area) working timetable dated 5 Oct 1942 (at least) shows a passenger train calling on Sunday mornings “for newspaper traffic only”.

Hither Green Continental Depot [SEC]: insert new entry: G 29 Dec 1980 (*SR COM Waterloo letter 16 Sep 1981 in Clinker papers*)

Hollinswood Branch [LNW]: delete entry – there was no public goods facility here, only private sidings

Hollinswood Main [GW]: delete entry – there was no public goods facility here, only private sidings (RAIL 253/154)

Isworthy [LSW]: comparison of 1885 and 1954 25” OS plans shows both P and G to have been in exactly the same locations both before and after the 11 Aug 1898 extension to Bude. Hence:

Holsworthy (1st station) [LSW]: delete entry (*station not moved from original site*)

Holsworthy (2nd station) [LSW]: delete “(2nd station)”

Horbury Millfield Road [LMS]: G to read - (*had PS only*)

Horderley [BC]: *see comment under Bishop’s Castle*

Hugglescote [AN Jt.]: PS clo. 17 Aug 1964

HULL: Botanic Gardens [NE]: G to read –

HULL: Kingston Street [GC]: insert new entry: merged ca. 1923 with former NER depot (see entry Hull: Manor House Street)(*RCH leaflet of 12 Jul 1923*) as Central. Ex-GCR depot thereafter dealing with outwards traffic; from 21 Oct 1960 altered to deal with all sundries traffic (later passing to NCL).

HULL: Riverside Quay [NE]: insert new entry: *WR GIC R1534/1017 of 25 May 1959* carried this instruction: “Traffic for the new Riverside Quay at Hull should be dealt with as follows”

HULL: Sculcoates [NE]: G to read –

HULL: Stepney Goods [NE]: insert new entry: RN from Sculcoates Goods 1 Oct 1922; G 6 Sep 1965 (see Stephen L Bragg "Railway Development at Hull" in *Journal of the Railway & Canal Historical Society* no 145 (July 1990) pp. 54 & 55)

HULL: Stepney [NE]: G to read –

HULL: Stoneferry Goods [NE]: insert new entry: G 1962 (deleted by *Hand-Book* Appendix of Dec 1962 (and not included in any prior amendment leaflet))

Hungerford [GW]: there is no evidence to support the contention that either the P or G sta was relocated when the Devizes extension opened – see, for example, *Western Daily Press* 4 Nov 1862

Hunston [WS]: G to read **21 Jan 1935** (*West Sussex Gazette*, 17 Jan 1935; no Sunday service)

Ilkeston Town [Mid.]: an instruction (*WR GIC R.1534/928 of 14 Nov 1955*) that, apart from PSs and traffic for Smalley Ltd (‘sole user’ facility), G would close from 14 Nov 1955 appears to have been rescinded and the location remained open in 1956 *Hand-book*. The instruction was repeated with effective date of 15 Jun 1959 in *WR GIC R1534/1019 of 22 Jun 1959*. All G traffic believed ceased 12 Nov 1962 (*WR GIC A2/48 of 11 Feb 1963* – “is now closed”).

Ingestre [GN]: G so shown in *LMR Opg. Circ.*

Ingliston: insert new entry: see Denny

Irvine (Bank Street) [Cal.]: although G 1 Jun 1939 given in *GWR GIC R.1534/527 of 15 May 1939*, *Railway Magazine* Jan 1939 had already reported the line in use for wagon storage

Isleham [GE]: UPS 18 Jun 1962 (*WR GIC A2/30 of 28 May 1962*)

Islip [LNW]: CDO* 19 May 1964 (*WR GIC A2/79 of 25 May 1964*)

Itchen Abbas [LSW]: G date advised as (Sun) **1 Apr 1962** by *WR GIC A2/27 of 9 Apr 1962*

Johnstone, Cartside [GSW]: was Johnstone North (1st station) until RN (presumably with op of Johnstone North (2nd station) 1 June 1905)

Johnstone, North (1st station) [GSW]: G delete NA – see Johnstone, Cartside, above, instead.

Johnstown & Hafod [GW]: G -.-.1921 (converted from goods depot to sole user siding for specified traders – *Hand-book of Stations leaflet L40 of 15 Jul 1921*)

Kendal [LNW]: G **10 Apr** 1972 (*WR GIC 364 of 20 Mar 1972*)

Kents Bank [Fur.]: *believed CDO at G date*

Kenyon Junction [LNW]: CDO 2 Jan 1961 (also traffic for BTC Water Softening Plant – so not strictly a PS) (*WR GIC R1534/1057 of 2 Jan 1961*); G 1 Aug 1963; Water softening plant siding clo. by Apr 1969 (*WR GIC 224 of 28 Apr 1969*)

Ketley [GW]: G to read - * (*no goods depot at this location*)

Kidsgrove Central [NS]: insert new entry: RN from Harecastle for Kidsgrove 2 Oct 1944 (*Railway Magazine Nov/Dec 1944*)

Kilgerran Halt [GW]: to read Kilgerran

Killin (1st station) [Cal.]: G 1 Apr 1886 (*G did transfer to 2nd station*)

Kimberley West [Mid.]: PS clo. 1 Feb 1954 (*Railway Gazette, 19 Feb 1954 p. 222*)

Kineton [SMJ]: the retained PS was Min of Defence at Burton Dassett (which was not at Kineton)

Kingsknowe [Cal.]: G 23 Mar 1964 (*WR GIC A2/75 of 17 Mar 1964*)

King's Nympton [GW]: G date to read **2 Jun 1980** (*BR ScR circ. of 1980 explained: "During the last 13 years [i.e. since intended discontinuance of CBP facilities from 4 Dec 1967], freight traffic has been dealt with on occasions by local arrangement. It is proposed to discontinue this practice."*)

Kingston-on-Sea [LBSC]: goods depot (latterly Kingston Wharf) was at end of short branch, at waterside, so should arguably be a separate entry from P station

Kingthorpe [GN]: *WR GIC R1534/948 of 10 Sep 1956* gives 15 Sep - *presume w.e.f. Mon 17 Sep*

King William [LY]: G clo not advised out until *GWR GIC R.1534/555 of 16 Sep 1940* – has Clinker got the wrong year?

Kissthorns [SH Lt.]: G **1 Jul** 1932 (*GWR GIC R.1534/358 of 4 Jul 1932*)

Knapton [NE]: at clo., had been CDO for "a number of years" (*ER RHQ letter 23 Oct 1972 in Clinker papers*) which Clinker *speculated* may have been from 10 Aug 1964

Knowlton [EK]: retained as parcels depot until clo 1 Mar 1951 (*ScR Comm. Circ. FK47/14; deleted prematurely from Hand-book*)

Ladmanlow [LNW]: G given as (*Mon*) **2 Aug** 1954 in WON but as (*Wed*) **4 Aug** 1954 in commercial notice [2 and 3 Aug were Bank Holidays and regarded as *dies non* – making 4th w.e.f. date]

LANCASTER: Castle [LNW]: insert new entry: G 3 Aug 1981

LANCASTER: Green Ayre [Mid.]: PS (CEGB power station near Ladies Walk) clo. **by** 17 Mar 1976 when line disconnected [*"official" date may be 1 Oct 1976*]

LANCASTER: Old [LNW]: subsequently handled GPO telegraph pole traffic (and non-revenue engineer's traffic) until unknown dates; deleted from Sectional Appendix 26 Nov 1969

LANCASTER: Parliament Street [Mid.]: CDO for Green Ayre (located on a separate site but not separately shown in *Hand-book*); G is date sidings physically put out of use – revenue traffic clo. date almost certainly earlier (*probably not later than Green Ayre 8 Jan 1968*)

LANCASTER: Quay Sidings [LNW]: G is almost certainly when depot was *physically put out of use* - a precis of the WON: "*Monday 7 Jul 1969 - The connection from the former single line towards Glasson Dock to the former Quay Siding line giving access to St Georges Quay, together with all the other connections thereto, will be secured out of use pending removal.*" The word "former" which surely suggests the Quay Siding line and St. George's Quay had not been active for some time (indeed, it has been suggested that the depot had seen no revenue traffic since possibly as long ago as 1965). Other track rationalisation work in the vicinity was recorded for one week earlier and it *may* be that the dates have been conflated. The *Register* entry can, therefore, only be used with *caution*.

Law Junction [Cal.]: delete * (*WR GIC A2/79 of 25 May 1964*)

Leadgate [NE]: PDS 23 May 1955 (*WR GIC R1534/916 of 31 May 1955*)

Leamington Spa: Avenue [LNW]: G **ca. 1975**. As stated in note **1955**, site became CDO 11 Nov 1963 (*WR GIC A2/65 of 4 Nov 1963*) as a coal concentration depot (which *may* have converted to PS - but would have been earlier than May 1969). Final closure was definitely post 1972.

Leamington Spa: Milverton (1st station) [LNW]: G *not transferred to 2nd station*

Leasingthorne [NE]: G to read *by* Jan 1957 * (*WR GIC R1534/957 of 14 Jan 1957*)

Leatherhead [LSW]: G 2 Aug 1965 (effectively merged with LBSC depot from 1927)

LEEDS: Marsh Lane (1st station) [YNM/NE]: delete **NA** (see note **4040** below)

LEEDS: Wellington Street [GN-LY-LNW-NE Jt]: while technically correct after managerial merger of 15 Feb 1960 (see note **4312**), this entry is misleading in that there was never a facility joint to all those four companies. It would be more helpful to break into the following two entries, under the names that applied 1951-1960:

1. Wellington Street North [GN-NE Jt]: G 4 Mar 1974 (apart from scrap traffic until finally put out of use July 1974). Site also known as Low Level. Pre-Grouping, there were two separate company goods depots on site.
2. Wellington Street South [LNW - LY Jt]: G Feb 1970 (date put out of use). Site also known as High Level.

LEICESTER: Humberstone Road (both LNW and Mid.): were adjoining Leicester Queen Street Leighton (1st station) [LNW]: G *not transferred to 2nd station*; RN Leighton Buzzard as for 2nd station and G to read 6 Feb 1967**

Leighton Buzzard (2nd station) [LNW]: G to read –

LEWES: (1st station) [LBSC]: G *not transferred to 2nd or 3rd stations*; RN Lewes **Friars Walk** after P clo.

LEWES: (3rd station) [LBSC]: G 5 May 1969 ** (*Div Mgr Croydon letter CP/C.17360 of 23 May 1969*) (*PS not at Friars Walk or 3rd station sites*)

LEWES: Pinwell Platforms [LBSC]: were an integral part of 1st station but not G

Liss [LSW]: last PS (Ministry of Defence) clo 4 May 1970 (*WR GIC 281 of 6 Jul 1970*)

LIVERPOOL: Broad Green [LNW]: deleted from Merchandise Rate Books by *WR GIC R.1534/776 of 2 Jan 1950* - is “early 1949” too previous?

LIVERPOOL: Brunswick [CLC]: G 3 May 1971 * (*WR GIC 321 of 3 May 1971*) (*PS connection to MDHB lines had clo 30 Apr 1971*) (*PSs for Esso and Texaco retained*)

LIVERPOOL: Brunswick Dock [LNW]: insert new entry: G *by* Dec 1949 (deleted from Merchandise Rate Books by *WR GIC R.1534/776 of 2 Jan 1950*); had been accessed over MDHB lines

LIVERPOOL: Duke’s Dock [GW]: G ca. May 1922 (*GWR GIC R.1534/41 of 22 May 1922 – already operative*)

LIVERPOOL: Garston Central [CLC]: RN from plain Garston ca. Oct 1949 (*WR GIC R.1534/771 of 17 Oct 1949*). *Note: different location from CLC P station.*

LIVERPOOL: Garston Town: see Liverpool: Garston Dock

LIVERPOOL: Rathbone Road [LNW]: CDO *by* Jul 1964 (*WR GIC A2/82 of 6 Jul 1964*)

LIVERPOOL: South Docks [LY]: insert new entry: G *by* Dec 1949 (deleted from Merchandise Rate Books by *WR GIC R.1534/776 of 2 Jan 1950*); had been accessed over MDHB lines

Liversedge Spen [LNW]: add * (*WR GIC A2/86 of 7 Sep 1964*)

Llanadog (*after Llanfyrnach*): delete entry (see Llangadog in Supp. 1 instead)

Llanbadarn [Cam]: is VoR. See note on page 4.

Llanfynydd [WM Jt.]: PSs clo. 1 Oct 1963 (*WR GIC A2/61 of 26 Aug 1963*)

Llangybi [LNW]: G **1** Jan 1954 (*BR WON but Clinker seems to have regarded that as dies non*)

Llangywair [LNW]: delete entry (should have been Llangwyllog)

Llanharry [TV]: *Hand-book* Appendix 1893 adds G (and indicates that the item appeared in 1892). Reduced to “traffic to sidings only” from *Hand-book* 1925, Colin Chapman, “The Cowbridge Railway” page 102, says: “a road approach had existed to a siding adjoining the lime works, but little use had been made of it for general goods traffic. In 1924 the GWR provided a goods shed and improved facilities at the siding with the result that the annual tonnage increased considerably” – although there is no evidence of this in *Track Layout Diagrams* page 44/25

Llanidloes (1st station) [Cam.]: G *not immediately transferred to 2nd station – apparently retained as subsidiary goods facility – but site cleared by ca. 1928*

Llanidloes (2nd station) [Cam.]: final PS (cement) clo. 2 Oct 1964

Llansantffraid [Cam.]: had been Llansaintffraid until ca. 1921 (*RCH Distance Table amendment 953/8 at RAIL 1089/70*)

Llanyblodwell [Cam]: siding lifted week commencing 5 May 1941 so G clo *pre-dated* that (GWR Oswestry DTM notice No. 226 of 1 May 1941 - RAIL 279/47)

Llanymynech [Cam.]: CDO 6 Jul 1964; G 2 Nov 1964 (dates supplied by G J Aston)

Llanymynech [PSNW/SM]: should read: Llanymynech **Junction**. ‘Jn’ suffix added 14 Apr 1911.

Llwydcoed [GW]: *Hand-books* down to 1938 show G (goods) and *WR GIC R.1534/947 of 27 Aug 1956* said: “Llwydcoed (GW) does not **now** function as a Goods station...” – implying that it did at one time. It appears, however, that there were only ever PSs here, never public goods facilities, hence - in G column.

Llyncllys [Cam.]: G is actual date (official date was 6 Jul 1964 - difference between actual and official dates supplied by G J Aston)

Lochside [GSW]: shown clo. G **4 May** 1955 in *WR GIC R.1534/916 of 31 May 1955* but believed to be typo for **4 Jul** 1955

Lofthouse-in-Nidderdale [Nidd]: G 1 Apr 1930 ** (*George Dow (in capacity of The Press Relations Officer, LNER HQ) told Clinker in letter 13 Apr 1945 that Nidd Valley Light Railway “Passenger train service withdrawn on and from 1st January 1930. Freight service withdrawn on and from 1st April 1930. Bradford Corporation retained line as PS.”*) Thus not clear why Clinker gave different info in Register for Lofthouse.

LONDON: Beckenham Junction [SEC]: insert new entry: converted to CDO (also bricks) “as an emergency arrangement” **by Sep 1961** (*WR GIC A2/13 of 25 Sep 1961*)

LONDON: Bexley [SEC]: G **6 May 1963** (*WR GIC A2/52 of 8 Apr 1963*)

LONDON: Blackwall Goods [GE]: also known as East India Dock Goods or Pepper Warehouses; reached off North Woolwich line. Rail traffic embargoed from **8 Mar 1966** because of condition of Bow Creek bridge on access line so this should be G date. *Not to be confused with GN depot of same name.*

LONDON: Blackwall Goods [GN]: insert new entry: also known as East India Dock Goods or Naval Row; reached off London & Blackwall line: G ca. 1961 (except for scrap metal siding clo. *by Jun 1968*). *Not to be confused with GE depot of same name.*

LONDON: Canning Town South [GE]: suffix added 1 Sep 1950 (*ScR circ. FK22/29 of 1 Sep 1950*)

LONDON: City Goods (Royal Mint Street) [Mid.]: at clo, shown as “City Station (formerly Royal Mint Street)” in *WR GIC R.1534/770 of 3 Oct 1949*

LONDON: Deptford Wharf [LBSC]: although 1 Jan 1964 was official clo. date, all rolling stock had been removed and line put out of use on 15 Oct 1963 (*Branch Line News 120A*)

LONDON: East Ham [Mid.]: G **by Apr 1962** (*WR GIC A2/27 of 9 Apr 1962*)

LONDON: Goodmayes [GE]: later RO as sole user CDO (*WR GIC A2/67 of 18 Nov 1963*) prior to conversion to a coal concentration depot

LONDON: Grange Hill [GE]: suffix “(for Chigwell Row)” deleted 1951 (*ScR FK circ FK71 of 10 Aug 1951*)

LONDON: Greenford (GW platforms) [GW]: *believed retained for parcels traffic beyond date shown*

LONDON: Holloway Cattle Dock [GN]: the Holloway site had also accommodated Motorail services from summer 1960 season (*clo of livestock facilities “on and from Wednesday 1 Jan 1964” – WR GIC A2/70 of 6 Jan 1964*)

LONDON: Kew [MSWJ]: should read: LONDON: Kew **Bridge North [NSWJ]** - see amended note **2201**

LONDON: New Cross [Gate] [GE]: insert new entry: G 6 Nov 1967 (*H V Borley Chronology of London Railways, p. 72*)

LONDON: Nine Elms [LSW]: G **1 Jul 1968** (activity transferred to South Lambeth) (*WR GIC 184 of 1 Jul 1968 and Div Mgr Wimbledon letter CT/C.155/27 of 28 Apr 1969*)

LONDON: Old Oak Common Coal Depot [GW]: G Feb 1942 (*GWR GIC R.1534/590 of 2 Mar 1942* stated depot “has been closed”)

LONDON: Paddington Goods [GW] (1st G station): insert new entry: G moved from site *east* of Bishop’s Bridge Road to site of 2nd G station *north-west* of that road *by* late 1853 (to enable construction of permanent P station on its site *of which first (departure) section op 16 Jan 1854*) (Michael Tutton, *Paddington Station 1833-1854* (R&CHS, 1999))

LONDON: Paddington Goods [GW] (2nd G station): insert new entry: NCL goods shed “no longer served by rail” – letter 21 Jul 1975 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*). *Had been leased to NCL from Dec 1969 – wagonload traffic dealt with elsewhere.*

LONDON: Paddington New Yard: a.k.a. New Depot. Retained (or later reopened) as private siding for aggregates traffic

LONDON: Paddington, Old Mileage Yard: a.k.a. Crimea Yard

LONDON: Paddington, St. Ervan’s Road: a.k.a. Portobello Sidings

LONDON: Poplar [GW]: was Poplar **Dock Goods**; G **9 Sep 1940** (depot destroyed in air raid on ‘Black Saturday’ 7 Sep 1940 (*GWR GM’s report E037 of 4 Oct 1940*) – shown closed ‘until further notice’ in *GWR GIC R.1534/556 of 7 Oct 1940*) LONDON: Poplar Dock South [GN]: G 1 Jul 1968 (*rail access - from Harrow Lane Sidings via Blackwall Bridge - taken away (Div Mgr Liverpool St letter LW/182/10 of 2 Dec 1968) and Blackwall Bridge removed 17-19 Apr 1970*). (note **2258** below)

LONDON: Royal Mint Street [GN]: was suffixed (North); G (Mon) **2 Apr 1951** (*ER Comm Circ 36-6 of Mar 1951*)

LONDON: Southwark [SEC]: shown as RN from Southwark **Depot** to Southwark **Grande Vitesse Depot** *by RCH distance advice No.16/2 of 27 May 1926*

LONDON: Stanmore Village [LNW]: to read LONDON: Stanmore [LNW]

LONDON: Stonebridge Park [LNW]: WR GIC R1534/916 of 31 May 1955 gives goods clo date as **2 May 1955**

LONDON: Streatham Hill [LBSC]: insert new entry: G *by Jun 1923* (*GWR GIC R.1534/90 of 16 Jun 1923 – already operative*)

LONDON: Victoria & Albert [GW]: insert new entry: reduced to sundries only 14 Jun 1965; NRCD ca. Sep 1970 (*ER Div Mgr, Liverpool Street LX1.72/5 of 13 Mar 1970 plus newsletter no. 52, p.25*); G date required (*clo. by NCL at some date post Jan 1974*). *Note: sometimes erroneously referred to as ‘Royal Albert Dock depot’*

LONDON: Victoria & Albert waterside depot [GW]: insert new entry: G *by 4 Dec 1939* [*GWR GIC R.1534/538 of 4 Dec 1939 – “have been discontinued”*]. *Note: subsidiary to Victoria & Albert,*

sometimes erroneously referred to as 'Royal Victoria Dock waterside depot' and erroneously (and posthumously) RN in WR GIC R.1534/760 of 16 May 1949!
 LONDON: Wembley Exhibition [LNE]: op as Wembley Stadium Goods, RN by RCH distance advice No.69/9 of 11 Jan 1939
 LONDON: West Kensington [Mid.]: last train ran 29 July 1965 (*London Transport, J66/JRD, 27 Jan 1966*)
 LONDON: West Ruislip [GW-GC Jt.]: G **27 Jan 1964** * (*WR GIC A2/71 of 20 Jan 1964*)
 LONDON: Wembley Park [Met.]: G depot taken over by LNER 1 Dec 1937
 Lostwithiel [GW]: after 1 Jun 1964 'sole trader' (quasi PS) (*WR GIC A2/79 of 25 May 1964*)
Loudounhill [Cal.]: 1939 clo was brought forward from an intended clo. date of 25 Sep 1939 which may be found in some internal railway instruction circulars (e.g. GWR GIC R.1534/534)
 Loughhor [GW]: to read Loughor
 Loughton Siding [LNW]: according to Clinker papers, G date from LMS PRO (*deletion from RCH documentation was not until much later*). Siding was located at site of present Milton Keynes Central station.
 Lower Ruddle Yard [GW]: entry duplicates "St. Austell, Lower Ruddle Yard", q.v., below
 Ludgershall [MSWJ]: G moved from original site behind Down platform to new location in vee of Tidworth branch ca. 1899-1900
 Lybster [High.]: 1 Apr 1944 was date of last train so effective date to read **3 Apr 1944**
 Lydham Heath [BC]: *see comment under Bishop's Castle*
 Lydiate [CLC]: G **7 Jan 1952** (*ER Comm Circ 466-9 of Jan 1952 and Previous Register*)
 Lydney Town [SW Jt.]: 2 Oct 1967, given elsewhere, was date sidings disconnected, not cessation of traffic
 Lymington Town [LSW]: ceased to handle merchandise traffic in transit to/from Yarmouth (Isle of Wight) from 3 Oct 1960 (*WR GIC R1534/1051 of 3 Oct 1960*)
 Lytham (1st station) [PW Jt.]: G to read 1 May 1958 * (*WR GIC R1534/990 of 28 Apr 1958*) – not transferred to 2nd station
 Maentwrog Road [GW]: *see comment under Blaenau Ffestiniog Central*; add note **1312**
 MANCHESTER AND SALFORD: Clayton Bridge [LY]: G date confirmed by LMR C notice for 19-25 Mar 1949
 MANCHESTER AND SALFORD: Liverpool Road: *an interesting description of the site, as it stood at closure in Sep 1975, is in RCHS Journal Nov 1976 (Vol. 22, no. 3, p.82)*
 MANCHESTER AND SALFORD: Mauldeth Road [LNW]: at clo converted to CDO (PS) (*WR GIC R1534/1055 of 28 Nov 1960*)
 MANCHESTER AND SALFORD: Store Street Warehouse [GC]: insert new entry: G 28 Dec 1964 (*notice displayed in Ducie Street*) (*shown under Ducie Street in 1956 Hand-Book*)
 MANCHESTER AND SALFORD: Wilbraham Road [GC] (Supp. 1): former goods depot RO as PS for SPD Ltd by Jan 1960 (*WR GIC R1534/1033 of 18 Jan 1960*)
 Manod [GW]: *see comment under Blaenau Ffestiniog Central*
 Marchington [NS]: delete * and ** notes (no siding recorded in *Hand-book* and no mention in *WR GIC R1534/982 of 6 Jan 1958 announcing clo.*)
 Marchmont [NB]: G **13 Aug 1948** (flooding – temporary closure never reopened)
 Marchwood [LSW]: *WR GIC R1534/1044 of 27 Jun 1960 instruction postponed*
 Margate [SEC] (*first entry – former LC&D*): G post 1910 but by 1926 (note **4240** below)
 Margate [SR]: insert new entry: CDO ?? ; G 2 Nov 1972 (new facility from 1926 (under construction March 1926 – *Southern Railway Magazine*, March 1926) to replace goods depots at Margate West (ex-LC&DR note **4240**) and Margate Sands (ex-SER note **2401**); located south of Sands on ex-SER line, accessed by a spur (constructed "a few years ago" – *Railway Gazette* 2 July 1926, p.5) from ex-LC&DR line, controlled by Margate B box. Last traffic (coal) movement Wed 1 Nov 1972 (*Branch Line News* no. 214, p. 186). See also [http://www.kentrail.org.uk/margate%20\(3\).htm](http://www.kentrail.org.uk/margate%20(3).htm))
 Melangoose Mill [GW]: G **by Jun 1960** * (*WR GIC R1534/1034 of 13 Jun 1960*)
 Meledor Mill [GW]: G **by Jun 1960** * (*WR GIC R1534/1034 of 13 Jun 1960*)
 Melksham [WR]: according to *ScR circ.* full load CBP facilities not withdrawn until **7 Jan 1980*** (which should thus be G date)
 Merryhill [NB]: should read Merryhill **Siding**
 Merthyr Tydfil [GW] (Supp. 2): should be prefixed: MERTHYR:
 MERTHYR: Dowlais Top [LNW]: subsequent to P clo (which was **11 May 1885** (*Western Mail* 5 May 1885)) OS plans continued to show Dowlais Top LNW as "Goods station". However, 1904 *Hand-book* showed merely a junction on the LNW, not a goods depot.
 MERTHYR: Pantysgallog Mileage Siding [BM]: insert new entry: PDS (*GWR Miscellaneous Instructions Governing the Conveyance of Merchandise and Live Stock Traffic*, dated 1 Sep 1930); RN from Pantysgallog Siding probably ca. Jan 1950; G probably 4 May 1964
 Midcalder [Cal.]: add * (*WR GIC A2/79 of 25 May 1964*)

Mid Clyth [High.]: 1 Apr 1944 was date of last train so effective date to read **3 Apr 1944**; amend note to read **2655**

Middleton Siding [SH Jt]: G 15 Oct 1962 in practice (official date 31 Dec 1962 – *WR GIC A2/44 of 17 Dec 1962*)

Midford [SD Jt]: *WR GIC A2/56 of 10 Jun 1963* amended by *A2/57* to recognise retention of PS

Midhurst [LSW]: G 12 Oct 1964 (goods depot had remained in use, under control of LBSC station)

Milkwall [SW Jt.]: CDO 1 May 1944* (*GWR GIC R.1534/645 and 646 of 12 and 26 Jun 1944*)

Mill Hill [LY]: insert new entry: G 1 Dec 1936 (*GWR GIC R.1534/467 of 23 Nov 1936*)

Millom Iron Works Goods [Fur.]: insert new entry: final PS clo. “forthwith” (*LMR Traffic Circ. 433 of 28 Dec 1970*) (*had been handling outward scrap iron & steel traffic since works clo. 1968*)

Minehead [GW]: CDO 6 Jul 1964; G 31 Aug 1964 (note **5074** below)

Misterton [GN-GE Jt.]: PS (Air Ministry) was independent of Misterton goods depot (*ER GM’s office York letter 2 Feb 1971 in Clinker papers*) PS (re-)opened by Dec 1970 (*WR GIC 302 of 7 Dec 1970*)

Monkton [GSW]: was UPS at clo (from unknown date)

Monkton Combe [GW]: 15 Feb 1951 date is day after last goods train ran between Monkton Combe and Limpley Stoke (*Somerset Guardian 15 Apr 1951*)

Monmouth May Hill [GW]: the PS alongside the passenger platform here was attached to Monmouth Troy – hence no G activity shown at May Hill

Moorside & Wardley [LY]: on G clo 7 May 1956, the yard was taken over by the Carriage & Wagon department for breaking up of wagons; delete ** note (*WR GIC R1534/939 of 7 May 1956*)

Morecambe: first line of page 98 should read: MORECAMBE (Cont’d) *not PLYMOUTH district (Cont’d)*

Moredon [Halt] [MSWJ]: insert new entry: After unadvertised and later (short lived) public P use ceased (Sep 1924), halt continued dealing with (passenger rated) milk traffic until withdrawn 1 Oct 1932 (*GWR Div Supt. letter 10 Nov 1944 in Clinker papers*).
Note that the only G activity at Moredon - the adjacent Swindon Corporation power station PS which op.1928 and clo. ca. 1969 - was (initially) attached to Cricklade.

Mormond Halt & Siding [GNS]: G (**except livestock**) 1 Jun **1939** (unstaffing this date confirmed by *LMS PCC no. 333*); G (livestock traffic ceased) **4 Dec 1950** (*ER Comm Circ 33-11 of Dec 1950*)

Morningside [Cal.]: amend G date to read 5 Feb 1951 *

Morningside: see Stirling Road Siding

Mortlach [GNS]: G 23 Mar 1964 * (*WR GIC A2/75 of 17 March 1964*)

Moss Platform [GW]: continued in use for parcels by daily parcels railmotor shown in wtt until Jul 1937 issue (deleted by or with Sep 1937 wtt). Not deleted from Hand-book of Stations until Jan 1948 despite track having been lifted in 1940.

Moss [GW]: insert new entry: G ?? * (*post 1925/by 1932*) (*GWR Chester Division statement (RAIL 253/154) of Dec 1925 recorded location open for goods but Chester Division Annual Report for 1932 recorded goods shed siding (which also served for mileage yard traffic) taken up that year. Retained for private sidings until ca.1938). Not deleted from Hand-book of Stations until June 1951 despite track having been lifted in 1940.*)

Moss [WMCQ]: insert new entry: G ?? (Reached from Ffrwd branch, not Brymbo branch; renamed MOSS & PENTRE 1 July 1923 (LNER CGM Circ. 23 of 22 June 1923 - RAIL 393/151) but renaming not carried forward into Hand-book of Stations. Although shown G in Hand-books for 1904 and 1912, but without facilities thereafter, it was probably always PSs only.)

Moss & Pentre [GC] (actually WMCQ): P location was on the Brymbo branch; the G facility for Moss was on their Ffrwd branch – see separate entry, above.

Mount Melville [NB]: UPS 1 Feb 1960 (*WR GIC R1534/1033 of 18 Jan 1960*)

Much Wenlock (1st station) [GW]: G *not transferred to 2nd station*

Muncaster Mill [Esk.]: G to read -

Mynydd-y-Gareg [GV]: deleted from Merchandise Rate Books by *WR GIC R.1534/776 of 2 Jan 1950* – is “early 1949” too previous?; G add * as branch and PS not completely clo until 29 Aug 1960 (*WR GIC R1534/1049 of 5 Sep 1960*). Spelling varied between Gareg and Garreg (latter being local usage)

Nailsworth [Mid.]: G 20 Jun 1966 (*original date of 1 Jun postponed: last train 17 Jun 1966*)

Nantyronen [Cam]: is VoR. See note 53.

NEATH: Gnoll [GW]: insert new entry: in existence 1964 (*WR GIC 152 of 25 May 1964*) – when clo G?

Neilston High [Cal.]: no PS shown in 1956 *Hand-book* and none mentioned at G clo (*WR GIC A2/66 of 4 Nov 1963*) so delete **

Newbiggin-by-the-Sea [NE]: G **10 Feb 1964** * (*WR GIC A2/73 of 17 Feb 1964*)

Newcastle [NS]: the G depot reportedly out of use (and used for wagon storage) since at least mid-1963

NEWCASTLE: should read **NEWCASTLE-ON-TYNE** according to *Hand-Book* (1956)

NEWCASTLE (-ON-TYNE): Quay: ownership in *Hand-Book* (1956) is BR (NE): *did this really transfer to the Port of Tyne Authority? if so, what was transfer of ownership date?*

Newchapel & Goldenhill [NS]: at Mar 1961 dealt only with **forwarded** traffic, loaded over tipping dock (no inwards traffic) (*WR GIC A2/1 of 27 Mar 1961*)

Newent [GW]: NRC D 1 Jun 1964, G *later unknown date* (*WR GIC A2/85 of 24 Aug 1964*)

Newfields [NS]: was within Stoke-on-Trent County Borough so should appear under STOKE-ON-TRENT

Newham [GW]: G clo date given in ER Comm Circ 31-5 of Sep 1950 as **23** Sep 1950 – but that was a Saturday – hence here given as **25** Sep 1950

Newhaven Harbour [LBSC]: WW1 TC refers to the (dead-ended) marine platform (*which at that date was regard as one with the domestic platforms*) (note **2584**). However, the whole town was a (militarily) “closed” area. *Sussex Agricultural Gazette* of 4 Apr 1919 stated that the Newhaven-Dieppe service would not resume until 1 Jun 1919 in which case the marine platform and wharf would not have RO until then. Not clear what effect on G activity.

New Holland Pier [GC] (Supp. 2): G to read -

Newland [GW] (**not** *Newland Halt*): 1917 clo. is from GWR War Reports of the General Manager (a printed, bound volume, issued privately by GWR) page 127

New Ollerton [MNJt]: RN from Boughton Goods Feb 1932 Yard (*LMS M1 WON 13 Feb 1932 – no operative date for change quoted*) but recorded as New Ollerton Goods, opened 4 January 1932 *by RCH amendment leaflet L88 of July 1933*

NEWPORT is Newport (Monmouthshire, later Gwent)

NEWPORT (MON.): Alexandra Dock Junction [GW]: insert new entry: G ‘for Alexandra Dock’ deleted (no date quoted) by GWR *GIC R.1534/145 of 19 Jun 1924*

NEWPORT (MON.): Dock Street [GW]: G *by* Aug 1964 * (retained for warehouse traffic only) (*WR GIC A2/84 of 10 Aug 1964*)

NEWPORT (MON.): High Street [GW]: insert new entry: NCL rail service ceased 5 Aug 1972 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

Newport (Salop) [LNW]: G** should read G*. Last freight for PS ran Mon 23 Sep 1968 (*Area Mgr Wellington letter AM/314 of 20 Nov 1968*)

Newport-on-Tay East and West [NB]: “-on-Tay” inserted in both names from ca. Dec 1955 (*WR GIC R.1534/930 of 19 Dec 1955 – “has been”*)

Newsholme [LY]: G officially given as (Tue) 6 Aug 1957 - previous day, a Bank Holiday, regarded as *dies non* (and no service).

Newton-le-Willows [LNW]: a source, from “LNW records” (unspecified), gives earlier G clo 1 Feb 1877 (under name Newton Bridge – note **2604**). *If this is correct, when did it reopen? - it is open in Hand-book (1904)*

Newtyle (1st station) [Cal]: G not transferred to 2nd station so G 7 Sep 1964

Newtyle (2nd station) [Cal]: G to read –

Normanton [Mid.]: G 30 Sep **1963** ** (*WR GIC A2/63 of 23 Sep 1963*)

Northallerton (Low) [NE]: G - (note **2614** below)

Northallerton (Town) [NE]: G 2 Jul 1984 (note **2615** below)

Norton Bridge [NS]: clo 22 Jun 1959 **excluded** forwarded sugar beet and received livestock (*WR GIC R1534/1019 of 22 Jun 1959*) but these had ceased *by* Jun 1960 when the site was taken over by the signal engineer (*WR GIC R1534/1043 of 13 Jun 1960*)

Norton Fitzwarren [GW]: CDO 6 Jul 1964; G 3 Aug 1964 (note **5074** below).

Norton Junction [NE]: to read Norton Junction (Bell’s Siding)

Norton Road [SIT]: was within Swansea County Borough so should appear under SWANSEA

NOTTINGHAM: Bulwell Market [GC]: PS clo. 9 Aug 1971 (*LMR Traffic Circ.462*)

NOTTINGHAM: London Road Low Level [GN]: G delete * (note **2642** below)

NOTTINGHAM: Racecourse Sidings [GN]: shown as Racecourse Siding (*singular*) in *LMR WON M1/14 (of 3-9 Apr 1954)* advising closure from 1 Mar 1954. *Does it really count as a goods depot?*

NOTTINGHAM: St. Ann’s Well [GN]: ER Comm Circ 40-5(a) of Jul 1951 gives “closed on 31 Jul 1951” (which was a Tuesday) with alternative arrangements for wagon load traffic for branch stations effective from that same day – so “1 Aug” is spurious.

NOTTINGHAM: Sherwood [GN]: PC G (and E) 1 Jul 1916 (*RCH leaflet 13 Jul 1916*); RO G ??? ; *also see comment under Nottingham: St. Ann’s Well*

NOTTINGHAM: Thorneywood [GN]: *see comment under Nottingham: St. Ann’s Well*

Nuneaton Griff branch [LNW]: insert new entry: G 31 May 1961 (*WR GIC A2/7 of 26 Jun 1961*)

Nursling [LSW]: G* became G** (PS closed) 25 Oct 1957 (*WR GIC R.1534/974 of 16 Sep 1957*)

Oakengates, Market Street [LNW]: Market Street suffix added 18 Jun 1951 *at least for passenger traffic – renaming of goods depot not circulated until WR GIC R.1534/929 of 28 Nov 1955.*

Oakley [Mid.]: CDO and sole user 6 Feb 1961 (*WR GIC R1534/1061 of 27 Feb 1961*); G 1 Aug 1963 as shown (*WR GIC A2/60 of 12 Aug 1963*)

Occumster [High.]: 1 Apr 1944 was date of last train so effective date to read **3** Apr 1944

Old Dunraven Mileage Sidings [TV]: was subsidiary of Treherbert

OLDHAM: Clegg St [OAGB]: final PS clo. Feb 1970 (*WR GIC 264*)

Old Ynysybwl Halt [TV]: Old Ynysybwl Siding appears in *Hand-book* (1925) for mineral and station-to-station traffic only.

Oswestry (1st station) [GW]: G *depot did not move in 1866*; management merged with Cam. G depot at Grouping.

Over & Wharton [LNW]: at Oct 1971, PS (ICI) was still open, but solely for *forwarded* traffic (WR GIC 343)

Overstrand [NS Jt.]: G confirmed as **Tue 7 Apr 1953** (*ER Comm Circ 61-15 of Apr 1953*)

OXFORD district: Morris Cowley [GW]: reduced to S to S 30 Jun 1980

Oxspring (Siding) [MS&L/GC]: delete * (*WR GIC A2/70 of 6 Jan 1964*)

Oxwellmains Siding [NB]: delete * (*PS of this name was attached to Dunbar*)

PAISLEY: Greenlaw [GP Jt.]: *appears* to have been plain Paisley prior to 1888

PAISLEY: Hawkhead [GSW]: delete * (*WR GIC A2/82 of 6 Jul 1964*)

Palterton & Sutton [Mid.]: add * (*WR GIC R.1534/540 of 5 Jan 1940*) (*Ramcroft Colliery clo Oct 1966*)

Pant (Salop) [Cam.]: CDO 6 Jul 1964; G 2 Nov 1964 (dates supplied by G J Aston amending WR GIC A2/82 of 6 Jul 1964)

Par [GW] (*existing entry*): add (2nd station); add * to G date

Par Harbour [GW]: delete entry (*was PSs – not shown as goods depot in Hand-book*)

Pantyscallog Mileage Siding [BM]: insert new entry (*GWR Miscellaneous Instructions Governing the Conveyance of Merchandise and Live Stock Traffic*, dated 1 Sep 1930) – G date not known

Par (1st station) [GW]: insert new entry: see St.Blazey

Parkhall Siding [NB]: in 1938 *Hand-book of Stations* this is **not** shown as G (so presumably was private) whereas these other locations on the NB Blackbraes branch, which **were** shown G, are overlooked: Blackbraes Siding (*must have closed by Jan 1937* (*LNER notice M6702 of 25 Jan 1937*)); Canal Siding; Maddiston Siding.

Pateley Bridge [Nidd]: *see comment under Lofthouse-in-Nidderdale*

Pelaw (Junction) (3rd station) [NE]: PS RO by Dec 1970 (*WR GIC 302 of 7 Dec 1970*)

Pembroke Dock [GW]: insert new entry: NCL surrendered warehouse to BR 31 Dec 1972 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

Penistone (1st station) [MS&L-LY Jt.]: ownership to read [MS&L]; G to read **NA** *not transferred to 2nd station - remained open at original site*

Penrhyndeudraeth [Cam]: insert new entry: G May 1980 by embargo on locomotives over Barmouth bridge (official date declared as Fri 13 May 1983)

Pentir Rhiw [BM]: according to *GWR Miscellaneous Instructions Governing the Conveyance of Merchandise and Live Stock Traffic*, dated 1 Sep 1930: “Although shown as ‘Passenger’ station only, goods traffic is occasionally dealt with through this station. Any traffic (truck loads or less lots) consigned to Pentir Rhiw to be forwarded thereto.” – G date not known

Pentre Saeson wharf/siding [GW]: insert new entry: G 1898 (RCH GWR Distance Tables supplement 496 dated 28 March 1898 (RAIL 1089/32))

Penyrheol [Rhy.]: G by **Apr 1957** (*WR GIC R.1534/963 of 8 Apr 1957 - “is closed”*)

Penzance (1st G depot) [GW]: insert new entry: G 1 Dec 1937 (original site adjacent to terminal station); goods depot relocated to Penzance (2nd G depot, at Ponsandane) (*Track Layout Diagrams, p. 10/3 (3rd edn.)*)

Penzance (2nd G depot at Ponsandane) [GW]: insert new entry: NCL “no longer using” – letter 24 Sep 1975, private siding taken out of use 31 Dec 1977 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

PETERBOROUGH: Botolph Bridge Siding [GN]: insert new entry: G 1 Jul 1916 (*RCH leaflet 13 Jul 1916*)

Pickburn & Brodsworth [HB]: PS clo 7 Jan 1969 (*WR GIC 208 of 23 Dec 1968*)

Pitcrocknie Siding [Cal.]: was PDS at clo.

Plas Power [GC]: G **to read - (there were no public G facilities here – only private sidings, which were clo by 19 Mar 1956** (*WR GIC R.1534/936 of 19 Mar 1956 – “are closed”*))

Plas Power [GW]: G *by 19 Mar 1956* (*WR GIC R.1534/936 of 19 Mar 1956 – “are closed”*)

Plean [Cal.]: to read Plean Junction

Pilmoor [NE]: P station had no road (only footpath) access; G handled at Moor Siding (on Boroughbridge line) which had road access (P Howat, *The Pilmoor, Boroughbridge & Knaresborough Rly*, Martin Bairstow (1991))

Plowden [BC]: *see comment under Bishop’s Castle*

PLYMOUTH district: Northey’s Siding [GW]: insert new entry: G *by May 1964* (*WR GIC A2/79 of 25 May 1964*)

PLYMOUTH district: Plymouth Millbay [GW]: delete * and ** (*PS were in docks area, not at this site*)

PLYMOUTH district: Plymstock [LSW]: last PS last used 15 May 1987

PLYMOUTH district: St.Budeaux (Victoria Road) [LSW]: the PS was Ernesettle (Admiralty siding) – so some distance away from the station

PLYMOUTH district: Stonehouse Pool Ocean Quay [LSW]: a letter dated 21 Dec 1971, apparently from retired BR officer, in Clinker papers states: "The only "customer" on the line went broke in 1962 (this was the Sulphuro-phosphate Co * at Richmond Walk) and the line lay derelict from approximately Oct 1962. The crossing keeper's house... was sold...in 1967. But nothing *officially* happened about closure until a meeting at (Devonport) Kings Road on 7 Apr 1970 discovered that the branch was still officially open. The necessary paperwork was embarked upon and the line clo. "officially" on 30 May 1970." *This accounts for note 4096 but doesn't explain why last traffic date in Register is given as "1966"*. * = not traced

PLYMOUTH district: Sutton Harbour [LSW]: insert new entry: G early 1951 (*ER Comm Circ 35-3 of Feb 1951*)

Poison Cross Halt and Siding [EK]: G 1 Mar 1951 (*ScR Comm. Circ. FK47/14*)

Polton [NB]: add * (*WR GIC A2/79 of 25 May 1964*)

Pontardawe [Mid.]: final PS agreement terminated 13 Sep 1967

Pontfadog [GVT]: *GWR GIC R.1534/434 of 22 Jul 1935* gives "closed down on 6 Jul" – but is this Saturday date the last train or the with effect from date?

Pontfaen [GVT]: *GWR GIC R.1534/434 of 22 Jul 1935* gives "closed down on 6 Jul" – but is this Saturday date the last train or the with effect from date?

Pont Meredith: insert new entry: see Rhydmeredydd

Pontrhydmeredydd: insert new entry: see Rhydmeredydd

Pontsticill Junction [BM]: RN suffix 'Junction' added **by April 1959** (*Hand-book leaflet L.7 of Apr 1959*)

Pont-y-Pant [LNW]: was clo for coal traffic 6 Aug 1956 (*WR GIC R1534/945 of 30 Jul 1956*) and thereafter was only open for "smalls" (less than truckload) traffic (*WR GIC R1534/946 of 13 Aug 1956*): "The present arrangement whereby 'smalls' traffic is received by tranship van and dealt with at Pontypant (*sic*) passenger station will continue." (*LMR WON W2/30 of 28 Jul 1956*). Thus the goods yard should be regarded as clo. from 6 Aug 1956.

Pontypool Road (1st station) [GW]: G *not transferred to 2nd station*

Poole [LSW]: RN from Poole for Longfleet *by Sep 1960* (*Hand-book leaflet L.11 of Sep 1960*)

Poole Quay [LSW]: *WR GIC R1534/1042, item 9, of 23 May 1960*, reported "as from 30 Apr 1960 the Poole Quay Tramway has been closed" but that being a Friday, it has been given a w.e.f. date of (Mon) 2 May 1960

Portessie [High.]: G 10 Apr 1933 [from 1915 remained open, served by GNofS; Wilkinson, *The Heilan Line* (1988)] *Buckie [High.] is same*

Porthmadog [Cam]: insert new entry: G May 1980 by embargo on locomotives over Barmouth bridge (official date declared as Fri 13 May 1983); RN from Portmadoc 5 May 1975

Portmadoc (New) [WH]: P station was *owned* by Fest.; G facilities (owned by WH) were PS, and interchange with GWR at Gelert Siding; such as there was, G 31 May 1937 (*see also comment under Aberglaslyn*)

Poultton (1st station) [PW Jt.]: G *not transferred to 2nd station*

Prescott (Halt &) Siding [CMDP]: *see general comment under CMDP, above*

Privett [LSW]: first entry was Alton – Knowle/Fareham line, second entry was on Lee-on-Solent branch

Puncheston [GW]: add ** (*WR GIC R.1534/759 of 2 May 1949*: "Puncheston will be closed except for truck loads for Messrs W. Evans on 16th May."- sole user/quasi PS)

Pwllheli [Cam]: G remained at original 1867 site (not affected by move of P sta in 1909) **until clo from May 1980 by embargo on locomotives over Barmouth bridge (official date declared as Fri 13 May 1983)**

Pwll-y-pant [Rhy]: despite being so rendered in 1890 Hand-book, it was rendered Pwllypant in Rhy. opening advert (*Cardiff Times* 8 Apr 1871) and e.g. 1891 and 1895 wtts; despite being shown as G without qualification in the 1890 Hand-book, there is no evidence of any specific goods facilities so presumably dealt with at passenger platform

Quellyn [NWNG]: G 1 Jun 1878. Limited, temporary facilities but company half-yearly report (*Carnarvon & Denbigh Herald*, 22 Dec 1877) stated that it had opened for G

Quellyn Lake [NWNG/WH]: G 31 May 1937 (*see also comment under Aberglaslyn*)

Quy [GE]: UPS 18 Jun 1962 (*WR GIC A2/30 of 28 May 1962*)

Ramsey East [GN-GE Jt.]: PS (Cordells Ltd) was *between* Warboys and Ramsey East - believed clo 20 Aug 1957 (*WR GIC R1534/973 of 2 Sep 1957* – "is now closed")

Ramsgate Harbour [SEC]: G **28 Jun** 1926 (no freight working after Sat 26th – traffic diverted to Town Goods) (*SR notice No. 24S.T.(E) in Clinker Collection*)

Ramsgate Town [SEC]: G **1 Jul** 1926 (no freight working after 1700 previous day) (*SR notice No. 24S.T.(E) in Clinker Collection*)

Ramsgill [Nidd]: *see comment under Lofthouse-in-Nidderdale*

Reading (1st station) [GW]: insert new entry: G 15 Jun 1896 (*Berkshire Chronicle* 6 Jun 1896) – *this was the original depot, about where the high numbered passenger platforms are today – moved to new site in Low Level Yard, east of Vastern Road – latterly NCL Depot*

Reading (2nd station) [GW]: insert new entry: 1896 goods shed in Low Level Yard: NCL ceased to use private siding 30 Sep 1981 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

Redbourne [Mid.]: UPS 7 Sep 1959 (*WR GIC R1534/1024 of 7 Sep 1959*)

Redcar [NE] (Supp. 2): RN Redcar **Central** 25 Sep 1950

Red House [Van/Cam/]: shown merely as siding, rather than G depot, in 1904 *Hand-book*

RENFREW: Kings Inch [GP Jt.]: delete * and ** (*ScR PR&PO letter P.2/26 of 25 Jan 1968*)

RENFREW: Porterfield [GP Jt.]: PS clo 19 Sep 1964 (and line then lifted)

Redruth (Drump Lane) [GW] (Supplement no. 1): “no longer used by NCL” – letter 24 Sep 1975 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

Rhiwfron [Cam]: is VoR. See note 53.

Rhostryfan: should be [NWNG/WH]; G 31 May 1937 (*see also comment under Aberglaslyn*)

Rhydmeredydd [Cam.]: insert new entry: G date not known (last booked "if required" calls in Oct 1913 wtt; from 12 Jul 1914 wtt location remained in station bank but without booked calls until removed from wtt station bank from Jul 1924 wtt. Deleted (*belatedly*) from *Hand-book* by leaflet L62 of Jan 1927). Originally Pont Meredith, RN *by* 1904; sometimes referred to as Pontrhydymeredith

Rhymney (Lower) [BM]: G 1 Mar 1933. *After a landslide south of New Tredegar Colliery severed B&M line in April 1930 (which saw the demise of passenger service), alternative access was obtained via former Rhymney Rly New Tredegar Colliery branch and colliery trackage until 1 Mar 1933 when former B&M line north of Abertysswg was abandoned. Rhymney Lower goods depot deleted from Hand-book by leaflet L88 dated July 1933. Entry in GWR GIC R.1534/542 of 12 Feb 1940 "...station is closed" seems somewhat delayed...*

Richborough Castle Siding [EK]: despite 1 Jan 1950 being *official* clo. date, regular traffic seems (also *officially*) last to have run beyond Poison Cross on Thu 27 Oct 1949 (*Brian Janes, curator of Col. Stephens Museum, Tenterden; e-mail 20 Nov 2015*)

Rishworth [LY]: G *may* be Thu 12 Feb 1953 – *confirmation sought*

Roman Road, Woodnesborough [EK]: *see comment under Richborough Castle Siding*

Rookery Bridge [Sandbach] [LNW]: insert new entry: G ca.1936-7* (amended from G to “[Private] Sidings only” between 1936 *Appendix* and 1938 *Hand-book*; last PS clo. Jan 1971 (*newsletter no. 101*))

Ropley [LSW]: G date advised as (Sun) **1 Apr 1962** (*WR GIC A2/27 of 9 Apr 1962*)

Rosedale [NE]: according to K Hoole, *Railways in Cleveland*, 1971, there was a public depot (wagon load only) at West Rosedale and “East Branch Goods Depot” at Rosedale East (*presumably managerially a single entity*) (these separate entries in the 1904 *Hand-book* were ‘merged’ by the 1912 *Hand-book* to be shown simply as “Rosedale”); G (Mon) **1 Oct 1928**** (*Yorkshire Post & Leeds Intelligencer*, 9 Oct 1928); (*last revenue traffic from PSs passed off the Rosedale lines 11 Jan 1929 – Railway Observer, Jan 1957*). *Hand-book* leaflet L.71 of May 1929 gave ‘formal’ date as 1 Jan 1929

Rosslyn Castle [NB]: G 1 Jul 1959 (*WR GIC R1534/1020 of 9 Jul 1959*)

Rowfant [LBSC]: E delete ** (*Div Mgr Croydon letter CP/C17360 of 23 May 1969*) (PS clo by E date)

Rowsley (1st station) [Mid.]: G *not transferred to 2nd station*

Rowsley (2nd station) [Mid.]: TC G “except for government, military and livestock traffic” Jul 1940, RO *by* Nov 1940 (*GWR GICs R.1534/551 of 15 Jul 1940 and /558 of 4 Nov 1940*)

Rugby Newbold Wharf [Mid.]: RN from Rugby Wharf Jan 1940 (*Hand-book* leaflet L10 Jan 1940)

Runemede Siding [GW]: insert new entry: G *by* 13 Jul 1936 (“...has been removed” – *GWR GIC R.1534/ of 13 Jul 1936*). *Was on Staines GW branch.*

Ruthern Bridge: G moved 6½ ch nearer Grogley Jn in 1926 (*SR Magazine Feb 1934, p.51*)

Ruthin Road wharf [GW]: insert new entry: Ruthin Road Wharf and Coed Poeth goods depot merged under latter name (q.v.)

Rye Harbour [SEC]: insert new entry: this branch – serving only PSs – clo. 29 Feb 1960 (*WR GIC R1534/1036 of 29 Feb 1960*)

Ryeland [Cal.]: 1939 clo was brought forward from intended clo date of 25 Sep 1939 which may be found in some internal railway instruction circulars (e.g. GWR GIC R.1534/534)

Ryhope [NE]: G depot was located between Murton and Seaham lines but attached to Murton line station; PDS and RN Ryhope East 7 Mar 1960 (on clo of Ryhope East P station); G 1 Jun 1964 * (*WR GIC A2/79 of 25 May 1964*)

Ryhope East [NE]: G to read - ; delete note **3040** (was always only P station, on Seaham line, with suffix ‘East’ of long standing)

St.Andrews (1st station) [NB]: G *not transferred to 2nd station*

St. Austell (~~1st station~~) [GW]: insert new entry: G 2 Nov 1931 (*Western Morning News 29 Oct 1931*) – *transferred to new site at Polkyth, to east (not to be confused with Lower Ruddle Yard). Live stock and wheeled vehicles continued to be dealt with adjacent to the passenger station (the ramp facility was later used by Motorail services). Note that the goods shed at this site had been moved from up side to down side of main line ca. 1905.*

St. Austell (*Polkyth goods station*) [GW]: insert new entry: site at Polkyth which in 1931 replaced G facilities adjacent to P station: NCL had ceased to use private siding by Sep 1975 and private siding taken out of use 31 Dec 1977 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

St. Austell, Lower Ruddle Yard [GW]: this location was **not** shown as having any facilities in *Hand-books of Stations* and it is questionable why Clinker included it, while omitting various analogous cases of similar china clay loading facilities. These – while not PSs – were essentially ‘sole user’ rather than public goods depots.

St. Blazey [GW]: RN from Par (*1st station*) 1 Dec 1878 (*GWR GM’s Circ. 529 27 Nov 1878*)

St. Fort [NB]: MOD Linkwood Siding: first test train 25 Aug 1988, regular operation commenced 5 Jan 1989 (*BRHQ Train Load Freight records*)

St. Helens (1st and 2nd stations) [LNW]: *any public G activity must have followed these location changes for - by 1891 OS map - G was on site north of the 1858 P station Hence, either there should be G clo. dates (possibly but not certainly the same as for P) for these two earlier locations (the first site – on Peasley Cross Lane [later Old Warrington Road], adjacent to the then Sutton Colliery – continued to have PS activity) or they should be marked as having had no public G activity (i.e. show – in the G column). The second (1849) location certainly had a comprehensive goods depot on the OS 1849 survey – see bottom right corner of <https://maps.nls.uk/view/231281628> and <https://maps.nls.uk/view/102344102>; it, at least, therefore needs a G clo date.*

St. Ives (2nd station) [BR]: G to read - (*already clo. before station relocated*)

St. Johns Chapel [NE]: should read: St. **John’s** Chapel

St. Olave’s [GE]: G **1 Feb 1960** (traffic other than sugar beet ceased 2 Nov 1959)

Salford Priors [Mid.]: add note **1591** (*WR GIC A2/57 of 24 Jun 1963*)

Salfords [LBSC]: after 4 May 1970, G depot was a sole-user oil terminal which ceased to operate from 1 Nov 1984 (*BRHQ Train Load Freight records*)

Salisbury [GW]: G RN Salisbury Fisherton by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949 – “have been renamed”*)

Salt & Sandon [GN]: G ca. 1891

Sandbach [LNW]: G 1 Jan 1971* (depot remained open for iron & steel traffic for Foden Ltd’s Elworth works until work transferred to Crewe Goods 1 Jan 1971 - *LMR Traffic Circ. 423 and 433*).

Sandford & Banwell [GW]: Sandford RN Sandford & Banwell **1 Jan 1870** (*B&E advert in Bristol Mercury 1 Jan 1870*). *WR GIC A2/56 of 10 Jun 1963* said G clo. completely 10 Jun 1963, but overlooked PS

Sand Hutton Central [SH Lt.]: G **1 Jul 1932** (*GWR GIC R.1534/358 of 4 Jul 1932*)

Sand Hutton Depot [SH Lt.]: G **1 Jul 1932** (*GWR GIC R.1534/358 of 4 Jul 1932*)

Sandside [Fur.]: G to read 17 Jun 1968 * (single asterisk); PS clo. 31 Dec 1971 (*WR GIC 355 of 17 Jan 1972*)

Sandtoft [Ax Jt.]: PDS 15 May 1961 (*WR GIC A2/6 of 12 Jun 1961*)

Sandwich Road [EK]: *see comment under Richborough Castle Siding*

Sauchie General Siding: *see Alloa: Sauchie General Siding* [NB]:

Scarborough [NE] (Supp. 2): *add note: CDO from 6 Apr 1981 [coal was retained at Gallows Close siding, probably ceasing 6 Aug 1984]*

Seaforth & Litherland [LY]: add *

Selkirk [NB]: delete * and ** (*line retained only as far as Galashiels, Galafoot Scottish Gas Board Siding*)

Selsey [WS]: G to read **21** Jan 1935 (*West Sussex Gazette, 17 Jan 1935; no Sunday service*)

Settle Junction [Mid.]: G to read - (*Hand-book (1877) gives station accommodation as only P*)

Severn Beach [GW]: the * (and *WR GIC A2/57 of 24 Jun 1963*) recognises existence of new (ca. Apr 1962) PS for ICI Severnside, accessed from Severn Beach

Shawford [LSW]: name of G depot at clo. was Shawford for Twyford

Sheerness: Dockyard: PS (Sheerness Harbour Co.) clo. 7 Oct 1968 (*Div Mgr Beckenham letter RAS/34 of 30 Apr 1969*)

Sheerness: Sheerness-on-Sea: G 2 Jan 1922 (*contrary to the implication of the entry G traffic had been dealt with there – closure that date (when P service resumed after the war) confirmed by SECR advert in East Kent Gazette 24 Dec 1921, p.1*)

Sheffield: Park [GC]: specifically declared clo. “on and from **Saturday 1 Jun 1963**” (*WR GIC A2/55 of 20 May 1963*)

Sherburn House (1st station) [NE]: delete entry

Sherburn House (2nd station) [NE]: delete notation “(2nd station)”. *Comparison of available early OS plans show it was on the same site as the first station.*

Shield Row Siding [NE]: delete * (and **)

Shipley (2nd station) [Mid.] (Supp. 2): G RN Shipley **Town** Mar 1951 (*LMR Opg. Circ. 48 of 5 Apr 1951*)

Shipley Gate [Mid.]: G **30** Aug 1948 (present day convention would give clo date wef (Mon) 30 Aug 1948 (Sat was date of last train – *Ilkeston Pioneer* 27 Aug 1948 – and there was no booked Sun service anyway)

Shipston-on-Stour (1st station) [OWW]: G *not moved significantly (and it is questionable whether the P station moved to a degree worth recording)*

Shirebrook West [Mid.]: add * (*WR GIC A2/30 of 28 May 1962*)

Shotts Central [Cal.]: G RN Shotts Central – probably Sep 1952 as note **3169**

Shotts East [NB]: traffic had actually ceased ‘a few months before’ date of 17 Jun 1963 given in *WR GIC A2/56 of 10 Jun 1963*

SHREWSBURY: West [SM]: unstaffed, was erroneously shown with parcels in the *Hand-books* after P service withdrawn (so E date should be 6 Nov 1933) [**not** in 1960 public clo. poster, even though still in *Hand-Book* (1956) in error]

Shustoke [Mid.]: G **24** Jul 1961 * (*WR GIC A2/9 of 24 Jul 1961*)

Sidlesham [WS]: G **21** Jan 1935 (*West Sussex Gazette*, 17 Jan 1935; no Sunday service)

Silian Halt [GW]: G *by* Sep 1943 (*GWR GIC R.1534/627 of 20 Sep 1943* – “has been closed”); **siding physically removed Sun 7 Mar 1943 (GWR Oswestry district notice no.87, page 3 – RAIL 279/49) so clo G by that date.**

Slateford [Cal.]: delete * note

Slough (1st station) [GW]: G moved 25ch west – the letting of contract for this relocation (and for quadrupling to Taplow) reported 22 Jul 1882 (hence effective before or with passenger station remodelling in Sep 1884); delete NA

Slough (2nd station) [GW] (Supp. 2): * was retention not of PS but of use of yard for S to S for specified user (W Thomas scrap merchant). NCL private siding maintenance ceased 31 Dec 1975 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

Snatchwood Siding [GW]: “Snatchwood Siding goods depot will be closed on 1 Jun 1921” (*GWR GIC R.1534/7 of 25 May 1921*) – retained as public siding until 1963

Snowdon [NWNG/WH]: was **South Snowdon** at clo; G 31 May 1937 (*see also comment under Aberglaslyn*)

Sorbie [PPW Jt.]: delete * and **

Southampton Millbrook [LSW]: freight depot became Freightliner terminal

Southfleet [SEC]: subsequently gained PS for APCM (works clo 23 Jan 1976; siding clo. 26 Jan 1976)

South Howden [HB]: continued to forward timber traffic until end of Jul 1959

South Leigh [GW]: PS agreement terminated 30 Jun 1965 (*Track Layout diagrams (2nd. edn.), p. 27/24*)

SOUTHPORT: Birkdale Palace [CLC]: G source *LMR M1 WON in Clinker papers*

SOUTHPORT: Crossens [LY]: G specifically “on and from **Thu 30** Apr 1964” (*WR GIC A2/77 of 20 Apr 1964*)

SOUTHPORT: Kensington Road [LY]: was formerly Central, RN early 1913

SOUTHPORT: London Street [LY]: despite appearing as Chapel Street in 1904 *Hand-book*, G depot remained London Street until clo. early 1913 (*when activity transferred to former Central station site, under name Kensington Road - Railway & Travel Monthly Apr 1913, p.343 and Jun 1915, p.407*). Note **3220** does not apply to G activity.

SOUTHPORT: Lord Street [CLC]: G source *LMR M1 WON in Clinker papers*

South Witham [Mid.]: PS (*Pains Sidings, serving Stewarts & Lloyds Minerals Ltd Market Overton quarries and Buckminster Siding, access to BSC railway to – ultimately – High Dyke Junction*) clo. 24 Jul 1972 (*LMR Traffic Circ. 511*). In practice, all traffic (iron ore from Market Overton quarries) had moved via this connection and the BSC’s railway to High Dyke Junction (instead of via BR line to Saxby Junction) since ca. Apr 1966 (with a period out of use from Sep 1966 to 2 Oct 1967) and it ceased 3 Jan 1972. *See also Edmondthorpe & Wymondham.*

Spalding St. John’s [Mid.]: all coal traffic concentrated at Town 4 Jul 1966 – delete * and ** (*ER GM’s office York letter 2 Feb 1971 in Clinker papers*)

STAFFORD: Burley Fields & Doxey Siding [LNW]: closure due to loss of access by termination of lease of right of way (*Previous Register states this – why note now omitted?*)

Stanningley [GN]: suffix ‘for Farsley’ dropped 12 Jun 1961 (*WR GIC A2/5 of 29 May 1961*)

STAVELEY: Staveley Works [gc]: RN from Staveley Works for Barrow Hill 18 Jun 1951 (*LMR Opg.Circ.55 of 31 May 1951*)

Staward [NE]: despite dealing only with parcels and goods, was renamed Staward **Halt**, from Apr 1939 (*LMS Chief Comm Mgr circular no. 323 of 20 Apr 1939*)

Stalybridge [LY]: G 1 Jan 1936 (*GWR GIC R.1534/444 of 23 Dec 1935*) *Must have later reopened.*

Stirling Road [Cal.] – see Carluke: delete entry (*Stirling Road goods depot or Stirling Road Siding – next entry - had been known as Carluke when a passenger service operated between 1843 and 1853 by Wishaw & Coltness Rly (later Cal.); Carluke on the Cal. main line was not known as Stirling Road*)

Stirling Road Siding [Cal.]: was between Garriongill Jn and Morningside [Cal.] - shown under the latter in *Hand-book* (1956), although it also carried the suffix "(Newmains)" having been – until 1951 – under the Newmains Station Master. (*PS - albeit not latterly the Coltness Iron Works - remained operative beyond Clinker's "cut off" date until finally disappearing from the system ca. 2014*)

STOKE-ON-TRENT: Cliffe Vale [NS] entry (page 30) was also within the County Borough

STOKE-ON-TRENT: Etruria [NS]: delete reference to note **3962**; add: goods yard RO as PS or sole user for West Midlands Gas Board 19 Jun 1966 (*LMR WON WE2/25*). *Another source claims it was for Hall & Lewis & Co Wagon works*. Final clo. not recorded but connection removed 3 Nov 1985.

STOKE-ON-TRENT: Hanley (1st station) [NS]: G *not transferred to 2nd station*

STOKE-ON-TRENT: Hanley (2nd station) [NS]: Retained as NRCD parcels depot until clo 18 Jul 1970

STOKE-ON-TRENT: Hanley, York Street Wharf [NS]: G depot controlled by Waterloo Road box, latterly simply Waterloo Road (arguably should be integrated with Waterloo Road entry); *public* G almost certainly *actually* ceased 3 Jan 1966; thereafter sole user for Shell Mex & BP oil depot – previously Walkers Century Oils – until clo. (last train) 6 Jan 1969; delete * and **

STOKE-ON-TRENT: Newfields [NS] entry (page 100) was also within the County Borough

STOKE-ON-TRENT: Shelton Wharf [NS]: is not shown as a public goods depot in *Hand-book*

STOKE-ON-TRENT: Trentham Gardens [NS]: In 1945 the LMS Divisional Supt. of Operations, Crewe, advised Clinker that "Freight traffic has not operated on the ... branch." (*presumably since at least 1939 – and accounting for Clinker's G date?*) but *Jeuda, The North Staffordshire Railway in LMS Days, Vol. I p.82* records that a daily goods trip ran (with supplies for evacuated Ministry offices which were accommodated in the Park) until discontinued ca. 1947-8 (?winter 1947/8). Nevertheless, the location was **still** shown as G* (goods traffic in wagon loads - *perhaps as sole user, rather than as a public goods depot?*) in *Hand-Book* (1956) – until finally deleted by *WR GIC R.1534/986 of 3 Mar 1958* ("is now closed") and Leaflet L4 (Apr 1958). So it is not clear when public goods *actually* ceased – but the 1939 date is suspect.

STOKE-ON-TRENT: Tunstall [NS]: railborne activity ceased 3 Jan 1966

STOKE-ON-TRENT: Waterloo Road [NS]: G activity at this location shown under Hanley, York Street Wharf

Stonehouse Bristol Road [Mid.]: add cross-reference to note **3297** (*already among original notes*)

Stoneywood [Cal.]: insert new entry: see Denny

Stottesdon Halt & Siding [CMDP]: *see general comment under CMDP, above*

Stourbridge Basin [GW]: barging traffic transshipment facility at Stourbridge Town Goods depot

Stourbridge Town [GW]: add ** (*last loaded PS traffic ran 17 Sep 1965 and empties removed 30 Sep 1965 - Div Mgr, Birmingham letter WL5072 21 Jun 1966*). Note that G depot was not located adjacent to P station

STRATFORD-ON-AVON: Hatton branch terminus (at Birmingham Road) [GW]: delete * and ** (*PS were attached to later GW station, not this location (PRO Euston letter 13 Dec 1968)*)

STRATFORD-ON-AVON: Stratford on Avon [EWJ/SMJ]: last PS clo. March 1964 (Div Mgr, Birmingham letter HR78 7 Feb 1966)

Stretton [Mid.]: G RN Stretton **for Ashover** late 1960 (*WR GIC R.1534/1054 of 14 Nov 1960*)

Stroud [Mid.] (Supp. 2): Stroud **Wallbridge**; G 20 Jun 1966 (*original date of 1 Jun postponed: last train 17 Jun 1966*) (note **3322** not **3323**)

Stroud Central [GW] (Supp. 2): **Central** applied only for G (note **3323** not **3322**)

SUNDERLAND: North (or Wearmouth) Dock (goods depot) [NE]: insert new entry: G by Nov 1959 (*WR GIC R1534/1029 of 16 Nov 1959*)

Swanley [SEC]: G to read - (G depot was not moved to this new P site in 1939)

Swanley Junction [SEC]: G to read 16 May 1964** (G depot was not moved with P station in 1939 but was RN Swanley 16 Apr 1939 – *GWR GIC R.1534/525 of 17 Apr 1939*)

SWANSEA: East Dock [GW]: clo for coal (as **East Dock Mileage Yard**) 29 Aug 1964 (*WR GIC 152 of 25 May 1964*) – when clo G?

SWANSEA: Eastern Depot [GW]: insert new entry: clo for coal 4 Jul 1964 (*WR GIC 152 of 25 May 1964*) – when clo G?

SWANSEA: Felin Fran [GW]: insert new entry: CDO 28 Sep 1964; G 12 Jul 1965* (*Previous Edition*)

SWANSEA: High Street [GW]: insert new entry: NCL private siding closed by Sep 1975 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

SWANSEA: Llansamlet North (2nd station) [GW]: despite being previously shown as G without qualification, the 1925 *Hand-book* qualified this as: "Small packages only, dealt with at passenger platform"; the 1929 and 1956 editions showed merely P, but the 1938 edition showed: G§ "carted traffic only" (indicating no G activity at the station but that the area was served by road from elsewhere). It is questionable what the alleged 1926 closure really amounted to. *At that date the station was still simply Llansamlet [GW]*.

SWANSEA: Norton Road [SIT] entry (page 103) was also within the County Borough

SWANSEA: Riverside [RSB]: G **ca. Jul 1922** (*GWR GIC R.1534/48 of 3 Aug 1922 – already operative*)
Query: possibly same date 19 Jun 1922 as Cobre Yard?

SWANSEA: South Dock [GW]: Co. was **LNW**, not GW

SWANSEA: Wind Street (Burrows Lodge) [GW]: the P and G facilities were on separate sites (and arguably should be separate entries) – P on the high level line, G south thereof at ground level (*G was – as shown – one month later than Victoria and South Dock*)

Swindon [GW]: insert new entry: NCL vacated premises Apr 1980 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

Symonds Yat [GW]: according to *GWR Miscellaneous Instructions Governing the Conveyance of Merchandise and Live Stock Traffic*, dated 1 Sep 1930: “Only accommodation for small consignments which can be dealt with over the passenger platform. Truck loads to be labelled to Kerne Bridge, High Meadow or Slaughter Siding – Timber traffic chiefly dealt with but siding also has accommodation for mineral and S to S traffic generally when in truck loads.” Despite Symonds Yat being shown as G without qualification prior to 1924, the arrangements always seem to have been as described above. High Meadow or Slaughter Siding, about 70ch west of Symonds Yat platform, was disconnected 9 Jan 1955 (*WR K2/280 (WON) of 8-14 Jan 1955*); any remaining freight activity at the passenger station was withdrawn 5 Jan 1959 (*WR GIC R.1534/1007 of 22 Dec 1958*).

Taffs Well [TV]: G N Webb surmised that this was 1st station, and that P (but not G) moved Jun 1863

Talsarn Halt [GW]: G *by* Feb 1948. Initially handled small goods consignments (*see Hand-book e.g. 1938 edition*) but *WR GIC R/1534/729 of 2 Feb 1948* - "Closure of Stations: Talsarn to be deleted from Merchandise Rate Books" indicates that had ceased by then.

TALYLLYN: Talyllyn Jn [BM]: G activity was at north end of triangle, with MW; P at west end

Talywain [GW]: G **by Aug 1961** * (*WR GIC A2/11 of 28 Aug 1961 “...is only open for PS traffic”*)

Tannadice [Cal.]: PDS 4 Apr 1955 (*WR GIC R.1534/910 of 7 Mar 1955*)

Tarset [NB]: PDS 19 Sep 1955 (*WR GIC R.1534/924 of 19 Sep 1955*)

Taunton [GW]: insert new entry: NCL private siding “no longer required” from 25 Oct 1979 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

Tavistock South [GW]: G RN from Tavistock by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949 – “have been renamed”*)

TEESSIDE: Eston [NE] (first entry, *located at Eston Jn*): *it is not clear whether there was a goods depot here prior to 1 Mar 1882 (while still known as South Bank); if so, it transferred to South Bank (2nd station) that date (RCH Distance Books amendment), whereupon this location RV to Eston*

TEESSIDE: **Portrack Lane Siding [NE]: arguably should read [Clar.];**

TEESSIDE: South Bank [NE]: to read: South Bank (2nd station)

TEESSIDE: **Stockton [Clar.]: site became Norton Road, later North Shore, Goods depot, q.v. for G clo.**

TEESSIDE: **Stockton, Clarence Road Coal Depot [NE]: arguably should read [Clar.] and delete “Road” (this error appeared repeatedly in Sectional Appendices – depot was named after the railway as there is no such road in the locality); although not shown as public G depot in Hand-book of Stations it was, in effect, PDS CDO (located on opposite side of Norton Road from North Shore G depot).**

TEESSIDE: **Stockton, North Shore [NE]: arguably should read [Clar.]; site of original Clarence station in Stockton.**

Thornhill [GSW]: UPS 11 Sep 1961 (*WR GIC A2/13 of 25 Sep 1961*)

Thornton Dale [NE]: 10 Aug 1964 was official date of closure, but last revenue train had been 25 Jan 1963 apart from a trial train on 27 May 1963. (*undated note of 1965 from D S M Barrie (sometime General Manager, BR ER, York)*)

Thorntonhall [Cal.]: G date 1 Jul 1961 – a Saturday – specifically stated (“on and from”) by *WR GIC A2/8 of 10 Jul 1961*)

Three Cocks Junction [Cam.]: RN suffix ‘Junction’ added **by April 1959** (*Hand-book leaflet L.7 of Apr 1959*)

Three Horse Shoes Siding [NE]: G to read *by* Sep 1958 (*WR GIC R1534/1000 of 15 Sep 1958 – “is now closed”*)

Three Mile Station [ELB]: insert new entry: G mid Jul 1856 (temporary goods depot, clo. on op. of complete line to Little Bytham (Pearson & Ruddock *Lord Willoughby’s Railway – The Edenham branch* (1986), pp.45 and 56))

Thrumster [High.]: 1 Apr 1944 was date of last train so effective date to read **3 Apr 1944**; add note **2655**

Tibbermuir [Cal.]: at G clo was Tibbermuir **Siding** (*WR GIC R.1534/935 of 5 Mar 1956*)

Tidworth [MSWJ]: from 25 (*sic*) Nov 1955 War Department moved their own freight traffic between Ludgershall and Tidworth (*WR GIC R.1534/929 of 28 Nov 1955*)

Tilbury Riverside [LTS]: insert new entry: G 6 May 1968 * (H V Borley *Chronology of London Railways*, p. 86 – Rugby Cement PS remained until 28 Mar 1991). Location used as tranship point for road shuttle after direct movements of wagons to ship-side withdrawn 28 Jul 1969 (Peter Kay *The London Tilbury & Southend Railway*, Vol. 5, p. 407). *Site became Tilbury International Rail Freight Terminal 1 Oct 1997.*

Tilbury Town [LTS]: insert new entry: G ca. 1962 (Peter Kay *The London Tilbury & Southend Railway*, Vol. 5, pp. 382-4). RN from Tilbury Docks to Tilbury Town for Tilbury Docks' 1 Oct 1934 (*LMS PCC no. 104*); suffix "for Tilbury Docks" deleted ca. 1958.

Tilbury Marine [LMS]: ownership to read PLA. *It is questionable whether this location should appear as it served only for transfer of passengers and goods between rail and ship. After P closure, it continued to function (as "Berths 28 and 29") for goods - in the same way as did all other dock berths - until withdrawal of rail movements to ship-side from 28 Jul 1969 (arguably the G date) (vide Peter Kay The London Tilbury & Southend Railway, Vol. 5, pp.407, 410)*

Torksey [GC]: PS opened by Dec 1970 (*WR GIC 302 of 7 Dec 1970*)

Trawsfynydd [GW]: *see comment under Blaenau Ffestiniog Central*

Tregaron [GW]: at 16 Mar 1964 "...will remain for warehouse traffic of existing tenants only." (*WR GIC A2/73 of 17 Feb 1964*) and *Hand-book* amended (*same GIC*) to read: G‡ = Warehouse traffic only – *presume worked as NRCD (c.f. Brecon Watton)*

Trewythan [Van/Cam.]: shown merely as siding, rather than G depot, in 1904 *Hand-book*

Trimdon [NE]: PS clo 7 Jan 1969

Trimingham [NS Jt.]: G confirmed as **Tue 7 Apr 1953** (*ER Comm Circ 61-15 of Apr 1953*)

Trimsaran Road [PBVG]: company to read **BPGV**

TROON: 1st station [GSW]: G *not transferred to 2nd station*

TROON: Town [GSW]: delete entry – see Troon: 1st station

TRURO: Newham [GW]: NCL warehouse surrendered to BR 31 Dec 1972 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

Trusham [GW]: track in station (i.e. beyond Crockham Siding) actually lifted 10 Feb 1965 (so G must be "official" rather than actual date)

Tryfan Junction [NWNG/WH]: G 31 May 1937 (*see also comment under Aberglaslyn*). Siding removed by 1900 (no traffic recorded in 1919, which is not surprising for a site serving principally as a junction) and unstaffed by 1922 – so not likely to actually have still been any G traffic at line's closure!

Tumble [LMM]: insert new entry: G *by 25 Mar 1957** (*WR GIC R1534/962 of 25 Mar 1957*) (~~*note 8*~~) (~~*still in Hand-book at 1962 but not shown as clo with Cross Hands on 5 Aug 1963 as might have been expected*~~)

Tyddyn Gwyn [GW]: *Hand-book* 1877 and 1883 show G - presume clo 10 Sep 1883

Tytherington [Mid.]: the * (and *WR GIC A2/57 of 24 Jun 1963*) recognises existence of PS there – although shown in *Hand-book* (1956) under Thornbury

Tywyn [Cam.]: G – date not recorded – *possibly May 1980 with embargo on locomotives over Barmouth bridge which resulted in withdrawal of freight services north thereof (for which official date declared as Fri 13 May 1983); yard last used 20 May 1984 to unload Talylyn Rly loco. no. 3 after national tour; connections removed 8 June 1985; RN from Towyn 5 May 1975.*

Uddingston East [NB]: G date – a Tuesday – specifically confirmed by *WR GIC A2/7 of 26 Jun 1961*

Ulster [High.]: 1 Apr 1944 was date of last train so effective date to read **3 Apr 1944**

Usk [GW]: PS (later clo.) was Glascoed ROF

Usworth [NE]: delete * and ** (*WR GIC R1534/1023 of 24 Aug 1959*)

Uxbridge Vine Street [GW]: activity after G date was parcels traffic

Victory (Allerford Siding) [GW]: Victory Siding/Allerford Siding was subsidiary of Norton Fitzwarren

Wadebridge [LSW] (Supp.1): G **4 Sep 1978** (2 Sep was a Saturday)

Waenfawr [NWNG/WH]: G 31 May 1937 (*see also comment under Aberglaslyn*)

WAKEFIELD: Wakefield Westgate [GC-Mid Jt]: insert - in P column. CDO and sole user from 2 Mar 1964 (*WR GIC A2/74 of 2 Mar 1964*)

Waltham-on-the-Wold [GN]: delete * and ** (all G activity finished 4 May 1964, *despite erroneous Comm. Circ.*)

Warmsworth [MS&L/GC]: suffix "North" added 1 July 1923 (*RCH Goods Mgrs' Conf min 8366 – RAIL1080/189*) – *although appeared as Warmsworth Lime Siding (LNE) in 1938 Hand-book, "for Siding Traffic only"*

Warmsworth [HB-GC Jt]: suffix "South" added 1 July 1923 (*RCH Goods Mgrs' Conf min 8366 – RAIL1080/189*) – *although no suffix appeared in 1938 Hand-book.*

Warthill [SH Lt.]: G **1 Jul 1932** (*GWR GIC R.1534/358 of 4 Jul 1932*)

Washingboro' [GN]: should read **Washingborough**

Wassand [NE]: was PDS at G clo. (*WR GIC R1534/1053 of 31 Oct 1960*)

Watchet [GW]: CDO 6 Jul 1964; G 31 Aug 1964 (note **5074** below)

Wath-in-Nidderdale [Nidd]: *see comment under Lofthouse-in-Nidderdale*

Wath North *and* Wath-on-Dearne [Mid.]: G is a single location: Wath RN Wath & Bolton 1 **May** 1850 (*public t.t.*), RN Wath-on-Dearne 1 **May** 1914 (*RCH amendment leaflet*), reduced to siding traffic only 1 Oct 1941, RN Wath North 25 Sep 1950 (*ScR circ. FK22/29 of 1 Sep 1950*), sidings clo Oct 1978 (*Gough, Midland Railway*)

Watnall [Mid.]: CDO 15 Oct 1917 (*RCH Supplementary Notice no. 2 (Apr 1918)*). At 1954 referred to as **Watnall Public Wharf** (*ER Comm Circ 72-5 of Mar 1954*)

Watton-at-Stone [GN]: ‘-at-Stone’ suffix added by *RCH distance advice No. 4/1 of 23 Feb 1925*

Wellington (Som.) [GW]: CDO 6 Jul 1964; G 3 Aug 1964 (note **5074** below)

Wemyss Bay [GSW]: to read [Cal]

Wern, Canal Siding [PSNW]: insert new entry: G *by* 1880; an interchange siding with the canal existed here (shown on 1887 OS but subsequently removed); unlikely to have RO as the Cambrian would have no need of it and alignment severed by 1896 curve to Llanfyllin branch

Wern Las [SM]: G 2 May 1949 [*the passenger halt and the later public siding were sometimes regarded as separate entities so care needs to be taken with “evidence”*]. Location – not specifying halt, siding or both - proposed for closure by BR letter 10 Feb 1949 (Mike Christensen, *The Shropshire and Montgomeryshire Light Railway under Military Control 1941 – 1960*, Lightmoor Press (2nd ed. 2011), p.133) – effected 2 May 1949. **Halt** handled milk in churns – categorised as freight by coaching train (as illustrated, during WD operational period – *ibid.*, p.121) but moved by freight train. **Siding** lifted during 1955. **Both** erroneously appeared in *Hand-book* (1956) - belatedly deleted by amendment leaflet L.7 (Apr 1959) for siding and leaflet L.10 (May 1960) for halt]

Wern Siding [Cam.]: (near Portmadoc/Porthmadog): G **15** Jul 1957 (*Dist Tfc Supt Oswestry letter SW7140 of 12 Jun 1958 in Clinker papers*). *Reputedly not in use “for a considerable period” prior to this.*

West Malling [SEC]: after 16 May 1964 retained as sole user CDO (*WR GIC A2/78 of 4 May 1964*)

WEST MIDLANDS: Birmingham: Curzon Street [LNW]: G was for *wagon load* traffic (apart from Tunnel Portland cement PS) but terminal remained fully active with sundries (less-than-wagon load) and parcels traffic for many more years (although eventually clo. and site cleared).

WEST MIDLANDS: Birmingham: Granville Street [Mid.]: some mineral activity continued after P clo – possibly until 10 Apr 1886. (*Gough, Midland Railway*)

WEST MIDLANDS: Birmingham: Hagley Road [LNW]: G is “actual” date – official date 4 May 1964 (*Previous Register – why omitted?*)

WEST MIDLANDS: Birmingham: Harborne [LNW]: G is “actual” date – official date 4 May 1964 (*Previous Register – why omitted?*)

WEST MIDLANDS: Camp Hill (1st station) [BG/Mid.]: G *not transferred to 2nd station*. RO-G 1968 (*WR GIC 181*). Yard used for Christmas mail traffic until Dec 1970; all sidings in the former goods shed removed 26 Jun 1971. Need final G date.

WEST MIDLANDS: Chester Road (Goods) [LNW]: in practice, freight train service to this location was withdrawn with the introduction of the regular-interval d.m.u. service on the line 5 Mar 1956 (*comparison wtt RAIL 912/105 with next issue wtt RAIL 912/115*). However, Clinker stated (letter 2 Apr 1963): “The date shown in the *Register* has been confirmed by the [LM] Region with the additional information that the last inwards traffic arrived three days after closure (*in Nov 1958*). They tell me they know of no connection between this closure and introduction of the diesel service in 1956.”

WEST MIDLANDS: Darlaston [LNW] (1st entry): this was P sta. on Wednesbury branch

WEST MIDLANDS: Darlaston [LNW] (2nd entry): this was P sta. on GJ main line; G to read -

WEST MIDLANDS: Darlaston [LNW] (3rd entry): insert new entry: G 4 Oct 1965 ** (*located at Darlaston Green box – not adjacent to either Darlaston P station; no renaming applicable*) At Oct 1863 (*when Darlaston Green P station was renamed James Bridge*), the G depot retained the name Darlaston Green [LNW Circular. no. 500]; it had become plain Darlaston by 1904 *Hand-book*

WEST MIDLANDS: Deepfields & Coseley [LNW]: is P only station which replaced Deepfields (1st station)

WEST MIDLANDS: Dudley: Castle [GW]: after 1 Aug 1966 remained open for Elders & Fyffes banana traffic as sole user

WEST MIDLANDS: Dudley: Dudley Town [LNW]: suffix ‘Town’ added 19 Jul 1950 (BR District PR & Publicity Rep letter of 26 Mar 1954 in Clinker papers)

WEST MIDLANDS: Dudley [Mid.]: insert new entry: G 1 Jul 1910 (*Gough, Midland Railway*) *Note: no P activity*

WEST MIDLANDS: Four Oaks [LNW]: CDO 10 Aug 1964 [*WR GIC A2/83 of 20 Jul 1964*]

WEST MIDLANDS: Great Bridge [Mid]: insert new entry: G 1 Jul 1910 (*Gough, Midland Railway*) *Note: no P activity*

WEST MIDLANDS: Langley Green (1st station) [GW]: G *not transferred to 2nd station*

- WEST MIDLANDS: Oldbury [LNW]: insert new entry: G **full-loads yard** renamed Oldbury Steel Depot ca. 1969 and clo 3 Nov 1975 [G **sundries shed** leased to NCL 31 Dec 1968 and clo **by** Dec 1978 (when lease sold to Bromford Iron & Steel Co Ltd) *[information privately from Mike Hollick from files at Sandwell Archives]*. P sta RN from Oldbury & Bromford Lane 6 May 1968 but similar renaming of **goods depot** not promulgated until Jun 1969 (*WR GIC 228 of 2 Jun 1969*)
- WEST MIDLANDS: Perry Barr [LNW]: insert new entry: G 1 Mar 1950 (*ScR Commercial Circular FK6 of 12 May 1950*). This location – which originated as a private siding coal landsale wharf - handled other goods traffic for LNW and its successors; it later reopened, but solely as a straightforward private siding.
- WEST MIDLANDS: Small Heath Mileage Depot [GW]: insert new entry: G 6 Jul 1964 except for empties, brick, timber and coal (*WR GIC A2/83 of 20 Jul 1964*)
- WEST MIDLANDS: Stechford (1st station) [LNW]: G *not transferred to 2nd station*
- WEST MIDLANDS: Stechford (2nd station) [LNW]: after 1964 was CDO plus sole user for Cartwright's timber traffic
- WEST MIDLANDS: Sutton Park [Mid.]: still open for GPO traffic in trainloads at Feb 1966 (Div Mgr, Birmingham, HR78, 3 Feb 1966). However, a subsequent letter from the LMR (ref 58.29.2F/FC, 6 Jan 1970) stated that goods yard had RO in Nov 1969 (thus implying that the trainload mail traffic had ceased at some earlier date) for dealing with wagon loads of empty mail bags from the GPO. It seems, therefore, that two closure dates are required: (1) for the trainload mail movements, after 1966 but before 1969; (2) for the wagonload movements, after 1970. *Traffic by rail for the GPO reportedly ceased during 1987.*
- WEST MIDLANDS: Wednesbury Town [LNW]: G depot moved (to site alongside new Darlaston branch) during 1863 (*Staffordshire Advertiser 14 Apr 1863*)
- WEST MIDLANDS: Wednesbury [Mid.]: insert new entry: G 1 Jul 1910 (*Gough, Midland Railway*)
Note: no P activity
- WEST MIDLANDS: Winson Green [GW]: delete * and ** (there was no PS at Winson Green - *Hand-book* (1956)). *Clinker seems to have misinterpreted the WR GIC 343 of 18 Oct 1971 instructions regarding the Cement Marketing Co.'s PS which was at Handsworth & Smethwick (Queen's Head) and which transferred to control of Wednesbury Central. Sidings were retained at Winson Green – but only for BR engineer's use, not for public revenue traffic.*
- WEST MIDLANDS: Wolverhampton Low Level [GW]: note **4216** below (*ignore Supp. 1*)
- WEST MIDLANDS: Wolverhampton Monmore Green Sidings [GW]: insert new entry: G *by* Mar 1966 (*subsumed with remodelling of Walsall St Goods depot as part of Wolverhampton New Depot - shown as "forthwith" in LMR Tfc. Circ. 205-3 dated 25 Mar 1966*)
- WEST MIDLANDS: Wolverhampton Walsall St Basin (Shrubbery Basin) Goods [GW]: insert new entry: G *by* Mar 1966 (*eliminated with remodelling of Walsall St Goods depot as Wolverhampton New Depot - shown as "forthwith" in LMR Tfc. Circ. 205-3 dated 25 Mar 1966*)
- West Moors [LSW]: "for Ferndown" added 1 Jan 1938 (*GWR GIC R.1534/494 of 10 Jan 1938* and also LMS PCC no. 260)
- Weston & Ingstre [NS]: G **by Aug** 1963 (*WR GIC A2/60 of 12 Aug 1963 – "is now closed"*)
- West Stanley [NE]: in addition to supervision of Shield Row PDS (q.v.), West Stanley remained open for parcels and miscellaneous traffic until clo 11 Sep 1961 (*contemporary WR GIC*)
- Westwood (2nd station) [GC]: G clo date given in ER Comm Circ 30-10 of Aug 1950 (*sic*) as having been **27** Oct 1940 (*sic*) – but that was a Sunday – hence here given as **28** Oct 1940. However, that 1950 circular adds that "...the siding at Westwood, used for reception of rubbish for tipping, remained open. This siding has ceased to be used and no traffic will in future be invoiced or labelled thereto." *Note specially reference to invoicing which implies this had been revenue – rather than free-haul – traffic, perhaps on a sole user basis.*
- Wheatsheaf [GW]: insert new entry: G ?? (abandonment of branch to depot authorised 30 Nov 1950; deleted from Hand-book of Stations by leaflet L? of ??). Note: a 'Junction' suffix added in Hand-book of Stations by 1895 but depot itself was in locality known as Wheatsheaf or Gwersyllt (near Wrexham), not at Wheatsheaf Junction.**
- Whifflet: 2nd station [NB]: Whifflet **East Goods** at clo (note **3705**)
- Whitby (1st station) [YNM]: G *not transferred to 2nd station* RN Whitby **Town** 30 Sep 1951 (*LMR Comm. Circ. 70 of 21 Sep 1951 and Railway Gazette 7 Sep 1951*)
- Whitchurch (Hants.) [GW]: should read Whitchurch **Town**
- WHITEHAVEN: station [LNW]: G 3 Dec 1855 (note **3727** below)
- WHITEHAVEN: Newtown [WFJ]: for G date see Whitehaven: Preston Street (note **4225**)
- White Sike Junction [SH Lt.]: G **1 Jul** 1932 (*GWR GIC R.1534/358 of 4 Jul 1932*). *Actually White Sike Siding, despite what Hand-book (and Clinker) said*
- Whithorn [PPW Jt.]: delete * and ** (*Station Master Newton Stewart letter SM3889 of 22 Mar 1965*)
- Whittrigg [Cal.]: did not clo. 1917-1919 (*The True Line no. 17 May 1987*); Cal. Rly min of 23 Aug 1921 has GM reporting that line "already closed on account of condition of viaduct" (P had ceased 20 May 1921 due miner's strike and never resumed). It looks very much as though

(a) we don't know when goods ceased (possibly 20 May, possibly later) but it was **by** 23 Aug 1921, and (b) that the Aug meeting authorised permanent clo with "official" date of 1 Sep 1921 (*GWR GIC R.1534/15 of 27 Sep 1921*)

WHITSTABLE: Harbour [SEC]: 1 Mar 1953 was a Sunday, so w.e.f. date G **2** Mar 1953

WHITSTABLE: Town (1st station) [SEC]: G *not transferred to 2nd station*

Whittington, High Level [Cam.]: G closure confirmed by *GWR GIC R.1534/488 of 11 Oct 1937* - "*has been removed*"

Whitwell Halt & Goods [IWC]: G 1 Jul 1941 (as in note 3744 - confirmed by *GWR GIC R.1534/576 of 11 Aug 1941*)

Whitwell & Reepham [MGN]: G 2 Mar 1959, then RO(G) - Nov 1959 (*WR GICs R1534/1012 of 2 Mar 1959 and R1534/1030 of 30 Nov 1959* - "*forthwith*")

WIDNES: Dock [LNW]: insert new entry: G *by* Sep 1949 (*WR GIC R.1534/710 of 3 Oct 1949* - "*closing of station - to be deleted from Rate Books*"

WIDNES: Tanhouse Lane [GC-Mid Jt]: Widnes Goods CDO 1 Feb 1936 (*GWR GIC R.1534/447 of 3 Feb 1936*); RN Widnes Tanhouse Lane Goods *by* Oct 1949 (*WR GIC R.1534/770 of 3 Oct 1949*)

Wigston South [Mid.]: line south of Wigston Central Junction lifted by August 1965 so G must be earlier than shown (*presumably represents "official" date*); delete * and **

Williton [GW]: CDO 6 Jul 1964; G 31 Aug 1964 (note **5074** below)

Wilsontown [Cal.]: * and ** represented *only* NCB bringing redundant equipment from colliery, and ceased before line taken out of use 30 March 1965

Wilton North [GW]: G RN *by* Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949* - "*have been renamed*")

Windermere [LNW]: delete reference to note **3962**; add: PDS 10 Oct 1966

Windermere Lakeside [Fur.]: Lake Side was rendered as two words and had not been prefixed "Windermere" in public timetables since *at least* 1938 (despite what *Hand-book* and timetable *index* sometimes showed).

Wingham, Canterbury Road [EK]: **BR closure poster (displayed at Col Stephens Museum, Tenterden) states: "The East Kent Light Railway will be closed on and from 1st March 1951 from Wingham (Canterbury Road) The following stations are involved: Wingham (Canterbury Road)," (note parentheses in both cases)**

Wingham Town [EK]: retained as parcels depot until clo 1 Mar 1951 (*ScR Comm. Circ. FK47/14; deleted prematurely from Hand-book*) (note **5** applied)

Winsford [LNW]: insert new entry: an amendment to RCH Distance Books stated that Winsford clo. G 1 Jun 1882 (*with opening same date of Over & Wharton*) but a G depot was still shown in *Hand-book* (1904) so the alteration was either in error, or later rescinded.

Withcall [GN]: *WR GIC R1534/948 of 10 Sep 1956* gives clo as 15 Sep - *presume w.e.f. Mon 17 Sep*

Witley [LSW]: RN from Witley & Chiddingfold to Witley for Chiddingfold advised as "have been altered" in *GCR Special traffic arrangements and engineering works* notice N&ED No. 111 for w/e 16 Nov 1912.

Witney (1st station) [GW]: G *not transferred to 2nd station* (*BR WR records* and Stanley C Jenkins, *The Witney & East Gloucestershire Railway (Fairford Branch)*, Oakwood Press, 1975, pp. 37/8). Last freight (7 empty wagons plus 1 loaded) left at 1030 on 3 Nov 1970 by D6332.

Witney (2nd station) [GW]: G *not transferred from 1st station*; retained as parcels depot until clo. 24 May 1965 (*from that date parcels collected & delivered traffic transferred to Oxford and parcels station-to-station traffic transferred to 1st station*) (*BR WR records* and Stanley C Jenkins, *The Witney & East Gloucestershire Railway (Fairford Branch)*, Oakwood Press, 1975, pp.37/8)

Wiveliscombe [GW]: CDO 6 Jul 1964; G 3 Aug 1964 (note **5074** below)

Woburn Sands [LNW]: clo for coal 22 May 1967 (*LMR Traf.Circ. 256 of 21 Apr 1967*) - *when did general merchandise cease?*

Wolf's Castle Halt [GW]: according to *GWR Miscellaneous Instructions Governing the Conveyance of Merchandise and Live Stock Traffic*, dated 1 Sep 1930: "This place is now utilised for forwarding and receiving small consignments for the district. Full loads to Mathry Road." - G date not known

Woodkirk [GN]: clo. of station from 25 Sep 1939 had been announced in e.g. *Yorkshire Evening Post* of 12 Aug 1939 but info from G J Aston (letter 17 Nov 1940 precis in Clinker papers) gave clo of Batley - Tingley line (and hence this station) *at least for P* as emergency tt **11** Sep 1939 (*it has not proven possible to verify this from local press*). *GWR GIC R.1534/535 of 2 Oct 1939* gave date as G* 25 Sep 1939

Woodville (1st station) [Mid.]: delete P date (*P service was always at 2nd station*); G *not transferred to 2nd station; no PS retained beyond this date - nearest was Church Gresley Colliery*; note **4357** below

Wookey [GW]: *WR GIC A2/56 of 10 Jun 1963* overlooked remaining PS

Wootton Bassett Road [GW]: was spelled Wootton Basset Road in contemporary GWR advertising (e.g. *Times* of 12 Dec 1840 **and GWR contemporary minute books**). It is questionable

whether temporary facility ~~ever dealt with G (other than parcels), and whether it~~ survived until the date shown because [London] *Sun* 9 Jul 1841, in a long piece describing the whole line which lists all the intermediate stations, gives simply Wootton Bassett (*sic*) station – not Wootton Bassett Road. From this I adduce that the permanent station had been opened by at least that date (albeit not as early as 31 May 1841 opening of line). **No evidence traced in GWR minute books.**

Wreay [LNW]: G Aug 1943 (*GWR GIC R.1534/624 of 9 Aug 1943* – “has been closed”)

Wrenbury [LNW]: PS clo. by Apr 1969 (*WR GIC 224 of 28 Apr 1969*)

WREXHAM: Exchange [WMCQ]: insert new entry: G 1 Mar 1888 (*G transferred to Central*) (*RCH Distance Book amendment*)

WREXHAM: Rhosddu [WMCQ]: insert new entry: G 1 Mar 1888 (*Wrexham Advertiser, 18 Feb 1888*). Note that this was **not** at the site of the later Rhosddu Halt, but became the locomotive works, having been replaced the same day by the goods depot at Wrexham Central.

WREXHAM: Watery Road [GW]: insert new entry: G (PDS/CDO) 6 Feb 1984 (*Branch Line News 491 item 20B* – siding put out of use – although BR monthly list of projected goods closures gave Mar 1984)

Wykeham [ME] to read Wykeham [NE]

YEOVIL: Hendford [GW]: NRCD 9 Oct 1967 (cessation date not known) (note **3853** below)

Ynysddu Lower [LNW]: G 1 Dec **1937** (*GWR GIC 491 of 22 Nov 1937 and LMS advert in Western Mail 25 Nov 1937*)

Ynysfor [WH]: G 31 May 1937 (*see also comment under Aberglaslyn*)

Yoker High [NB]: delete * (*WR GIC A2/72 of 3 Feb 1964*) unless later amended

YORK: (2nd station) [NE]: new G depot op. 22 Sep 1877 (*according to RCH Distance Books amendment* – a date of 25 Jun 1877 was given for the new P station) – so this presumably represents G date for 2nd station

YORK: Layerthorpe [DV] (Supp. 2): G 3 Sep 1979 * (*BR PS records*) (note **4478** below)

YORK: Leeman Road [NE]: only full-load traffic ceased 3 Apr 1972, the depot thereafter being retained for NCL sundries traffic (*ER RHQ letter 23 Oct 1972 in Clinker papers*)

Ystalyfera [Mid.]: TC(G) ca. May 1922 (*GWR GIC R.1534/42 of 3 Jun 1922* – already operative)

Western Region 1951 renamings: the following **goods** depots were shown as “have been renamed” (by addition of the suffixes) in BR Opg. Circ. 52 of 3 May 1951 – but the instruction was “hereby cancelled” in Opg. Circ. 54 of 24 May 1951:

Gloucester ex-Mid. → Eastgate;

Gloucester ex-GW → Central;

Stonehouse ex-Mid. → Bristol Road;

Stonehouse ex-GW → Burdett Road;

Blaenau Festiniog ex-LNW → North;

Blaenau Festiniog ex-GW → Central;

Stroud ex-Mid. → Wallbridge;

Stroud ex GW → Central;

Launceston ex-LSW → South;

Launceston ex-GW → North.

However, each change did eventually come into effect at a later date. Gloucester and Stonehouse changes all confirmed *post hoc* by *LMR Comm. Circ. 73 of 12 Oct 1951* – which would tend to validate date of 17 Sep 1951 (start of winter timetable).

Notes

- 4** does not necessarily mean that the place formerly handled traffic other than coal, nor is it applied to every qualifying location
- 5** **To read:** Handled parcels **and miscellaneous** traffic only at final closure (*at some locations this may have included livestock and horseboxes until 1 January 1963 when remaining facilities for livestock traffic were generally withdrawn*)
- 22** **Abbey Junction** [Cal]: did not clo. 1917-1919 (*The True Line no. 17 May 1987*); PC(G) **1 Sep** 1921 (*RCH GMs' Conf mins* – *RAIL 1005/280* - and *GWR GIC R.1534/15 of 27 Sep 1921*); RO(G) date given as **22 May** 1922 in *Previous Register* (and would be same as for Bromfield (note **584**)).
- 24** **Abbots Ripton** [GN]: SA was from **Abbotts** Ripton to **Abbots** Ripton (*RCH distance advice No.69/9 of 11 Jan 1939*) (no date cited)
- 35** **Aberchaldar** [High/NB]: *Previous Register* explained “discrepancy” between P and E dates (but no G date) as: “Handled parcels traffic only until FC” - so add note **5**
- 39** **Aberdare Low Level** [GW]: *Previous Register* added: “Supervision transferred to High Level station 3 Aug 1964”
- 49** **Aberdovey (1st station)** [Cam.] (Supp. 1): add: **RO (as Aberdovey Harbour)** 1 Apr 1885 (*RCH Distance Book amendment*)

- 50 **Aberdovey (2nd station)** [Cam.] (Supp. 1): only acted as principal G depot from 1867 (clo of 1st station) to 1 Apr 1885 (thereafter G dealt with at Aberdovey Harbour goods)
- 53 **Aberffrwd, Capel Bangor, Devil's Bridge, Nantyrnon and Rhiwfron** [Cam.]: Vale of Rheidol Light Railway (shown with Cam. ownership). All (revenue) goods service was to be withdrawn from 1 Jan 1931 according to GWR Traffic Committee minute of 27 Nov 1930 (RAIL 250/356, p.166). However, despite this and the line being closed each winter from that date (and from 25 Sep 1939 for duration of World War 2, until RO each summer from 23 Jul 1945) the stations continued – at least nominally – to be open for goods traffic (for example, see GWR advert in *Welsh Gazette* 22 June 1933, p.1). They continued to appear as goods depots down to the 1956 *Hand-book of Stations*. Eventually, they all appeared in the list (reproduced in *Branch Line News* no.9 dated 13 May 1964) of closures for June 1964, with their final formal closure being effected from 1 June 1964 – the date given by Clinker. This notwithstanding other authors proclaiming various different dates from 1927 onwards.
- 92 **Alexandria** [DB Jt.]: RN advised by *WR GIC A2/31 of 18 Jun 1962* (“have been renamed”)
- 103 **Almeley** [GW]: 1917 clo. is from GWR War Reports of the General Manager (a printed, bound volume, issued privately by GWR) page 127
- 131 **Annan (Shawhill)** [Cal.]: did not clo. 1917-1919 (*The True Line* no. 17 May 1987)
- 140 **Appleby East** [NE]: 1952 RN advice in BR Comm. Circ.119 of 26 Sep 1952 implied it applied to both P and G
- 146 **Ardingly** [LBSC]: reopening as PS for Roads Reconstruction Ltd advised by *WR GIC A2/60 of 12 Aug 1963* – “now apply”
- 147 **Ardley** [GW]: CDO withdrawn 7 Sep 1964, thereafter ‘sole trader’ (quasi PS) (*WR GIC A2/79 and /85 of 25 May and 24 Aug 1964*)
- 152 **Arkleby** [MC]: G deleted from *Hand-book* between 1900 and 1904
- 177 **ASHTON-UNDER-LYNE: Charlestown** [LY]: add: G 17 May 1937 (*GWR GIC R.1534/479 of 31 May 1937* said “closed for dealing with merchandise traffic” so maybe retained until 1961 as CDO)
- 189 **Attenborough** [Mid.]: 1937 RN date come from LMS circulars (*other railways’ circulars may show slightly different dates and should be discounted*)
- 192 **Auchterarder** [Cal.]: UPS **1 Jan** 1962 (*WR GIC A2/19 of 18 Dec 1961*)
- 202 **Delete note**
- 208 **Ayot** [GN]: spelling altered from AYOTT to AYOT from Apr 1878, so all subsequent references in this note 208 should use latter spelling
- 212 **Backney Halt & Siding** [GW]: line between Fawley and Ross-on-Wye clo because of collapse of Strangford viaduct 28 Mar 1947, RO 13 Oct 1947; Backney Siding *believed* out of use during that period
- 214 **Bacton** [GW]: source of 1915 G clo date was *GWR Bristol Div Annual report for 1915*
- 244 **(various locations)**: this note means that ‘Co.’ designation changed from KB to NB from 1 Feb 1935
- 260 **Barnham (Sussex)** [LBSC]: RN given as effective **14 Feb 1931** (*RCH distance advice No. 40/5 of 13 Apr 1932*)
- 265 **Barnstaple Victoria Road** [GW]: 1949 RN – date questioned: G RN by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949* – “have been renamed”)
- 320 **Beechburn** [NE]: delete reference to RN
- 335 **Bentham Low** [NW/Mid.]: Low Bentham in *Hand-book* (1877)
- 352 **Bexhill West** [SEC]: G 1917 RO date is from *RCH Supplementary Notice no. 2 (Apr 1918)*
- 354 **Bicester North** [GW]: 1949 RN – date questioned: G RN by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949* – “have been renamed”)
- 391 **Blackhall** [NB]: G deleted from *Hand-book* between 1900 and 1904
- 404 **BLAENAU FESTINIOG: Central** [GW]: RN from Blaenau 1 Jul 1883 (*i.e. before regauging*) (*GWR GM’s Circ 818, 25 Jun 1883*)
- 406 **Blaenavon** [LNW]: G suffix ‘High Level’ added **ca. Jan** 1950 (*WR GIC R.1534/778 of 30 Jan 1950* – “have been renamed”)
- 429 **Bodmin General** [GW]: 1949 RN – date questioned: G RN by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949* – “have been renamed”)
- 430 **Bodmin (1st. station)** [LSW]: G suspended sometime during period Oct 1894 and Oct 1895 while line from Boscarne Jn was being reconstructed and realigned (*Cornish & Devon Post* 2 Nov 1895) during which G was moved from original site, which was taken over by new P (2nd) sta.
- 431 **Bodmin North (2nd station)** [LSW]: P incorporated site of Bodmin (1st sta.), with new G depot from 1 Nov 1895.
- 435 **Boldon** [YNB/NE]: RN West Boldon 1 Mar 1926 (TNA RAIL 393/151)
- 446 **Bonnybridge** [Cal.]: G RN **by** Apr 1952 (shown *post hoc* in unidentified BR circular in Apr 1952)

- 451** **Boot** [Esk.]: RO G 24 May 1909, clo again 1 Nov 1910, RO G c.20 Apr 1911, clo again 30 Apr 1913 (W J K Davies, *Ravenglass & Eskdale Rly*, David & Charles (1968 edition ch.4)).
- 454** **BOOTLE: Aintree Central** [CLC]: Central suffix not added until 20 Aug 1951 (*LMR Opg. Circ.68 of 6 Sep 1951*) [it applied to both P and G]
- 514** **Brandon & Wolston** [LNW]: 1879 renaming: “Brandon station will in future be known as Brandon & Wolston” (notice of 2 Oct 1879 at RAIL 410/1315)
- 521** **Braunston & Willoughby** [GC]: RN from Willoughby did not appear in coy’s tt (and *Bradshaw’s Guide*) until Jul 1904
- 537** **Bridgwater North** [SD Jt.]: G RN from Bridgwater ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950* – “have been renamed”); add: By Dec 1950, G facilities only for six (later five) specified traders, all other traffic thereafter being dealt with at Bridgwater General. **The link with GWR Docks branch came into use 27 June 1954.**
- 573** **Broadbottom** [GC]: 1954 G RN was to Broadbottom for Mottram & Charlesworth (*LMR Opg.Circ. 186 of 11 Feb 1954*)
- 578** **Broadstone** [LSW]: RN given as effective **14 Feb 1931** (*RCH distance advice No. 40/5 of 13 Apr 1932*)
- 579** **Brock** [LNW]: Although *LMR WON M1/14 (3-9 Apr 1954)* shows clo. for all freight traffic 5 Apr 1954, *ER Comm Circ 73-7 (Apr 1954)* shows retained as CDO; location still appears as CDO in *Hand-book Appendix* (1962) so final clo date must post-date that. *Note that predecessor Roebuck [LPJ] was P only.*
- 584** **Bromfield** [Cal.]: did not clo. 1917-1919 (*The True Line no. 17 May 1987*); PC(G) **1 Sep** 1921 (*RCH GMs’ Conf mins – RAIL 1005/280 and GWR GIC R1534/15 of 27 Sep 1921*); RO(G) **22** May 1922 (would be same as for Abbey Holme [NB] (note **22**)).
- 600** **Broughton (1st station)**: to read: “rep. new P station...” (G not relocated)
- 604** **Broxburn Junction** [EG/NB]: G depot renamed from Broomhouse Siding 25 Nov 1873 (*RCH Distance Book amendment*)
- 608 and 609 Brynamman East** [Mid.] **and West** [GW]: G RN from Brynamman ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950* – “have been renamed”)
- 623** **Builth Road High Level** [LNW]: G RN from Builth Road ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950* – “have been renamed”)
- 624** **Builth Road Low Level** [Cam.]: G RN from Builth Road ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950* – “have been renamed”)
- 626** **Bulgill** [MC]: CDO **and forwarded sugar beet** 7 Mar 1960 (*WR GIC R1534/1037 of 14 Mar 1960*)
- 640** **Burnham-on-Sea** [SD Jt.]: addition of “-on-Sea” given (without date) in RCH Distance Tables amendment 919/1 of 31 May 1917 (RAIL 1089/70) – *so it clearly pre-dated 1920 by some margin*
- 662** **Byers Green (3rd station)** [NE]: conversion to PS by Aug 1958 (*WR GIC R1534/997 of 5 Aug 1958* – “has now been converted”)
- 667** **Cadoxton Goods** [TV]: former name given as Biglis Goods Junction according to RCH *Distance Book amendment advising change in 1896*
- 670** **Caernarvon** [LNW]: temporary RO as Freightliner terminal confirmed by *BR S&ISD Freight Circ. 6/70 of 11 Jun 1970*
- 672** **Cerist, Garth & Van Road, Red House and Trefelwys** [Van/Cam/]: also deleted G by *Hand-book leaflet L.63 of Apr 1927 (so when did they reopen?)*
- 694** **CARDIFF: Adam Street** [Rhy]: mileage yard and CDO from 30 Mar 1925 (*Western Mail*, 30 Mar 1925, p8)
- 710** **Carlton Towers** [HB]: RN from Carlton **1 Jul 1922** (*RCH Distance Tables amendment 958/8 at RAIL 1089/70*)
- 711** **Carluke** [Cal.]: delete “Stirling Road RN 15.2.1848”
- 747** **Chapelton** [LSW]: G from (or by) **1 Aug 1860** (North Devon Rly advert in *Woolmer’s Exeter & Plymouth Gazette* 4 Aug 1860). RO P 1 Mar 1875, but LSW notice (*North Devon Journal* 4 Mar 1875) specifically adds: “Goods traffic will not be conveyed...until further notice”; name was there given as Chappletown – became Chapelton ca.1876.
- 751** **Chard Central** [GW-LSW]: 1949 RN – date questioned: G RN by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949* – “have been renamed”)
- 761** **Cheadle North** [CLC]: North suffix not added until 20 Aug 1951 (*LMR Opg. Circ.68 of 6 Sep 1951*) [it applied **only** to the G depot]
- 783** **CHESTERFIELD: Market Place** [GC]: from unknown date prior to clo, had been “only open for traffic specially consigned” (*WR GIC R.1534/960 of 25 Feb 1957*)
- 810** **Cilfrew** [N&B]: handled G as “small consignments over platform only” prior to 1933 (*GWR GIC R.1534/187 of 29 Jan 1926*)
- 815** **Cinderford (2nd station)** [SW Jt.] = **Town**: last traffic movement 3 Aug 1967 (*Div Mgr Bristol letter W800/8 of 18 Jul 1968*)

- 816 Cinderford Whimsey** [GW]: after 1966, CDO plus Berry Wiggins bitumen PS; last traffic movement 1 May 1967 (*Div Mgr Bristol letter W800/8 of 18 Jul 1968*) with transfer of Berry Wiggins bitumen activity to Lydney Jn. (coal had already ceased)
- 821 Clacton-on-Sea** [GE]: RN (deletion of suffix) **by May 1960** (*Hand-book leaflet L.10 of May 1960*) – *but not carried into public t.t. until 1969*
- 830 Cleator Moor East** [WCE Jt.]: to read: RN from Cleator Moor 2 Aug 1924 (*no G here*)
- 831 Cleator Moor West** [CW Jc.]: CDO 11 Mar 1918 (*RCH Supplementary Notice no. 2 (Apr 1918)*)
- 838 (second entry) Cliff Common** [DV]: should read **839**: Interchange with NE not regularly used since Nov 1961.
- 851 Clydach-on-Tawe North** [GW]: G RN from Clydach (Glam.) ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950* – “have been renamed”)
- 852 Clydach on Tawe South** [Mid.]: G RN from Clydach-on-Tawe ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950* – “have been renamed”). ‘-Tawer’ to read ‘-Tawe’
- 896 Connah’s Quay West** [LNW] (Supp. 2): suffix added 1 Jul 1950 (*LMR Opg. Circ. 11 of 29 Jun 1950*)
- 903 Copgrove** [NE]: add: PDS May 1951 (*P Howat, The Pilmoor, Boroughbridge and Knaresborough Railway (Martin Bairstow 1991) page 42*)
- 938/939 Crediton** [LSW]: there is no evidence of station being relocated when line extended to Barnstaple so delete note **938**; note **939** remains valid
- 945 Criggion** [PSNW/SM]: PC **16 Jun 1880** (*coy’s. poster TNA RAIL 1057/363/1* – reproduced in P Johnson, *Illus History of the Shropshire & Montgomeryshire Rly*, OPC, 2008, p.34); RO(G) **21 Feb 1912** (*Border Counties Advertiser 21 Feb 1912*). E (clo of PS and end of all G traffic) 29 Feb 1960 (*WR GIC R1534/1036 of 29 Feb 1960*)
- 967 Cudworth** [HB]: delete note
- 999 Cymmer Afan** [RSB]: merger with Cymmer General ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950* – “have been” merged).
- 1001 Cymmer General** [GW]: merger into Cymmer Afan ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950* – “have been” merged).
- 1004 Dairsie** [NB]: PDS to read UPS 4 Dec 1961 (*WR GIC A2/17 of 20 Nov 1961*)
- 1010 Dalmuir (1st station)** [NB]: G depot RN Dalmuir Park (date unknown)
- 1026 Dawley & Stirchley** [LNW]: *Hand-book leaflet of 12 Jul 1923 and GWR GIC R.1534/92 of 27 Jun 1923 gave RN 1 Jul 1923*
- 1030 Debden** [GE]: PC G (and E) 22 May 1916 (*RCH leaflet 27 Apr 1916*), RO 3 Feb 1919 (*RCH leaflet 10 Jul 1919*)
- 1053 Derwen** [LNW]: CDO and livestock from 2 Dec 1957 (*WR GIC R.1534/979 of 25 Nov 1957*)
- 1061 DEWSBURY: Ravensthorpe** [LNW]: RN was *by* Jan 1960 (*WR GIC R1534/1032 of 4 Jan 1960* – “has been renamed”)
- 1088 Donnington** [LNW]: LNW officers recommended change to **Donnington Wood** 16 Nov 1870 (min. 5972), but decided on reversion to **Donnington** 19 April 1871 (min. 6443); meantime, *RCH Hand-book* appendix for 1871 recorded the change to **Donnington Wood**
- 1097 DOVER: Town** [SEC]: *by* at least Mar 1917, had RO for Coal (*RCH Supplementary Notice no. 2 (Apr 1918)*)
- 1100 (first entry) Drax** [NE]: original name was ‘Drax Hales’ (*ignore the full stop in name as shown in note*)
- 1100 (second entry – between 1109 and 1111)** should read **1110**
- 1106 Droitwich Road** [Mid.] (Supp. 1): RO(G) 2 Apr 1866 (*Worcester Herald 7 Apr 1866*)
- 1110 Drummuir** [GNS]: see note **1100** between **1109** and **1111** (*does not affect G*)
- 1150 Dunstable North (2nd station)** [LNW]: G RN from Dunstable to Dunstable North 1 Jul 1950 (*LMR Opg. Circ. 11 of 29 Jun 1950*)
- 1191 Ebbw Vale High Level** [LNW]: G RN from Ebbw Vale ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950* – “have been renamed”).
- 1192 Ebbw Vale Low Level** [GW]: G addition of suffix *not* included in list in *WR GIC R.1534/778 of 30 Jan 1950*; “Low Level” suffix deleted **by May 1960** (*possibly 2 Nov 1959 on clo. of High Level*) (*Hand-book leaflet L.10 of May 1960*)
- 1203 Edenham** [ELB]: Pearson & Ruddock *Lord Willoughby’s Railway – The Edenham branch* (1986), p. 99 put last freight movement as **7 Jul 1873** (or thereabouts)
- 1214, 1215 and 1220 EDINBURGH & LEITH: Leith goods depots** RN in spring 1952 *likely* to have been from same date – *possibly 7 Apr 1952*
- 1215 EDINBURGH & LEITH: Leith Walk** [NB]: G RN to Leith Walk **East** shown *post hoc* in unidentified BR circular issued in Apr 1952 so date should read **by Apr 1952** (or 7 Apr 1952)
- 1233 Elford** [Mid.]: insert (in date order): PC G 31 Mar 1952
- 1235 Ellerby** [NE] (*first entry*): delete note – refer instead to amplified entry in first section, above
- 1249 Epsom Town** [LBSC]: G RN plain Epsom **3 March 1929** (*RCH distance advice No. 40/5 of 13 Apr 1932*)

- 1269 EXETER: Central** [LSW]: RN **16 Jul 1933** (*GWR GIC R.1534/384 of 3 Jul 1933*)
- 1273 Eye Green** [MGN]: RN Eye Green for Crowland ca.1917 (*RCH Distance Tables amendment 919/1 of 31 May 1917 (RAIL 1089/70)*)
- 1279 Fairfield Siding** [NB]: “was 'Fairfields' at clo.” refers to name at **pass** clo. – at G clo it was singular (again)
- 1312 Festiniog** [GW]: to read: TC (G) 28 Jan 1961, perm. 4 May 1964
- 1314 Fidler’s Ferry & Penketh** [LNW]: delete existing note and substitute: Fidler’s Ferry RN Fidler’s Ferry & Penketh 1864 (June 1864 *Bradshaw’s Guide*); SA “Fiddler’s...” Mar 1881 (L&NWR monthly public timetable); SA “Fidler’s...” 3 May 1920 (L&NWR public timetable); CDO 4 Apr 1960
- 1331 Flitwick** [Mid.]: *LMR Traf.Circ. 256 of 21 Apr 1967* shows coal traffic **withdrawn** 1 May 1967, so **not** CDO from this date
- 1345 Ford & Crossgates** [PSNW/SM]: RO **14 Nov 1868** as Ford (for Cross Gates) (*Shrewsbury Chronicle*, 20 Nov 1868), RN Cross Gates by 1870, later Crossgates (*remainder of note unchanged*)
- 1361 CARLISLE: Petteril Bridge** [Mid.]: it is not clear that Petterill spelling had applied
- 1365a Fowey** [GW]: add to note: G depot (of 1888, for non-shipment traffic) clo. 1910/1 (work authorised 10 Aug 1910), rep. new depot west of P station. Shipment and coal traffic at Fowey Docks/Jetties not affected by 1 Jun 1964 change (*WR GIC A2/79 of 25 May 1964*)
- 1371 Friden** [LNW]: G **6 Jul 1964** * (*WR GIC A2/82 of 6 Jul 1964*) – same as Hartington (*but may have been ‘sole user’ CDO rather than PS*)
- 1381 Fyling Hall** [NE]: PDS 1 Oct 1915 (NER Programme of Special trains (= *weekly notice*) no. 73-1915, 5 Nov 1915). *Did it resume full facilities when RO for passengers 18 Sep 1920?*
- 1383 Gainsborough Lea Road** [GC]: delete PC(E) 1 Dec 1864, RO(G) Jun 1867 (P) 15 Jul 1867 (*there was no GN station before 1867 – trains used the MS&L station*)
- 1387 Gillingham Kent**: renaming from New Brompton & **Gillingham** to Gillingham (**Kent**) (*including county suffix*) advised as “have been altered” in *GCR Special traffic arrangements and engineering works* notice N&ED No. 111 for w/e 16 Nov 1912.
- 1401** (Supp. 1 page 7) should read: “**4401** (page 178) – amend number to **4001**”
- 1404 Blochairn** [NB]: *Hand-book* Appendix 1947 is first to mention deletion
- 1427 GLASGOW: Partick Central Mineral Depot** [Cal.]: see comment under **GLASGOW: Partick Central Mineral Depot** entry, above
- 1431 GLASGOW: Possil** [Cal.]: the 1954 renaming applied only to the G depot
- 1435 GLASGOW: Shields Road** [CGU]: add: after 1925 amalgamation, G remained at CGU site
- 1436 GLASGOW: Shields Road** [LMS]: amend to read: see notes **1428** and **1435**; delete reference to G as that remained at CGU site
- 1450 Glazebury & Bury Lane** [LNW]: “& Bury Lane” did not appear in *Hand-books* since at least 1904 edition (including 1956 edn.) and G clo. from 7 Jul 1958 was advised as simply “Glazebury” (*WR GIC R1534/995 of 7 Jul 1958*)
- 1467 Gobowen** [GW]: coal traffic continued after Nov 1964 as Smallshaw’s PS/sole user CCD, so delete RO as CCD
- 1476 Gollanfield** [High.]: shown in *Hand-book* (e.g. 1904) as plain Gollanfield until an amendment in ER Comm.Circ. 309 of Jan 1954) added the “Junction” suffix (which was eventually removed in 1959)
- 1483 Gosport** [LSW]: *The Times* 7 Jan 1842 reported under ‘Naval Intelligence’ that special trains were run on 5 and 7 Jan 1842. Last PS, at Bedenham, clo. 6 Feb 1995.
- 1488 Gowerton North** [LNW]: G RN from Gowerton ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950 – “have been renamed”*).
- 1489 Gowerton South** [GW]: GN to read RN; G RN from Gowerton ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950 – “have been renamed”*).
- 1497 and 1498 Grantown-on-Spey**: East and West suffixes added **by** Nov 1949 – first P use noted in advert in *Press & Journal* 8 Nov 1949 and G confirmed *post hoc* by *WR GIC R.1534/777 of 16 Jan 1950*
- 1506a Great Alne** [GW]: 1917 clo. is from GWR War Reports of the General Manager (a printed, bound volume, issued privately by GWR) page 127. 1939 clo is for *public* traffic – line retained (or reopened) for unadvertised pass service – query: also goods for Maudslay’s relocated factory?
- 1557 Halton** [Bhead]: amend to commence: Runcorn Road RN Runcorn 23 Aug 1858, RN Runcorn Road Apr 1861... (*1858 change: RCH Goods Mgrs meeting min. 1379 of 9 Sep 1858 (RAIL 1080/165)*)
- 1560 Hamilton Central** [Cal.]: insert note: CDO 9 May 1966 (*Previous Register*)
- 1574 Hanwood Road** [PSNW/SM] (Supp. 2): PC 21 Dec 1866 (*Oswestry Advertiser & Montgomeryshire Mercury* 26 Dec 1866); RO **14 Nov 1868** (*Shrewsbury Chronicle*, 20 Nov 1868) (*remainder of note unchanged*)
- 1583 Hartington** [LNW]: UPS 7 Oct 1963 (*WR GIC A2/63 of 23 Sep 1963*)

- 1608 Havenstreet** [IWC]: RN **2** Jun 1958 (*WR GIC R1534/992 of 26 May 1958*)
- 1609 Haverhill North** [GE]: 1952 RN shown *post hoc* in ER Comm. Circ. 220 *did not apply to goods depot*
- 1614 Haybridge** [LNW]: delete note (see amendment to entry itself, above)
- 1619 Hay-on-Wye** [Mid.]: RN *by* May 1950 (*Hand-book amendment – but subsequent advices which include ScR Comm. Circ. FK49/17 of Mar 1951 and WR GIC R1534/902 of 15 Nov 1954 suggest some confusion*). *n.b.*: not carried to public timetables until 1955. NRCD 31 Dec 1962 (*WR GIC A2/44 of 17 Dec 1962*)
- 1644 Hemel Hempstead** [LNW]: according to public tts, the 1930 re-naming was still *-sted* and this spelling remained until 20 Sep 1954 edition (although the system map in the back of that edition already spelled it *-stead*); became *-stead* in index and table from next issue, 13 Jun 1955. The 1963 date is dropping of “& Boxmoor”. Presumably G depot followed suit at each of the above changes.....
- 1645 Hemel Hempstead** [Mid.]: *presume* spelling remained “...Hempsted...” until same date as for LNW station in note **1644**
- 1666 Highbridge East** [SD Jt.]: to read: Highbridge P RN 26 Sep 1949 (*WR Comm.Circ. R.1748/B.50 of 1 Oct 1949*), G RN ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950 – “have been renamed”*); combined with former GW station as Highbridge & Burnham on Sea 30 Jun 1952
- 1667 Highbridge West** [GW]: 1950 RN – date questioned: G RN by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949 – “have been renamed”*)
- 1676 Hindley North** [LY]: 1952 RN (*LMR Opg. Circ.114 of 21 Aug 1952*) [*it applied to both P and G*]
- 1677 Hindley South** [GC]: 1952 RN (*LMR WON of ca. Oct 1952*) [*it applied to both P and G*]
- 1682 Hitchin** [Mid.]: G 1917 clo. date is from *RCH Supplementary Notice no. 2 (Apr 1918)*. “...has been closed to traffic for some time.” – (*WR GIC A2/71 of 20 Jan 1964*) so 1 Jan 1964 was indeed ‘nominal’.
- 1684 Hollinswood** [GW] and [LNW]: the ‘Main’ and ‘Branch’ suffixes were added by BR; both locations dealt solely with private sidings traffic
- 1690 Holmfirth** [LY]: clo. 3 Dec 1865, RO 11 Mar 1867 was for **all** traffic (collapse of Mythholm Bridge Viaduct) (*L&Y Circ. for RO, in RAIL 214/70*)
- 1696 Holyhead (3rd station)** [LNW]: of the shipment traffic, livestock from Ireland ceased 1 Dec 1975 (*Holyhead had been the last rail connected Irish Sea port for traffic “on the hoof”*)
- 1698 Holywood** [GSW]: delete reference to UPS (location remained staffed) (*WR GIC A2/13 of 25 Sep 1961*)
- 1707 Hopperton** [NE]: according to *GWR GIC R.1534/177*, P renamed on 21 Sep 1925 but G not until 1 Oct 1925
- 1739 HULL: Manor House Street** [YNM]: Original terminus of the Hull & Selby. It is questionable whether the original passenger station carried a suffix prior to Dec 1853 – none was necessary prior to 1848. When RO for passengers from 1 Jun 1853, trains were advertised as running from “the goods station, Manor House Street” (coy. advert. in *Hull Packet*, 3 Jun 1853) although that may simply have been to direct passengers to the Manor House Street end of what was (ultimately) a large site. The goods station itself was called Railway Street & Kingston Street in *Hand-book* (1904); RN Kingston Street ca. 1912-3 (*RCH leaflet of 24 Apr 1913*); merged with GCR depot to form Central ca. 1923 (*RCH leaflet of 12 Jul 1923*) – this depot dealing with inwards traffic until 21 Oct 1960 when it dealt with all wagonload traffic.
- 1745 HULL: Stepney** [NE]: delete reference to CDO (*for G activity, refer to Hull Temple Street*)
- 1747 HULL: Temple Street** [NE]: add: CDO 11 Jul 1960
- 1753 Huncoat (1st station)** [LY]: *by* Sep 1955, freight activity was PSs only
- 1754a Hungerford (2nd station)** [GW]: add: CDO 30 Dec 1968 (*WR GIC 208 of 21 Dec 1968*)
- 1763 Hythe** [SEC]: RN from Hythe (Kent) to Hythe (for Sandgate) **14 Nov** 1931 (*RCH distance advice No. 40/5 of 13 Apr 1932*)
- 1772 Inchcoonans** [Cal.]: PDS 28 Feb **1955** (*WR GIC R.1534/908 of 7 Feb 1955*)
- 1792 Irton Road** [Esk.]: RO G 24 May 1909, clo again 1 Nov 1910, RO G c.20 Apr 1911, clo again 30 Apr 1913 (W J K Davies, *Ravenglass & Eskdale Rly*, David & Charles (1968 edition ch.4))
- 1795 Isleham** [GE]: add: UPS 18 Jun 1962 (*WR GIC A2/30 of 28 May 1962*)
- 1825 Ketley** [GW]: was not a **public** G facility – *Hand-book* (from opening down to 1956) showed: “Siding traffic only”
- 1833 Kielder Forest** [NB]: RN *by* Aug 1948 (*WR GIC R.1534/742 of 30 Aug 1948 – has been renamed”*)
- 1841 Kilgerran** [GW]: *WR GIC A2/56 of 10 Jun 1963* said clo. **completely** from 27 May 1963
- 1851 Killingholme Halt & Goods** [GC]: RN 1 Sep **1955**
- 1877 King’s Nympton** [LSW]: from 4 Dec 1967, remained for fertiliser traffic only (*WR GIC 154 of 13 Nov 1967*)
- 1900 Kirkby Stephen East** [NE]: G **was** RN in 1950; G shown with suffix in 1956 *Hand-book*
- 1923 Ladylands Platform & Siding** [NB]: was Ladylands **Siding** at G clo.

- 1936 Langley** [NE]: RN Langley-on-Tyne **29 July 1936** (*RCH distance advice No.63/9 of 21 Apr 1937*)
- 1947 Lauder** [NB]: George Dow, *Deluge over the Border* in *Railway World*, Sep/Oct/Nov 1968 says traffic was passing on Thu 12 Aug 1948 so PC(G) w.e.f. date **13 Aug 1948**. *Rly Gazette* 12 Jan 1951 gives RO(G) date **20 Nov 1950** (*same as Clinker gives for Oxtou*)
- 1950 Lavant** [LBSC]: note should read: "G closed **5 Aug 1968**, except sugar beet traffic in season"
- 1955 LEAMINGTON SPA: Avenue** [LNW]: 27 Jun 1951 RN date confirmed by BR District PR & Publicity Rep letter of 26 Mar 1954 in Clinker papers
- 1958 LEAMINGTON SPA: Milverton (2nd station)** [LNW]: Feb 1952 RN was to Leamington Spa (Milverton) for Warwick - confirmed by BR District PR & Publicity Rep letter of 26 Mar 1954 in Clinker papers
- between notes 1959 and 1961: 1969 should be numbered 1960 (as advised in Supp. 1)*
- 1961 Leatherhead** [LSW]: to read: traffic diverted to LBSC station (new jcn. with Effingham line west of this station); G depot effectively merged with LBSC depot
- 1969 located between 1959 and 1961 should be numbered 1960** (*as advised in Supp. 1*)
- 1970 Headingley** [NE]: US refers only to remaining P activity
- 1984 LEICESTER: Belgrave Road** [GN]: for the avoidance of doubt: remaining PS were *only* at Belgrave Road (Humberstone clo. 1 May 1967 as shown in tabular pages)
- 1997 Lenzie** [NB]: 'Junction' still in 1956 *Hand-Book*; deletion of it advised by *WR GIC A2/31 of 18 Jun 1962* ("have been renamed")
- 2030 Little Bytham** [ELB]: Pearson & Ruddock *Lord Willoughby's Railway – The Edenham branch* (1986), p. 99 put last freight movement as **7 Jul 1873** (or thereabouts)
- 2067 Llandysul** [GW]: 1957 spelling change given in *Hand-book amendment Leaflet L.1 of May 1957 thus likely applied earlier – but not advised out until WR GIC R.1534/971 of 5 Aug 1957...*
- 2071 Llanfechain** [Cam.]: difference between actual and official dates supplied by G J Aston
- 2072 Llangdog** [VT Jt.]: SA Llangadock to Llangadog 15 Sep 1958 (*Hand-book amendment Leaflet L.5 of Sep 1958 and unidentified notice of Dec 1958*)
- 2090** (Supp. 2) **Llanycefn, Maenclochog and Rosebush** [GW]: CA **27 Jun 1887** (co advert in *South Wales Daily News* 21 Jun 1887 gave 25 Jun but being a Saturday suggests this was 'last train' date, with w.e.f. date of Mon 27 Jun 1887). RO(G) by NP&FR **18 Mar 1895** (report in *Welshman* 22 Mar 1895) (*14 Mar was ceremonial, 11 Apr was P*). 1917 clo. is from *GWR War Reports of the General Manager (a printed, bound volume, issued privately by GWR)* in Clinker Collection, Brunel University
- 2091 Llanymynech** [PSNW/SM] (Supp. 2): PC 21 Dec 1866 (*Oswestry Advertiser & Montgomeryshire Mercury* 26 Dec 1866); RO **14 Nov 1868** (*Shrewsbury Chronicle*, 20 Nov 1868) (*remainder of note unchanged*)
- 2134 located between 3122 and 3124 should be numbered 3123**
- 2163a LONDON: Clarence Yard** [GN]: G to read by Jun 1958 (*WR GIC R1534/993 of 9 Jun 1958* - "now closed as a public yard")
- 2173 LONDON: Crystal Palace (High Level) & Upper Norwood** [SEC]: from 1 Jan 1917 had remained open G **only** for wagon load traffic for Ministry of Munitions; RO (Coal) 10 Dec 1917 (*RCH Supplementary Notice no. 2 (Apr 1918)*)
- 2188 Hayes (Kent)** [SEC]: conversion to CDO "as an emergency arrangement" had taken effect **by Sep 1961** (*WR GIC A2/13 of 25 Sep 1961*)
- 2194 LONDON: Honor Oak** [SEC]: G 1917 RO date **for Honor Oak only** is from *RCH Supplementary Notice no. 2 (Apr 1918)*
- 2201 LONDON: Kew Bridge North** [MSWJ]: G RN from Kew to Kew Bridge by *Hand-book* (1904) and to Kew Bridge North ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950* - "have been renamed").
- 2203 LONDON: Kew Bridge South** [LSW]: G RN from Kew Bridge ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950* - "have been renamed").
- 2210 LONDON: Knight's Hill Goods** [LNW]: conversion to CDO advised in *WR GIC R.15534/957 of 14 Jan 1957* - "is now"
- 2215 LONDON: Lewisham** [SEC]: despite RV in tts from 1929, station did not *officially* drop "Junction". suffix until 1 Apr 1952 (*LMR Opg.Circ. 98 of 10 Apr 1952*) (*applied G*)
- 2227 LONDON: Mile End (second entry)** [GE]: Clinker papers quote final renaming as 1 Jan 1939, *citing GWR Genl. Inst. Circ. (Borley's London Chronology agrees)*
- 2232 LONDON: Mottingham** [SEC]: RN given as effective **26 Sep 1927** (*RCH distance advice No. 21/3 of 30 Jan 1928*)
- 2236 LONDON: New Cross Gate** [LBSC]: clo G 5 Mar 1849 (LBSC advert in *Sussex Advertiser*, 13 Feb 1849); RO G by Jan 1912 (*RCH min. of 25 Jan 1912* - no specific RO date quoted); then or subsequently CDO (and minerals)
- 2237 LONDON: New Eltham** [SEC]: RN given as effective **26 Sep 1927** (*RCH distance advice No. 21/3 of 30 Jan 1928*)

- 2239 LONDON: New Southgate & Friern Barnet** [GN]: suffix “for Colney Hatch” was not removed until 1 May 1949 (*WR GIC R.1534/763 of 27 Jun 1949*)
- 2258 LONDON: Poplar Dock North and South:** *delete existing note and substitute:* suffixes “North” and “South” added 1 Sep 1950 (*ScR circ. FK22/29 of 1 Sep 1950*). South clo. 1 Jul 1968 and at some date North was restricted to handling barging traffic. From 4 May 1970 railhead provided (in consequence of closure of PLA dock railways) for carting by road a limited amount of traffic between here and the Royal and India & Millwall Group PLA docks (*Div Mgr Liverpool Street letter LX1.721/5 of 13 Mar 1970*) - designated **Poplar Dock Full Load Yard**
- **Pre 1968 layout:** <https://www.old-maps.co.uk/#/Map/537727/180646/10/101326>
 - **Post 1968 layout:** <https://www.old-maps.co.uk/#/Map/537727/180646/10/1013200>
- 2283 LONDON: South Ruislip** [GW-GC Jt.]: RN (deletion of ‘& Northolt Jn’) **30 Jun 1947** (*GWR GIC R.1534/714 of 9 Jun 1947*)
- 2286 LONDON: Stanmore** [LNW]: add to note: RV (to plain Stanmore) **by 1956** (*Hand-book*) and clo. as such (*WR GIC A2/82 of 6 Jul 1964*)
- 2290 LONDON: West Ruislip** [GW-GC Jt.]: RN to West Ruislip **for Ickenham 30 Jun 1947** (*GWR GIC R.1534/714 of 9 Jun 1947*)
- 2310 Long Eaton** [Mid.]: after 1968 was also sole-user (United Transport Oils) oil terminal as well as coal depot
- 2336 Lugar** [GSW]: G clo 28 Oct 1963 - described as UPS (*WR GIC A2/65 of 4 Nov 1963*)
- 2343 Lybster** [High.]: converted to NRCD 3 Apr 1944; NRCD facility remained open and not deleted from *Hand-book* by time of last amendment (Nov 1964) – but apparently clo by time of report in *Branch Line News* no. 119 (page 5) of 4 Dec 1968. Nevertheless, <https://www.rmweb.co.uk/community/index.php?/topic/91100-national-carriers-limited-obscure-good-shed-locations-with-ncl-sign> (*search on Lybster or scroll down*) shows an NCL vehicle parked up at the former goods shed there in 1971.
- 2344 Lydbrook Junction** [GW]: G depot RV to Lydbrook *by* Oct 1961 (*WR GIC A2/14 of 9 Oct 1961*)
- 2348 Lydney Junction** [GW]: RN **from** Lydney Junction **to** Lydney from some date between 1887 and 1910, RV to Lydney Jn from 1955 (*almost certainly with managerial merger with SWJt station on 21 May 1955*)
- 2376 MANCHESTER AND SALFORD: Deansgate** [GN]: at first clo (1954) became NRCD warehouse
- 2385 MANCHESTER AND SALFORD: Manchester Mayfield** [LNW]: after withdrawal of passenger services, Mayfield continued as a parcels depot for GPO traffic. The change from 6 Jul 1970 was redesignation as a Parcels **Concentration** Depot to also handle other parcels traffic. Use ceased Apr 1987 with ‘official clo.’ 1 Nov 1987 (*M Addison, 19 Nov 2020*)
- 2401 Margate Sands** [SEC]: add “at clo. functions transferred to new SR goods depot”
- 2426 Mawcarse** [NB]: was shown in *Hand-book* (e.g. 1904) as plain Mawcarse until an amendment in ER Comm.Circ. 309 of Jan 1954 added the “Junction” suffix, which was removed from *public tts* sometime between 1955 and 1959 (*i.e. earlier than 1962*). Deletion of ‘Junction’ advised by *WR GIC A2/31 of 18 Jun 1962* (“*have been renamed*”)
- 2629 Norton Siding** [GW]: G still referred to as Norton Jn at clo. (*WR GIC A2/57 of 24 Jun 1963*)
- 2437 Melverley** [PSNW/SM]: PC **16 Jun 1880** (*coy’s. poster TNA RAIL 1057/363/1* – reproduced in P Johnson, *Illus History of the Shropshire & Montgomeryshire Rly*, OPC, 2008, p.34); RO G 1 Sep 1911 (*RCH Goods Managers’ Committee Min. 7902 of 26 Oct 1911*)
- 2439 Menstrie & Glenochil** [NB]: RN from Menstrie for Tullibody 1954 (*RN advised by unidentified Circ. of 30 Jul 1954* – *c.f. Cambus* – *which puts Apr 1954 date in doubt*)
- 2449 MERTHYR: Merthyr, Plymouth Street** [TV]: “tains” to read “trains”
- 2456 Methley South** [Meth.]: RN was 25 Sep 1950 (*ScR circ. FK25/27 of 22 Sep 1950*)
- 2462 Mickle Trafford East** [CLC]: from 16 Nov 1959 limited to received timber (*WR GIC R 1534/1029 of 16 Nov 1959*)
- 2463 Mid Clyth** [High.]: delete this note and refer, instead, to note **2655**
- 2471 Middlewood Higher** [GC-NS Jt.]: note erroneously duplicated
- 2475 Midsomer Norton South** [SD Jt.]: G RN from Midsomer Norton & Welton to Midsomer Norton **Upper** ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950* – “*have been renamed*”).
- 2487 Milton of Campsie** [NB]: US **and UPS** 31 Aug 1951
- 2491 Minffordd** [Fest.]: Fri 2 Aug 1946 was date on which FR staff were given 24 hours notice of redundancy and *GWR GIC R.1534/703 of 16 Dec 1946* said: “...was closed on August 3rd.” – so arguably w.e.f. G date should read Mon 5 Aug 1946
- 2501 Monmouth Troy** [GW]: to read: NRCD 6 Jan 1964 until clo 12 Oct 1964
- 2517 Mormond Halt & Siding** [GNS]: G (and US and RN) 1 Jun **1939** (this date for unstaffing confirmed by LMS *PCC no. 333* (*GWR GIC R.1534/549 of 17 Jun 1940 was delayed*))
- 2528 Moulsoford** [GW]: according to amendment to GWR RCH Distance tables at RAIL 1089/11, RV from WALLINGFORD ROAD to MOULSFORD from **1 Sep 1866**.

- 2534 Mount Vernon South** [Cal.]: RN G **by** Apr 1952 (*actually described as “mineral depot”*) shown *post hoc* in unidentified BR circular issued in Apr 1952
- 2584 Newhaven Harbour** [LBSC]: G facilities remained in use for transshipment of military traffic during WW1
- 2614 Northallerton (Low)** [NE]: delete existing wording (had no G facilities) and substitute: terminal for Melmerby branch trains, adjacent to main line station, 1856-1901.
- 2615 Northallerton (Town)** [NE]: delete existing wording and substitute: original Leeds Northern station at Low Gates box; remained Northallerton’s goods depot but ‘Town’ suffix appears only to have applied while open for passenger; PDS 2 Sep1968
- 2618 North Camp** [SEC]: North Camp, Aldershot RN Aldershot Camp 1863, Aldershot (North Camp) 1879, Aldershot (North Camp & South Farnborough) 1 May 1909, Aldershot North 9 Jul 1923, North Camp & Ash Vale 30 Mar 1924, North Camp 13 Jun 1955
- 2619 North Eastington** [HB]: add: RN from Eastington 1 Jul 1922 (*RCH Distance Tables amendment 958/8 at RAIL 1089/70*)
- 2622 Northorpe Higher** [LNW]:1917 clo. date is from *RCH Supplementary Notice no. 2 (Apr 1918)*
- 2625 North Skelton** [NE]: PS was Dorman Long’s North Skelton Ironstone Mine Siding
- 2639 NOTTINGHAM: Bulwell Forest** [GN]: PS clo 31 Dec 1964
- 2640 NOTTINGHAM: Bulwell Market** [Mid.]: 1950 RN applied only to G (*LMR Opg. Circ. 11 of 25 Jun 1950*); 1952 RN applied only to P (*despite LMR Opg. Circ.114 of 21 Aug 1952 suggesting otherwise*)
- 2642 NOTTINGHAM: London Road Low Level** [GN]: add: PCD Jan 1966 until clo *as public terminal* 1 Jun 1981 (then retained on “sole user” basis until GPO and newspaper traffic transferred to Mid. station 11 Jul 1988)
- 2651 Oakengates** [GW]: *ER Comm.Circ. 395 of ca. Jan 1956* advised *post hoc* that 1956 RV was effective **by** Jan 1956, but applied only to P
- 2654 Oakley (Fife)** [NB]: county suffix added 1 March 1925 (*RCH distance advice No. 5/2 of 25 Mar 1925*)
- 2655 Mid Clyth, Occumster, Thrumster and Ulbster** [High.]: converted to NRCD 3 Apr 1944; NRCD facility ceased *by at least* 1957 (deleted from *Hand-book* by leaflet L.3 of Nov 1957)
- 2679 Outwell Basin** [GE]: *WR GIC A2/40 of 22 Oct 1962* actually said that, from 5 Nov 1962, depot would “...be open only from March to September (approximately)”
- 2680 Outwell Village** [GE]: reopening 1 Mar 1963 was for coal for a ‘sole user’ (*WR GIC A2/50 of 11 Mar 1963*)
- 2681 Over & Wharton** [LNW]: retained as “sole user” depot for ICI Salt outwards salt and inwards coal traffic until unknown date
- 2688 OXFORD district: Oxford Road** [LNW]: G RN Banbury Road Sidings **by** May 1964 (*WR GIC A2/79 of 25 May 1964*)
- 2690 Oxhott** [LSW] (Supp. 1): Oxshott & Fairmile RN Oxshott **for** Fairmile *by* 1956 *Hand-book* and was still shown thus when G clo. in 1959 despite abridge version appearing in public t.ts.
- 2695 Padiham** [LY]: **unstaffed** CDO **7 Oct** 1963 (*WR GIC A2/62 of 9 Sep 1963*)
- 2709 Park Bridge** [OAGB]: to read “...clo. bet. 1912 and**1925**...”
- 2720 Patchway (1st station)** [GW]: the replacement (2nd station) was originally plain Patchway. In this instance, the G depot **did** move with the P station in 1885.
- 2721 Patchway (2nd station)** [GW]: opened as Patchway, RN Patchway & Stoke Gifford 1 Nov 1885 (*GWR GM’s Circ. 1073, 26 Oct 1885*), RN Patchway (*again*) 27 Oct 1908 as shown
- 2737 Penarth Dock** [TV]: advice of renaming from Penarth Dock & Harbour **for G** depot given in *RCH Distance Book amendment in 1894 although Hand-book continued to use earlier name*
- 2743 Penistone (1st station)** [MS&L]: 2nd (P) station was ½ mile **east** of 1st station (at junction with L&Y)
- 2747 Penrhyndeudraeth** [Fest.]: Fri 2 Aug 1946 was date on which FR staff were given 24 hours notice of redundancy and *GWR GIC R.1534/703 of 16 Dec 1946* said: “...was closed on August 3rd.” – so arguably w.e.f. G date should read Mon 5 Aug 1946
- 2756 Penygraig** [GW]: at RN 1 Apr 1885 was only G
- 2775 Garstang Town and Pilling**: no provenance traced in local press for *exact* dates of 1872-1875 G closure which should therefore be treated with some caution. Half-yearly meeting on 25 Feb 1875 was told “goods traffic had now been resumed” (*Preston Herald* 27 Feb 1875)
- 2795 Pleasley** [Mid]: to read: G **depot RN** Pleasley West 1 Jul 1950; **G 1 Sep 1952*** (*LMR WON W2 No. 34, 19 Aug 1952*)
- 2799 PLYMOUTH district: Devonport, Albert Road** [GW]: 1949 RN – date questioned: G RN by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949 – “have been renamed”*)
- 2805 PLYMOUTH district: Millbay** [GW]: P station clo. 23 Apr 1941 (*letter 1 Jan 1945 from GWR Dis Tfc Mgr in Clinker papers*) and took over work from G shed destroyed by blitz ca. 2230 previous evening. *Is it possible that the earliest pass trains due out on 23 Apr may have used the pass station and that w.e.f. date was really 24 Apr 1941? – or perhaps no trains ran at all*

on 23 Apr? The former P station did not RO when replacement G shed built (unknown date) but it (from 1959 its site) used as carriage sidings until 1969, while building continued to be used as district offices until transfer to new tower block at North Road station in spring 1962.

- 2806 PLYMOUTH district: St. Budeaux Victoria Road** [LSW]: 1949 RN – date questioned: G RN by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949 – “have been renamed”*)
- 2811 Pontefract Baghill** [SK Jt.]: after clo, G depot taken over as PS by oil co. and still in use as such at date of letter (*ER GM’s office York letter 2 Feb 1971 in Clinker papers*)
- 2834 Redditch (2nd station)** [Mid.]: G not transferred from 1st station
- 2875 Poulton (1st station)** [PW Jt.]: G renamed Poulton-le-Fylde ca. May 1957 (*LMR Opg. Circ.343 of 16 May 1957*)
- 2876 Ditton Priors and other intermediate sidings on the CM&DPLR line** [CMDP]: see paragraph above, under “Ditton Priors”
- 2842 LIVERPOOL: Park Lane** [LNW]: 1923 RN date is that of LMS Section A weekly notice – it may or may not be the actual date of renaming
- 2843 LIVERPOOL: Wapping** [LY]: 1923 RN date is that of LMS Section A weekly notice – but GWR GIC R.1534/64 of 11 Dec 1922 gave it as already operative
- 2844 LIVERPOOL: Waterloo Dock** [LNW]: 1923 RN date is that of LMS Section A weekly notice – but GWR GIC R.1534/64 of 11 Dec 1922 gave it as already operative
- 2863 Portmadoc** [Fest.]: to read **Portmadoc Harbour**; Fri 2 Aug 1946 was date on which FR staff were given 24 hours notice of redundancy and *GWR GIC R.1534/703 of 16 Dec 1946* said: “...was closed on August 3rd.” – so arguably w.e.f. date should read Mon 5 Aug 1946
- 2866 Portslade & West Hove** [LBSC] (Supp. 2): RN given as effective **March** 1927 (*RCH distance advice No. 21/3 of 30 Jan 1928*)
- 2888 PRESTON: West Lancs.** [LY]: appears in *Hand-book* (1912) as Preston **Fishergate Hill**
- 2899 Puncheston** [GW]: 1917 clo. is from *GWR War Reports of the General Manager (a printed, bound volume, issued privately by GWR)*
- 2900 Puxton & Worle** [GW]: Banwell RN Worle **1 Jan 1870** (*B&E advert in Bristol Mercury 1 Jan 1870*)
- 2914 Radstock North** [SD Jt.]: 1949 RN – date questioned G RN ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950 – “have been renamed”*).
- 2915 Radstock West** [GW]: 1949 RN – date questioned: G RN by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949 – “have been renamed”*)
- 2928 Ravenglass** [Esk.]: RO G 24 May 1909, clo G again 1 Nov 1910, RO G c.20 Apr 1911, clo G again 30 Apr 1913 (W J K Davies, *Ravenglass & Eskdale Rly*, David & Charles (1968 edition ch.4)).
- 2929 Ravenglass** [Fur.]: last use of Ravenglass yard 20 Sep 1968 for delivery to R&ER of two camping coaches; sidings lifted following week (*R&ERPS Newsletter 31*, Autumn 1968 and *The R&ER Magazine*, no. 235, Dec 2019)
- 2940 Redditch (1st station)** [Mid.]: G not transferred to 2nd station. G 1 (*BLN Supp. no. 10*) or 8 (*Clinker*) Sep 1969* It appears the coal distribution facility had already clo (sidings put ouu 3 May 1969 [*LMR WON*]), while what appears to have been the last private siding was severed on 12 Dec 1970 (“... connection from the Up Siding to Dixon’s Siding was secured out of use pending removal.” [*LMR WON*]). However, a new private siding for ARC was opened on BR land (?query former goods yard site) in Aug 1972 (*TNA Kew file AN209/58*) and continued in use until 1983. It is therefore not clear what *Clinker’s Register* (note 2940) and *BLN supplement no. 14* date of 30 Apr 1973 can represent. **Further information on decline of freight activity at Redditch is sought.**
- 2962 Retford, Thrumpton** [MS&L/GC]: RN 1 Jul 1923 (*LNER CGM Circ. 23 of 22 June 1923 - TNA RAIL 393/151*)
- 2963 Rhayader** [Cam.]: NRDC was unstaffed
- 2981 Ripley Valley** [NE]: UPS 1 Jan 1954 (*WR GIC R.1534/879 of 4 Jan 1954*)
- 3032 Ruspidge** [GW]: in letter of 11 Sep 1963 C R Clinker stated that location was wagon load only (i.e. no C&D) from 1 Apr 1948, CDO and PS from 3 Nov 1958 so it is not clear why *Register* shows less specific date for latter change.
- 3040 Ryhope East** [NE]: delete note (*see instead commentary above*)
- 3051 St.Columb Road** [GW]: RN 1 Dec 1878 (*GWR GM’s Circ. 529 of 27 Nov 1878*)
- 3059 St.Helens (2nd station)** [LNW]: The addition of the SHAW STREET suffix to the 3rd station confirmed by *Railway Gazette* 4 Mar 1949 - the addition of the suffix almost certainly **did** apply from 1 Mar 1949 for the G depot (although it had already been in some use for P station)
- 3069 Saddleworth** [LNW]: from 1 Jul 1921 was “only mineral and livestock” (*which would have included coal but not general merchandise*) (*GWR GIC R.1534/9 of 17 Jun 1921*)
- 3071 Salfords** [LBSC]: Shell PS clo 1 Nov 1984

- 3074 Salisbury (Milford)** [LSW]: *Clinker papers* show renamed **from** Salisbury Goods **to** Salisbury Milford from 26 Sep 1949 (*as it was never open for P at the same time as present station, presumably it was never suffixed Milford until this 1949 date*)
- 3097 Scafell** [Cam.]: no evidence clo. G in 1891 so 1913 RO was only for resumption of P
- 3113 Selby** [L&S]: only the P station was relocated – A Dawson, *Yorkshire's First Main Line* (R&CHS, 2020, page 39) says that the 1834 station "was still in use for goods as late as 1956". Has that date been selected as being that of the last *Hand-book of Stations* that contained it? Presumably still in use at Nov 1981 for no closure recorded in the final supplement to *Clinker's Register*. There seems no record of when finally clo. G.
- 3123** **although correctly located between 3122 and 3124, "2134" should read "3123"**
- 3126 SHEERNESS: Dockyard** [SEC]: Sheerness Harbour Co. PS clo. 7 Oct 1968 (*Div Mgr Beckenham letter RAS/34 of 30 Apr 1969*)
- 3143 Shepton Mallet** [SD Jt.]: 1883 RN believed to be from Mallett to Mallet; addition of suffix P from 26 Sep 1949 (*WR Comm.Circ. R.1748/B.50 of 1 Oct 1949*), G RN by Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950 – "have been renamed"*)
- 3144 Shepton Mallet** [GW]: addition of suffix P *may* have been from 26 Sep 1949 – but more likely from Nov 1949 (*WR Comm.Circ. R.1748/B.58 of 26 Nov 1949*); G RN by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949 – "have been renamed"*)
- 3160 Shipton** [GW]: suffix 'for Burford' (of long standing in GWR timetables) officially recognised 1951 (*ScR FK circ. no. FK71 of 10 Aug 1951*)
- 3161 Shirebrook North** [GC]: RN by deletion of "for Langwith" 18 Jun 1951 (*LMR Opg.Circ.55 of 31 May 1951*)
- 3169 Shotts East** [NB]: local sources suggest this was out of use before date shown
- 3199 Snaresbrook** [GE]: G closure 1 Aug 1949 was given as "Snaresbrook & Wanstead goods depot" by *WR GIC R.1534/765 of 27 Jul 1949*
- 3214 SOUTHEND-ON-SEA: Victoria** [GE]: RN (1949) from Southend-on-Sea for Westcliffe and Thorpe Bay; RN Southend Victoria ca. Feb 1969 (*ER comm circ of 20 Feb 1969 - 'forthwith'*)
- 3218 SOUTHPORT: Central** [LY]: Delete "G depot later amalgamated with Chapel Street" (despite appearing as Chapel Street in 1904 *Hand-book* it remained separate). RN Southport Kensington Road (q.v.) early 1913 (*Railway & Travel Monthly Apr 1913, p.343 and Jun 1915, p.407*)
- 3220 SOUTHPORT: London Street** [EL]: merger applied only to P
- 3293 STOKE-ON-TRENT: Hanley (1st station)** [NS]: G *not transferred to 2nd station* - clo. by 16 Jul 1966 (note **8** – all point work disconnected) (*LMR WON WE2/29*). *Either* actually clo. 3 Jan 1966 *or* road served from then until quoted date of 1 Aug 1966.
- 3309 Stow Park** [GN/GN-GE Jt.]: RO to read: RO(G) 1 Jul 1867, RO(P) 15 Jul 1867
- 3315 STRATFORD-ON-AVON: Old Town** [EWJ/SMJ]: 7 Apr 1952 RN date confirmed by BR District PR & Publicity Rep letter of 26 Mar 1954 in *Clinker papers*
- 3322 Stroud** [Mid.]: RN Stroud **Wallbridge** ca. 1951/2 (so shown in *Hand-Book* (1956)); CDO 3 Jan 1966
- 3323 Stroud Central** [GW]: to read: G RN from Stroud ca. 1951/2 (so shown in *Hand-Book* (1956))
- 3247 Staines West** [GW]: 1949 RN – date questioned: G RN by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949 – "have been renamed"*)
- 3310 Stracathro** [Cal.]: renaming from **Inchbare** to Stracathro advised as "have been altered" in *GCR Special traffic arrangements and engineering works* notice N&ED No. 111 for w/e 16 Nov 1912. *It does make an intermediate change (Dunlappie) seem unlikely.*
- 3349 Swanley Junction** [SEC]: G (which was not moved) was RN Swanley 16 Apr 1939
- 3354 and 3355 Llansamlet: North and South** suffixes added ca. **Jan** 1950 (*as for other RN e.g. Gowerton and Morriston*) (*WR GIC R.1534/778 of 30 Jan 1950 – "have been renamed"*)
- 3356 MORRISTON: East and West** suffixes added ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950 – "have been renamed"*).
- 3366 Sylfaen Halt & Siding** [Cam.] (Supp. 2): amendment in RCH Distance Table (870/2 – at RAIL 1089/70) for 1 Feb 1913 showed change that day as simply a renaming (SYLFAEN HALT vice SYLFAEN FARM) *but presumably the siding remained unaffected*
- 3371 Talgarth** [Cam.]: NRCD limited to animal feed stuffs store from 4 May 1964 (*WR GIC A2/78 of 4 May 1964*)
- 3376 TALLYLLYN: Talyllyn** [MW]: to read: G depot NA **at P clo.**, became Talyllyn Jn G (*note that the P should read 1 Oct 1869 – but this does not affect G*)
- 3377 TALLYLLYN: Talyllyn (Brynderwen)** [BM]: no G activity at this site (*which was at east end of tunnel as was its replacement*)
- 3380 Tanybwllch** [Fest.]: Fri 2 Aug 1946 was date on which FR staff were given 24 hours notice of redundancy and *GWR GIC R.1534/703 of 16 Dec 1946* said: "...was closed on August 3rd." – so arguably w.e.f. G date should read Mon 5 Aug 1946

- 3381 Tan-y-Manod** [GW]: *official* G date **28** Jan 1961 (as with other Bala – Blaenau Festiniog closures)
- 3423 Thirsk Town** [NE]: Town suffix not shown in *Hand-book* until 1904
- 3424 Thongs Bridge** [LY]: clo. 3 Dec 1865 (RO 11 Mar 1867) was for **all** traffic (collapse of Mytholm Bridge Viaduct) (*L&Y Circ. for RO, in RAIL 214/70*)
- 3449 Throsk** [Cal.]: “ceased to be an independent station” and hence US from ca. Nov 1921 (*GWR GIC R.1534/19 of 10 Nov 1921*)
- 3455 Tibshelf & Newton** [Mid.]: for the avoidance of doubt: prior to 1886 RN this had been only a G depot
- 3491 Treamble** [GW]: from RO 16 Feb 1926, GWR GIC R.1534/189 of 26 Feb 1926 stated that facility was “sole user” for Treamble Minerals Ltd, *not* for general public traffic
- 3493 (second entry) to read: 3494 Trefereig Siding**
- 3496 Treforest Llantwit Road** [BR]: to read: **RN** Treforest Llantwit Road “forthwith”, according to *GWR GM’s circ. 3011 of 17 Sep 1926* (the circular gives prior name as **without** any suffix).
- 3500 Trevil** [LNW]: 1904 *Hand-book* showed G – deleted (“no date”) by *Hand-book* leaflet of 24 Apr 1924
- 3502 Trewythan Siding** [Van/Cam.]: also deleted G by *Hand-book* leaflet L.63 of Apr 1927 (*so when did it reopen?*)
- 3506 Troon (1st station)** [GSW]: delete “q.v.”
- 3507 Troon Town** [GSW]: delete entry
- 3521 Twechar** [NB]: RN given as effective **1 Oct** 1924 (*RCH distance advice No. 2/1 of 14 Jan 1925*)
- 3534 Tytherington** [Mid.]: WR GIC R.1534/768 of 5 Sep 1949 said “Tytherington goods depot has been closed to merchandise traffic.” – so conversion to UPS is questioned.
- 3535 Uddingston Central** [Cal.]: 1952 RN date almost certainly 1 Jan 1952 (shown *post hoc* in unidentified Circ. issued Jan 1952)
- 3548 Upper Pontnewydd** [GW]: to read: Pontnewydd RN to Upper **Cwmbran** 1 Sep 1881 (*GWR GM’s Circ. 637, 25 Aug 1881*), to Upper Pontnewydd 4 Nov 1881 (*GWR GM’s Circ. 648, 4 Nov 1881*), CDO 31 Jan 1964
- 3554 Upwey** [GW] (*original station*): was on main line. Its 1886 replacement was also Upwey (“Junction” suffix not added until 1 Jan 1913 – later *Upwey & Broadway, finally Upwey*) and has only ever been P (it is still open, hence does not appear in *Register*).
- 3567 Walberswick** [Swold]: RO G 1 Sep 1921 [*L&SWR Joint Circular no. 212, 27 Aug 1921*] (*notwithstanding that P seems to have RO by Aug 1919*)
- 3615 WELLS: station** [GW]: G addition of suffix not until ca. Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949 – “have been renamed”*); end of note to read: “RN Wells: P 6 May 1950, G 13 Jul 1964” (*WR GIC A2/79 of 25 May 1964 – upon closure of Priory Road*)
- 3617 WELLS: Priory Road** [SD Jt.]: 1949 G RN – date questioned: G RN by Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950 – “have been renamed”*)
- 3627 West Auckland** [NE]: 1878 renaming was **1 Apr** 1878 according to notice of that date at RAIL 410/1315
- 3642 WEST MIDLANDS: Bilston Central** [GW]: In *Hand-book* RN successively as Bilston Broad Gauge, then Bilston Main Line, then (*by Hand-book appendix 1894*) Bilston & Ettingshall. *These pre-1950 suffixes appear only to have applied for G. CDO by May 1964 ** (*WR GIC A2/79 of 25 May 1964*)
- 3643 WEST MIDLANDS: Bilston West** [GW]: In *Hand-book* RN successively as Bilston Narrow Gauge, then Bilston West Midland, then (*by Hand-book appendix 1894*) Bilston & Deepfields. *These pre-1950 suffixes appear only to have applied for G. Addition of ‘West’ suffix 19 Jul 1950 confirmed by BR District PR & Publicity Rep letter of 26 Mar 1954 in Clinker papers*
- 3647 WEST MIDLANDS: Brierley Hill Goods** [GW]: renaming was shown as “forthwith” in LMR Tfc. Circ. 205-3 dated 25 Mar 1966 (*so would already have been applicable*)
- 3656 WEST MIDLANDS: Darlaston** [LNW] (2nd entry): delete reference to G depot
- 3660 WEST MIDLANDS: Dudley: Dudley Castle** [GW]: 19 Jul 1950 RN date confirmed by BR District PR & Publicity Rep letter of 26 Mar 1954 in Clinker papers
- 3680 WEST MIDLANDS: Wednesfield Heath** [LNW]: G (except livestock) 1 Jun 1860 (*other G traffic diverted to Wolverhampton Mill Street*) (*LNW circ. of May 1860 in RAIL 214/70 and Wolverhampton Chronicle, 23 May 1860*); RO for other goods traffic *by* 1904. P sta. relocated 5 Jan 1863 – *did also apply for livestock – and did it mark RO for other G traffic?*
- 3681 WEST MIDLANDS: West Bromwich** [GW]: West Bromwich RN Spon Lane & West Bromwich (*by Hand-book appendix 1894*), then West Bromwich for Spon Lane (*appendix 1895*), then West Bromwich & Spon Lane (*by 1904 Hand-book*). *These variants appear only to have applied for G*

- 3692 West Pennard Halt & Siding** [SD Jt.]: RN from Pennard given (no date) in RCH *Distance Tables amendment 932/2 of 20 Dec 1920* (RAIL 1089/70) *but had been so since at least 1910*
- 3698 Weymouth Quay** [GW]: temporary clo G (cargo) *GWR GIC R.1534/595 of 26 May 1942 - "has been closed temporarily"*
- 3700 although correctly located between 3699 and 3701, note "3770" should read "3700"**
- 3719 Whitchurch Town** [GW]: 1949 RN – date questioned: G RN by Dec 1949 and (Hants.) suffix apparently retained (*WR GIC R.1534/775 of 12 Dec 1949 - "have been renamed"*)
- 3727 Whitehaven station** [LNW]: add: G rep by Whitehaven Preston Street
- 3739 Whitstable Town (1st station)** [SEC]: G depot (at its original site) RN Whitstable & Tankerton 1 Feb 1936
- 3742 Whittington (Low Level)** [GW]: RN (deletion of suffix) **by Dec 1960** (*Hand-book leaflet L.12 of Dec 1960*)
- 3758 Wigston Glen Parva** [LNW]: when P station renamed from Glen Parva to Glen Parva for Wigston at Jan 1887: "The goods station at this place will as hitherto be known as Wigston" (*LNWR General Manager's Circular no. 2080 of 6 Jan 1887*)
- 3767 Wilpshire** [LY]: CDO 10 Sep 1962 (*WR GIC A2/34 of 30 Jul 1962*)
- 3772 Winchester Chesil** [GW]: 1949 RN – date questioned: G RN by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949 - "have been renamed"*)
- 3774 Windermere Lake Side** [Fur.]: seasonal closures did not affect G traffic
- 3775 Windsor & Eton Central** [GW]: from May 1897, mileage yard (later coal depot) moved to new low level site, but goods shed remained at high level until clo.; 1949 RN – date questioned: G RN by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949 - "have been renamed"*)
- 3829 Worleston** [LNW]: CDO 1 Sep 1952 (*LMR WON W2 No. 34, 19 Aug 1952*)
- 3832 Worthing** [LBSC]: 1936 RN (to Worthing Central) advised as 1 Jul 1936 by *GWR GIC R.1534/456 of 15 Jun 1936. Note 5 Jul 1936 was Sunday start date of SR summer timetable.*
- 3840 Wrexham General** [GW]: to read: suffix **General** added 18 Jun 1951
- 3843 Wyre Forest** [GW]: US 31 Jul 1961 (*passenger*)
- 3853 Yeovil: Hendford** [GW]: add: 9 Oct 1967 became NRCD as sub-depot of Taunton Freight Concentration Depot (*Depot Manager letter of 1 Jan 1968*)
- 3856 WEST MIDLANDS: Darlaston** [LNW] (2nd entry): delete all reference to G
- 3862 Ystrad Mynach** [Rhy]: **Ystrad P** RN Ystrad Mynach 1 Dec 1891; **Cylla Branch** G RN Ystrad Mynach 1 Nov 1911 (RCH Goods Mgrs mins 6 Oct 1911) *[there had been no G until Cylla Branch goods depot op 1907].*
- 3884 Geldeston** [GE]: RO "for dealing with certain goods traffic" 14 Sep 1916 (*RCH leaflet 29 Oct 1916*)
- 3889 Gildersome East** [LNW]: G 1917 clo. date is from *RCH Supplementary Notice no. 2 (Apr 1918)*
- 3892 LONDON: Eltham (Well Hall)** [SEC]: RN given as effective **26 Sep** 1927 (*RCH distance advice No. 21/3 of 30 Jan 1928*)
- 3898 Forest Hill** [LBSC]: Dartmouth to read Dartmouth
- 3936 WEST MIDLANDS: Langley Green (1st station)** [GW]: RN Langley Green & Rood End 1 Jan 1904, RN Langley Green late 1961 (advised by unidentified Circ. 6 Oct 1961)
- 3962 delete note**
- 3968 Appleby West** [Mid.]: 1952 RN (*BR Comm. Circ.119 of 26 Sep 1952*)
- 3969 Bognor Regis** [LBSC]: RN given as effective **July** 1929 (*RCH distance advice No. 40/5 of 13 Apr 1932*)
- 3978 GLASGOW: Pollokshaws West** [GBK Jt.]: 1952 RN date almost certainly 1 Jan 1952 (shown *post hoc* in unidentified Circ. issued Jan 1952)
- 3993 Crew Green** [PSNW/SM]: (Supp. 2) PC **16 Jun** 1880 (*coy's. poster TNA RAIL 1057/363/1 - reproduced in P Johnson, Illus History of the Shropshire & Montgomeryshire Rly, OPC, 2008, p.34*); RO G Jun 1912 (*RCH Goods Managers' Conference Min. 7963a of 3 Jul 1912; Border Counties Advertizer 12 Jun 1912 might seem to support this*). RN from Crewe Green to Crew Green Feb 1920 (company's timetable of this date) or earlier.
- 4401 (between notes 4000 and 4002): should read 4001**
- 4013 Findhorn** [High]: *Elgin Courant, 22 Jan 1869 reported: "It is announced that the Findhorn Railway will not be worked after the 29th of this month" and the same paper two weeks later confirmed this, while 30 yards of track were washed away on 30 Jan 1869. Hand-book of Stations Appendix of 1871 noted it as "Closed" and location did not appear in 1877 edition. There is no evidence to support alleged post-1869 usage - and a letter in Northern Scot, 30 Aug 1881 (at a time of proposed re-establishment of the line) reported it to have been "totally abandoned" in 1869 and clearly unusable.*
- 4014 Glendon & Rushton** [Mid.]: after 4 May 1964 continued to deal with forwarded iron ore traffic

- 4022 Hindley & Amberswood** [LNW] (Supp. 1): 1918 clo. date is from *RCH Supplementary Notice no. 2 (Apr 1918)*; 1921 RO date is 16 (*sic*) Aug 1921 (*GWR GIC R.1534/13 of 15 Aug 1921*)
- 4029 Hyde Central (2nd station)** [GC-Mid Jt.]: Central suffix not added until 17 Sep 1951 (*BR Comm. Circ.72 of 5 Oct 1951*) *[fit applied to both P and G]*
- 4033 Jacksdale** [GN]: RN G 1 Jul 1950 (*LMR Opg.Circ. 11 of 29 Jun 1950*)
- 4034 Jamestown** [NB]: delete existing note (*Cal. 'shared' use of Jamestown NB goods depot, which did not close during WW1- closure related only to Cal. activity, which resumed 1 Dec 1922 (GWR GIC R.1534/63 of 5 Dec 1922)*); add: after public G ceased 6 Jul 1964, retained as sole-user siding for timber loading until 1 Sep 1964 (loading moved to Dumbarton area, although agreement not formally determined until 31 Oct 1964)
- 4040 LEEDS: Marsh Lane (1st station)** [YNM/NE]: insert note: PC-G Jul 1848, RO-G Dec 1849 (*Previous Register*)
- 4046 LIVERPOOL: Garston Dock** [LNW]: G RN Garston Town ca. Oct 1949 (*WR GIC R.1534/771 of 17 Oct 1949*)
- 4048 Llandrinio Road** [PSNW/SM] (Supp. 2) PC **16** Jun 1880 (coy's. poster TNA RAIL 1057/363/1 – reproduced in P Johnson, *Illus History of the Shropshire & Montgomeryshire Rly*, OPC, 2008, p.34); RO(G) **21 Feb** 1912 (*Border Counties Advertizer 21 Feb 1912*)
- 4058 Lyonshall** [GW]: 1917 clo. is from *GWR War Reports of the General Manager (a printed, bound volume, issued privately by GWR)*
- 4095 Oswestry** [Cam.]: merger of management of two G depots *appears* to have been **1 Feb** 1923
- 4111 Oxton** [NB]: George Dow, *Deluge over the Border* in *Railway World*, Sep/Oct/Nov 1968 says traffic was passing on Thu 12 Aug 1948 so PC(G) w.e.f. date **13** Aug 1948. *Rly Gazette* 12 Jan 1951 confirms RO(G) date as 20 Nov 1950.
- 4125 St. Helens Central** [GC]: 1949 RN was for G only (*P station had long - if not always - had suffix*)
- 4145 delete note**
- 4154 Trawsfynydd** [GW]: to read: TC (G) 28 Jan 1961, RO as 'sole user' for nuclear power station 4 May 1964
- 4165 West Wemyss** [NB]: G 1917 RO date was as PDS (three days a week) (*RCH Supplementary Notice no. 2 (Apr 1918) – Clinker papers*)
- 4176 Barrow-in-Furness** [Fur.]: CENTRAL dropped and -IN-FURNESS added (*LMR Opg.Circ.367 of 14 Nov 1957*)
- 4183 Berwick-upon-Tweed** [NE-NB Jt.]: RN *by* Nov 1954 (*WR GIC R1534/902 of 15 Nov 1954 - "has been"*)
- 4185 Blodwell Junction** [PSNW/Cam.]: RO(G) by Cam. on or about 26 Jan 1881 (Two-year agreement PSNW / Cam for latter to re-open and work line "from Llanymynech station to the terminus at or near Llanymbodwell" came into effect, for short-term pipe traffic for construction of Liverpool Corporation's Vyrnwy water pipeline (Traffic Manager's Report of 19 Feb 1883 – RAIL 92/52 and RAIL1057/363/1))
- 4186 Brecon Watton** [BM]: NRCD from 4 May 1964 limited to animal feed stuffs store (*WR GIC A2/78 of 4 May 1964*)
- 4192 Clocksbriggs** [Cal.]: RO (Coal and station-to-station G) **1 Feb 1918** (*RCH Supplementary Notice no. 2 (Apr 1918) in Clinker papers*)
- 4200 Bowness and Whitrigg** [Cal.]: delete note; these depots did not clo. 1917-1919 (*The True Line no. 17 May 1987*)
- 4214 Dorchester West** [GW] (Supp. 1): 1949 RN – date questioned: G RN by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949 – "have been renamed"*)
- 4216 WEST MIDLANDS: Wolverhampton Low Level** [GW]: note to read: suffix **Low Level** added 4.1856t; retained as rail-fed parcels depot until clo 1 Jun 1981. *Ignore note 4216 in Supp. 1*
- 4226 Wolverton (3rd station)** [LNW]: CCD opened **1 May** 1967 (*in readiness for clo of local stas which took place 22 May 1967*) (*LMR Traf.Circ. 256 of 21 Apr 1967*)
- 4231 Whitchurch (Salop.)** [LNW]: **delete "certain seasonal G handled till 30.10.1976" and substitute:** public freight facilities *except* seasonal agricultural traffic passing in block train loads withdrawn from 4 Sep 1972 (*LMR Traffic Circ. no. 513*) (*this was what remained until final closure in 1976*)
- 4239 Stockport Edgeley** [LNW]: addition of 'Edgeley' suffix seems to have been a consequence of the Regional boundary changes of 2 Apr 1950 (when Tiviot Dale became LMR instead of ER) – it was applied only to G depot until *Circ. of 15 Aug 1958*
- 4240 Margate** [SEC]: delete "CDO at clo." and add "former LC&D; at clo. functions transferred initially to Sands (ex-SER) depot, then to new (1926) Margate SR goods depot. A Gray *The South Eastern & Chatham Railways - A marriage of convenience* (Middleton, 1998) page 121 says "It took until 1910 for the SECR to decide to concentrate Margate goods facilities at Sands [ex-SER] station." The goods depot at Margate West had been swept away (in favour of enlarged road access) by the time of the opening in mid-1926 of the rebuilt passenger

station there. So when, between 1910 and 1926, did the LC&D Margate goods depot actually close?

- 4247 Elvington for Sutton** [DV]: 30 Sep 1972 was date of Abandonment Order (track had already been removed)
- 4251 Amersham & Chesham Bois** [Met-GC Jt.]: addition of “& Chesham Bois” had appeared in RCH leaflet of 22 Jan 1922
- 4268 Rolvenden** [KES]: to read: “... Tenterden RN 16 March 1903” (*Kent County Examiner & Ashford Chronicle* 6 Mar 1903) (*the * in front of 6 Mar 1903 was in error*)
- 4274 Bramwith** [WRG Jt.]: previous name was Barnby **Dun**
- 4292 Dewsbury (1st station)** [GN]: RN *probably* 25 Sep 1950 (as for Chesterfield Midland Goods - *unidentified circ. of 17 Nov 1950*)
- 4296 EDINBURGH & LEITH: Leith East** [NB]: RN *probably* from 7 Apr 1952 as for note **1214**
- 4312 LEEDS: Wellington Street** [GN-LY-LNW-NE Jt]: amalgamation of former North and South depots **15 Feb 1960** (*WR GIC R1534/1036 of 29 Feb 1960; depots still shown separately in Hand-book (1956)*)
- 4352 MANCHESTER AND SALFORD: Windsor Bridge** [LY]: use as car terminal ceased 25 Aug 1989 (*Branch Line News no. 620*)
- 4354 BUXTON: Higher Buxton** [LNW]: TC(G) from unknown date in WW1 (*possibly 1 Jan 1917*); RO(G) 16 Aug 1921 (*GWR GIC R.1534/13 of 15 Aug 1921*); G depot RN Buxton South 1924
- 4356 WEST MIDLANDS: Langley Green (2nd station)** [GW]: G RN Langley Green (*no suffix*) 3 Jul 1961 (*on opening of new depot for cartage traffic named Rood End - WR GIC A2/7 of 26 Jun 1961*)
- 4357 Woodville (1st station)** [Mid.]: note to read: terminus on branch from Woodville Goods Junction; previously clo G *by* 1 Oct 1856, RO 1 Apr 1859; Wooden Box RN 1 Oct 1868 (*Gough, Midland Railway*)
- 4362 DERBY: Pear Tree & Normanton** [Mid.]: TC(G) from unknown date in WW1 (*possibly 1 Jan 1917*); RO(G) ca. Dec 1921 (*GWR GIC R.1534/24 of 9 Jan 1922 – already operative*)
- 4395 BRADFORD: Low Moor** [GN]: 1917 clo. date is from *RCH Supplementary Notice no. 2 (Apr 1918) – Clinker papers*
- 4398 Loughton Siding** [LNW]: 1917 clo. date is from *RCH Supplementary Notice no. 2 (Apr 1918)*.
- 4401 various locations:** (page 178) should read **4001**
- 4401 Kingsknowe** [Cal.]: (page 180) is correct as printed in respect of P activity
- 4401** (Supp.2): delete this deletion
- 4409 Mossley** [LNW]: RO(G) ca. Aug 1922 (*GWR GIC R.1534/52 of 9 Sep 1922 – already operative*)
- 4417 Aston-le-Walls siding** [SMJ]: PC not reported until *GWR GIC R.1534/11 of 16 Jul 1921*); “... has been reopened” (*GWR GIC R.1534/17 of 22 Oct 1921*)
- 4438 Newton Abbot:** NCL ceased to use private siding (at Kingsteignton Road site) Sep 1979 (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)
- 4466 Sittingbourne** [SEC]: RN from Sittingbourne & Milton to Sittingbourne & Milton **Regis** given as effective **March 1927** (*RCH distance advice No. 21/3 of 30 Jan 1928*)
- 4478 YORK: Layerthorpe** [DV] (Supp. 2): PS traffic continued until last train 23 Jan 1989 (*although intended date had been 31 Dec 1988*)
- 4495 Croxley Green** [LNW] (Supp. 1): the note should make clearer that there was **no** PS at Croxley Green: Croxley Green **Siding** (Dickinson & Co.) was actually on the LNW Croxley Mills branch (clo. 1983), which led off the LNW Rickmansworth branch
- 5018 Wellingborough Midland Road** [Mid.] (Supp. 2): add: RV (suffix dropped) 18 Apr 1966
- 5022 Port Talbot** [GW]: delete RV 4.1947. “In connection with the reconstruction of the passenger station at Port Talbot, the opportunity has been taken to re-name the station Port Talbot and all reference to Port Talbot (General) should **now** be discontinued.” (*WR GICs A1/147 of 13 Apr 1964 and A2/77 of 20 Apr 1964*) – i.e. change in effect at date of notice, so was “by Apr 1964” [*Clinker’s reference to 1947 was a typo, not an earlier renaming*]
- 5024 Pontypridd** [TV] (Supp. 2): to read: “...G depot **RN** Pontypridd Town **“forthwith”, according to GWR GM’s circ. 3011 of 17 Sep 1926.**
- 5029 LONDON: Nine Elms (South Lambeth)** [GW] (Supp. 2): RN from South Lambeth 1 Jul 1968 (on transfer of Nine Elms’s work here) (*Div Mgr Wimbledon letter CT/C.155/27 of 28 Apr 1969*)
- 5030 DERBY: Duke Street** [GN] (Supp. 2): G 31 Jan 1948 (*Mark Higginson, The Friargate Line. Derby and the Great Northern Railway (1988) page 129*)
- 5031 CARDIFF: Tyndall Street** [LNW] (Supp. 2): still shown as LMS facility in *Hand-book (1938)* (GFL; F and L deleted by an amendment leaflet dated Sept 1942 but no further amendments traced); 1956 *Hand-book* simply showed “Tyndall Street Depot” but without G (apparently the LNW depot) retained until *some date* **principally or exclusively** as warehouse for Rowntrees traffic. Also recorded (a) as banana warehouse 16 Feb 1962 until 30 Jun 1972 (*Track Layout Diagrams, page 43/75*) and (b) “all track serving [NCL Tyndall Street]

warehouse taken out of use 11 May 1972" (*J W Mann collection Ref Misc 4705, from BR WR CCE records*)

- 5044 Dolwyddelen** [LNW] (Supp. 2): no indication why this note should supersede **1081** in same Supp.
- 5063 LONDON: Acton** [GW] (Supp. 2): G also RN Acton Main Line (*WR GIC R.1534/775 of 12 Dec 1949 – "have been renamed"*)
- 5067 Poole** [LSW] (Supp. 2): PDS 2 Feb 1981 (*SR COM Waterloo letter 16 Sep 1981 in Clinker papers*)
- 5069** (Supp. 2) **Delete note**
- 5071 CHELTENHAM SPA: St. James (1st station)** [GW] (Supp. 2): G moved "some months" earlier in 1894 than the P station (*Worcester Journal 15 Sep 1894*)
- 5073 Tanygrisiau** [Fest.] (Supp. 2): Fri 2 Aug 1946 was date on which FR staff were given 24 hours notice of redundancy and *GWR GIC R.1534/703 of 16 Dec 1946* said: "...was closed on August 3rd." – so arguably w.e.f. G date should read Mon 5 Aug 1946
- 5074 Various stations replaced by Taunton CCD:** coal traffic transferred to Taunton CCD – some on 6 July 1964, some on 3 Aug 1964, others on 31 Aug 1964, as shown above (*GM Paddington letter 28 May 1964 and WR GIC A2/79 of 25 May 1964*)

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Information about some goods locations not included in the Register

By the time of the Register's second supplement, these locations had not been "closed" in any respect so did not appear in the Register or its supplements. This does not purport to be a comprehensive list of goods depots open at 1981.

- Andover** [LSW]: RN from Andover Junction 7 Sep 1964 (*WR GIC A2/86 of 7 Sep 1964*)
- Arbroath Central** [NB]: G RN from Arbroath ca. May 1952 (*ScR WON of indeterminate date 1952*)
- Ashford (Kent)** [SEC]: RN from Ashford 9 Jul 1923 (*RCH Handbook leaflet 26 Apr 1923*)
- Barton-on-Humber** [GC]: 'on-Humber' suffix added by *RCH distance advice No. 30/4 of 15 Aug 1929*
- Bath West** [GW]: G RN from Bath ca. Jan 1950 (*WR GIC R.1534/778 of 30 Jan 1950 – "have been renamed"*)
- Bexhill (Galleyhill)** [LBSC]: G 14 Dec 1981* (*BLN 439 front page*)
- Birkenhead North** [Wirral]: G RN from Birkenhead Docks 1 May 1926 (*GWR GIC R.1534/192 of 12 Apr 1926*)
- BRADFORD: Valley:** modernised, incorporating Trafalgar Street, to take over from Bridge Street from 22 Oct 1962 (*WR GIC A2/40 of 22 Oct 1962*)
- Bridgend & Coity** [Barry]: opened 1 Nov 1909 (*Glamorgan Gazette 22 Oct 1909*); G by 18 Dec 1983 (when connection put out of use – BLN 481.28)
- Bridgwater North** [SD Jt]: the E date of 2 Nov 1954 (which implies that this was also the G date) should be disregarded and 2 Jan 1967 substituted – see Note **537** (below).
- Bridgwater** [GW]: G RN Bridgwater General by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949 – "have been renamed"*); RV by May 1962 ("Bridgwater General Station will in future be known as Bridgwater" – *WR GIC A2/29 of 14 May 1962 – relating to goods traffic*)
- BRISTOL: Kingsland Road** [GW]:
- Cadoxton Goods** [TV]: clo was 1 Apr 1925 (**not** same date as Cardiff Queen Street – *GWR GIC R.1534/164 of 26 Mar 1925*)
- Cambridge Brooklands Avenue** [LNW]: RN from Cambridge Hills Road 1951 (*ScR FK circ FK71 of 10 Aug 1951*)
- CARDIFF: Canton Siding (Leckwith Road)** [TV]: RN from Canton Sidings 1 Jul 1924 (*GWR GM Circ. 2917 of 18 Jun 1924*) (*shown in Hand-book under Grangetown rather than Cardiff*)
- CARDIFF: East Dock** [Rhy].: RN from Cardiff Docks [Rhy.] 1 Jul 1924 (*GWR GM Circ. 2917 of 18 Jun 1924*) (*shown as G in 1925 Hand-book but not in 1929 or later Hand-books*)
- CARDIFF: Queen Street** [TV]: G **30 Mar** 1925 (*GWR GIC R.1534/164 of 26 Mar 1925*)
- CARDIFF: St. Mellons** [GW]: added by *WR GIC A2/79 of 25 May 1964*
- CARDIFF: Tidal Sidings** [GW]: added by *WR GIC A2/79 of 25 May 1964*
- CHESTER: West** [GW]: G RN from Chester 1 Jul 1950 (*LMR Opg. Circ. 11 of 29 Jun 1950*)
- Chesterfield Midland** [Mid.]: G RN from Chesterfield believed 25 Sep 1950 (*unidentified circ. of 17 Nov 1950*)
- Elgin East** [GNS]: G RN from Elgin Jan 1953 (probably 24th) (*ScR WON of Jan 1953*)
- Elgin West** [High.]: G RN from Elgin Sep 1952 (*ScR WON of Sep 1952*)
- Evesham North** [GW]: G RN from Evesham 4 Sep 1951 (*LMR Comm. Circ. 73 of 12 Oct 1951*) (*same as note 4008*)
- Galley Hill Siding (Bexhill)** [LBSC]:

GATESHEAD: Tyneside Central Freight Depot: *WR GIC A2/56 of 10 Jun 1963* reported that “a new freight depot is nearing completion at Gateshead which will deal with all sundries and a large proportion of full wagonload traffic for the Tyneside area.” – first stage operative from 17 Jun 1963 (*WR GIC A2/57 of 24 Jun 1963*)

Georgemas [High.]: RN from Georgemas Junction advised by *WR GIC A2/31 of 18 Jun 1962* (“*have been renamed*”)

GLASGOW: Kinning Park [Cal]: coal concentration depot from 15 Jun 1964 (*WR GIC A2/82 of 6 Jul 1964*)

GLASGOW: Sighthill: new terminal opened (vice Buchanan Street) 6 Aug 1962 (*WR GIC A2/34 of 30 Jul 1962*)

Goole: RN from Goole Town 12 Jun 1961 (*WR GIC A2/5 of 29 May 1961*)

Grangetown: see Cardiff

Harlow Mill: RN from Harlow 13 Jun 1960 (*WR GIC R1534/1042 of 23 May 1960*)

HULL: Central: merger of two former GCR and NER depots ca. 1923 (*RCH leaflet of 12 Jul 1923*) – former NER depot (see entry Hull: Manor House Street and note **1739**) dealing with inwards traffic and former GCR (see entry Hull: Kingston Street) dealing with outwards traffic. From 21 Oct 1960 former NER depot dealt with all wagonload traffic and former GCR depot with all sundries traffic (later passing to NCL)

Huntingdon: RN from Huntingdon North 15 Jun 1964 (*WR GIX A2/79 of 18 May 1964*)

Hyde North [GC-Mid. Jt.]: RN from Hyde Junction 17 Sep 1951 (*LMR Comm. Circ. 72 of 5 Oct 1951*)

Keighley North Mid.: G RN from Keighley [Mid.] Mar 1951 (*LMR Opg. Circ. 48 of 5 Apr 1951*) (*same as note 1810*)

Lincoln Holmes [GN]: RN from Lincoln 25 Sep 1950 (*ScR circ. FK22/29 of 1 Sep 1950*)

LIVERPOOL: Garston Dock [LNW]: RN from Garston **Docks** ca. Oct 1949 (*WR GIC R.1534/771 of 17 Oct 1949*) – *transferred to British Transport Docks, but was it ever for other than transshipment to/from ships?*

Llanelli [GW]: RN from Llanelly Feb 1966 (*letter DM Cardiff to Clinker 31 May 1967*)

LONDON: Romford Town [GE]: RN from Romford (G only) 1 May 1949 (*WR GIC R.1534/759 of 2 May 1949, amended by /763 of 27 Jun 1949*)

LONDON: Somers Town [Mid]: RN from St. Pancras New Goods 1 Aug 1892 (*RCH Order No. 1510 of 16 November 1892 notes that the change of name was with effect from 1 Aug 1892, but the Minutes of the RCH Superintendents' Meetings give 8 Aug 1892*)

LONDON: Victoria & Albert Docks [GE]: in existence in 1904 (*Hand-book*) and 1928 (*GWR GIC R.1534/248 of 28 Apr 1928*), since clo

Luton Midland Road [Mid]: G RN from Luton 1 Jul 1950 (*LMR Opg. Circ. 11 of 29 Jun 1950*)

Macclesfield [GC & NS]: unlike the P station, this did **not** carry the suffix **Central** (*and therefore did not lose it 7 Nov 1960*)

MANCHESTER AND SALFORD: Ardwick West [GC]: RN from Ardwick 1 Jul 1950 (*LMR Opg. Circ. 11 of 29 Jun 1950*)

Melton Mowbray Town [Mid]: RN from Melton Mowbray 1 Jul 1950 (*LMR Opg. Circ. 11 of 29 Jun 1950*) (*1957 RN applied only to P (despite LMR Opg. Circ. 358 of 12 Sep 1957 suggesting otherwise)*)

MERTHYR: High Street [GW]: RN from Merthyr 1 Jul 1924 (*GWR GM Circ. 2917 of 18 Jun 1924*)

Montrose Central [NB]: G RN from Montrose ca. May 1952 (*ScR WON of indeterminate date 1952*)

Morley Low [LNW]: RN from Morley 30 Sep 1951 (*LMR Comm. Circ. 70 of 21 Sep 1951 and Railway Gazette 7 Sep 1951*)

Mountsorrel Junction [Mid]: RN from Mountsorrel Junction Station 1953 (*albeit only dealing with PS traffic*) (*amendment to Hand-book in ER Comm. Circ. 271 of autumn 1953*) – although *Hand-book* (1956) still carried the older name...

NEATH: Gnoll Siding [GW]: added by *WR GIC A2/79 of 25 May 1964*

Newark Castle [Mid]: RN from Newark 25 Sep 1950 (*ScR circ. FK22/29 of 1 Sep 1950*)

Newark North Gate [GN]: RN from Newark 25 Sep 1950 (*ScR circ. FK22/29 of 1 Sep 1950*)

North Walsham Main [GE]: RN from North Walsham 27 Sep 1948 (*WR GIC R.1534/746 of 25 Oct 1948*)

Oldbury [LNW]: RN from Oldbury & Bromford Lane *by* Jun 1969 (*WR GIC 228 of 2 Jun 1969*) (*although P sta. had been renamed 5 May 1968*)

Oxford [GW]: G RN from Oxford General *by* May 1964 (*WR GIC A2/79 of 25 May 1964*)

Penzance [GW]: the 2nd G (at Ponsandane) existed as Ponsandane Siding: opened as a ‘mileage yard’ facility in mid 1872 (*Lake’s Falmouth Packet 15 Jun 1872*) – no facilities shown in 1904 *Hand-book*; main goods activity transferred there from 1st G in 1937

PLYMOUTH district: Cattewater Harbour [LSW]: since clo

PLYMOUTH district: Friary [LSW]: since clo

Reading Central [GW]: G 25 Jul 1983

Reading General [GW]: G RN from Reading by Dec 1949 (*WR GIC R.1534/775 of 12 Dec 1949* – “*have been renamed*”)

Redcar Central [NE]: RN from Redcar 25 Sep 1950 (*ScR circ. FK25/27 of 22 Sep 1950*)

Rochester & Chatham [Goods] [LCD]: located in Rochester and op. 2 Jul 1883, to replace Chatham [LCD] (see above) which became P only; RN from Chatham Goods 17 Aug 1935 (*RCH distance advice No. 57/9 of 14 Apr 1936*); G 5 Sep 1988

Rood End: new depot for cartage traffic (independent of Langley Green) opened 3 Jul 1961 - *WR GIC A2/7 of 26 Jun 1961*

Rugby Midland [LNW]: G RN from Rugby 1 Jul 1950 (*LMR Opg. Circ. 11 of 29 Jun 1950*)

Scunthorpe [GC]: renamed from Scunthorpe & Frodingham 16 Nov 1963

St. Helens (3rd station) [LNW]: RN Shaw Street 1 Mar 1949 (*WR GIC R.1534/755 of 28 Feb 1949*); RN Central 11 May 1987 (*Quick*)

SHEFFIELD: Grimesthorpe New Freight Terminal: “construction material ... is now commencing to pass to [this] new project” – *WR GIC A2/60 of 12 Aug 1963*

SHEFFIELD: Sheffield Parkway Market: *WR GIC A2/19 of 18 Dec 1961* stated: “A new wholesale fish, fruit and vegetable market has been opened in Sheffield and simultaneously as depot named SHEFFIELD PARKWAY MARKET E.R.(G.C.) has commenced to operate.”

SOUTHEND: Central [Mid.]: RN Southend-on-Sea Central from Southend-on-Sea 1 May 1949 (*WR GIC R.1534/759 of 2 May 1949*), RN Southend Central ca. Feb 1969 (*ER comm circ of 20 Feb 1969 - 'forthwith'*)

Spalding [GN]: G RN Spalding Town 1 Dec 1948 (*Railway Gazette 26 Nov 1948*)

Stamford Town [Mid]: RN from Stamford 25 Sep 1950 (*ScR circ. FK22/29 of 1 Sep 1950*)

Stirling West [Cal.]: RN from Stirling Shore Road [Cal] probably 21 Sep 1953 (*undated ScR WON – same as Kirkintilloch Town and for the other two Stirling G depots in Notes 3276 and 3277 – and amendment to Hand-book in ER Comm. Circ. 271 of autumn 1953*)

SWANSEA: Eastern Depot [GW]: added by *WR GIC A2/79 of 25 May 1964*

Taunton [GW]: sundries concentration depot ceased to be rail served after transfer to NCL in 1969 – track removed 1981; coal distribution centre clo by Apr 1983; remaining G clo after 1986 (but presumably at or by withdrawal of Speedlink Jul 1991).

WEST MIDLANDS: Wolverhampton Steel Terminal [GW]: RN from Wolverhampton Walsall St Goods [GW] to Wolverhampton New Depot ca. Mar 1966 (*on remodelling of it and adjacent depots - shown as “forthwith” in LMR Tfc. Circ. 205-3 dated 25 Mar 1966*); RN Wolverhampton Steel Terminal from some date between Apr 1967 and Oct 1968

WHITEHAVEN: Corkickle [Fur.]: RN from Whitehaven Corkickle to Corkickle late 1957 (*LMR Opg.Circ.372 of 19 Dec 1957*)

Whittlesea [GE]: CDO ? , G 31 Aug 1968 (*WR GIC 184 of 1 Jul 1968*)

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Subsequent substantive modifications to 14 November 2023 shown in red

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