

# **PSUL before 1963**

This is unashamedly a “work in progress” – an endeavour to project **PSUL** back from its origin in summer 1963. Therefore, it is very far from a complete listing of qualifying lines and services.

The listings are taken from timetables (working timetables, unless otherwise specified), in chronological sequence as available, and are therefore comprehensive only for the content of each individual source document.

Format, notes and use of 24-hour clock are (intended to be) consonant with current-day **PSUL** practice. Junction titles may not be absolutely correct for the period they represent - and certainly may differ from current nomenclature.

Those routes having a service that could reasonably be found from a contemporary public timetable are not included (even though they might have qualified for inclusion in **PSUL** at some other date).

**Compiled by Richard Maund: version at 19 December 2023**

## **Prior to 1900**

### **Year 1880**

**Great Western Railway: Jun 1880 ufn (RAIL 937/32)**

*Not a complete extract*

**Chester No. 5 (North Jn) - Chester No. 6 (South Jn) *Chester Cutting***

1645 SuX Paddington - Birkenhead Woodside (portion detached Chester South Jn)

1145 SuX Birkenhead Woodside – Paddington

*Note: these started this month – certainly not in May GWR wtt*

### **Year 1881**

**Great Northern Railway: Jun 1881 to Oct 1881 *Bradshwa's Guide***

*Not complete extract*

**Allington Jn – Barkston East Jn**

0850 daily Nottingham – Skegness

1815 SuX, 1840 SuO Skegness – Nottingham

*First appearance of regular advertised service avoiding Grantham was in June 1880 Bradshaw*

*Service same until Sep 1881, thereafter same times but running MThSO*

### **Year 1882**

**London & North Western Railway: March 1882 public timetable**

*Not a complete extract*

**Castlefield Junction – Ordsall Lane**

1505 SuX, 1945 SuX, 2055 SuX Manchester London Road – Ordsall Lane

0905 SuX, 1540 SuX, 16\*45 SuX Ordsall Lane – Manchester London Road

*These may have started back or extended to stations beyond; all except \* booked to call at Oxford Road*

From March 1882, LNWR started service of trains between Stockport and Manchester Victoria via Reddish

### **Year 1885**

**London & North Western Railway: June 1885 public timetable**

*Not a complete extract*

**Middlewood curve**

Through LNWR services between Euston and Buxton, via Macclesfield and the Middlewood curve, started 1 Jun 1885 to the following timetable:

1040 SuX, 1555 SuX, 1950 SuX Macclesfield Central – Buxton (0515, 1200, 1600 from Euston)

0910 SuX, 1145 SuX, 1700 SuX Buxton – Macclesfield central (and Euston)

*Presumably this usage ceased when route via Ashbourne opened 4 Aug 1899*

### **Midland Railway: 1 Oct 1885**

**Not a complete extract**

#### **Saltley Jn [after 1896 jn moved to Landor Street Jn] - St. Andrew's Jn**

From this date, most through Mid. services between Bristol and Derby were diverted via the west Suburban line and New Street station, and the end of attaching/detaching Birmingham portions at both Camp Hill and Saltley.

A few trains used St. Andrew's Jn – Saltley Jn - qualified for inclusion in *PSUL*. The 1 Oct 1885 tables shew four weekday trains and one Sunday train southbound, and five weekday trains northbound (*of these, one SuX and one SuO southbound were certainly through trains*). The Alterations Notice to the October 1886 Public Time Table includes: "Several of the local Trains between Saltley and Camp Hill in connection with through trains between the North and West will be discontinued [*sic*]." Table 40 on page 53 shews only two trains in each direction on weekdays, with one Sunday train southbound. (*the same service as Aug 1887*)

## **Year 1887**

### **Great Northern Railway: Aug 1887 (from Bradshaw's Guide)**

**Not a complete extract**

#### **St. Dunstan's [Bradford] east jn – west jn Leeds curve – direct between Laister Dyke and the Queensbury line**

0855 SuX Leeds Central – Halifax via Queensbury

1230 SuX Halifax – Laisterdyke via Queensbury (apparently portion for 1255 Bradford Ex – Kings Cross)

1710 SuX Halifax – Leeds Central via Queensbury

### **Great Western Railway: Aug 1887 (from Bradshaw's Guide)**

**Not a complete extract**

#### **Chester No. 5 (North Jn) - Chester No. 6 (South Jn) Chester Cutting**

1645 SuX Paddington - Birkenhead Woodside (portion detached Chester South Jn)

1150 SuX Birkenhead Woodside – Paddington

### **Midland Railway: Aug 1887 (from Bradshaw's Guide)**

**Not a complete extract**

#### **Saltley Jn - St. Andrew's Jn**

1140 SuX Derby Mid. – Bristol Temple Meads

0635 SuO Derby Mid. – Bristol Temple Meads

0848 SuX Camp Hill – Saltley (*no obvious 'extensions' either end*)

#### **Park Lane Jn – Water Orton Jn**

1547 SuX Wolverhampton HL – Water Orton

1843 SuX Water Orton – Walsall

2255 SuX Birmingham New Street – Walsall via Water Orton

*Reduced to single one-way trip 1 Oct 1887* - In the October 1887/January 1888 issue of the Public Time Table only the 10.55 p.m. from Birmingham appears, though Water Orton remains in the stations-bank without any other trains. In the Public Time Table for May/June 1888 Water Orton is removed from the stations-bank, but there is a column-note referring to the 10.55 p.m. train that: "This Train runs via Water Orton calling there at 11.18 p.m." This situation continues. The train is re-timed to 11 p.m. by the issue of Bradshaw for November 1897, and in the July 1898 issue (though not in the July 1899 issue) there is also an afternoon northbound express service over the curve. Bradshaw for August 1902 shews the train re-timed to 11.02 p.m. from Birmingham, and this service continues each year up to and including the August 1906 issue. From 1900 Bradshaw ceases to have any note to the effect that the train runs via Water Orton, but the 18-minute timing from Castle Bromwich (11.13 p.m.) to Penns (11.31 p.m.) shews that this was still the case. The train still appears in the October 1906 issue of the Working Time Table. No changes are made in the Notices for January, February, and March 1907, but the train is shewn in the April 1907 issue of the Working Time Table as leaving Birmingham at 11.05 p.m., calling at Castle Bromwich at 11.17 p.m., and then running direct to Penns at 11.23 p.m. before going on to Walsall. Thus the closure of the curve to passenger traffic is 1 April 1907.

## **Year 1890**

### **Great Western Railway Section wtt: Oct 1890**

**Not a complete extract**

#### **Chester No. 5 (North Jn) - Chester No. 6 (South Jn) Chester Cutting**

1645 SuX Paddington - Birkenhead Woodside (portion detached Chester South Jn)

1150 SuX Birkenhead Woodside – Paddington

## Great Eastern Railway

**(Wickford) Belchamp Jn** (on branch) - **Fanton Jn** (on mainline) (*Fanton Curve*)

**(Maldon) Langford Jn** (towards Witham) – **Maldon West Jn** (towards Woodham Ferrers) (*Maldon or Langford Curve*)

**Witham East Jn** (on mainline) – **Witham South Jn** (on branch) (*Witham East Curve*)

1033 SO Southend – Colchester

1625 SO Colchester – Southend

[Saturday market service ran from opening (Tue 1 Oct 1889 so first was Sat 5 Oct 1889) until withdrawn *probably* after running Sat 27 Apr 1895. (*Essex Herald* railway timetable, page 6, still in 23 Apr edn but not in 7 May ed (no tt in 30 Apr edn)) *Timings at withdrawal differed slightly*]

[An excursion Colchester – Southend ran on opening day 1 Oct 1889 of Maldon – Woodham Ferrers and Wickford – Southend sections: *Chelmsford Chronicle* - 27 Sep 1889]

## Year 1892

### London & North Western Railway – Bradshaw's Guide - Sep 1892

Not a complete extract

[Edge Lane -] **Edge Lane Jn.** - **Olive Mount Jn.** [- **Broad Green**] *Olive Mount curve*

0520 MO Manchester [Vic] – Stanley

*Unchanged at year end – and thereafter (had commenced some time after 1887)*

## Year 1893

### Great Western Railway: Jul 1893 (from public tt)

Not a complete extract

**Chester No. 5 (North Jn) - Chester No. 6 (South Jn) Chester Cutting**

1645 SuX Paddington - Birkenhead Woodside (portion detached Chester South Jn)

1150 SuX Birkenhead Woodside - Paddington

## Year 1897

### London & North Western Railway: Lancaster & Carlisle District (West Cumberland Section): Jul 1897

**(Brunel)**

Not a complete extract

No unadvertised workers' services shown on WC&E Corkickle – Marron Jn or Moor Row – Pallaflat and Sellafield sections; no passenger service on any part of Gilgarron (*sic*) branch

## Year 1899

### London & North Western Railway: July working timetable

Not a complete extract

**Ordsall Lane - Liverpool Road Jn. - Castlefield Jn.**

0905 SuX Bolton Great Moor Street – Manchester London Road (arr 0950)

1110 SuX Bolton Great Moor Street – Manchester London Road (arr 1140)

1618 SuX Stockport – Bolton Great Moor Street (arr 1657)

2200 SuX Manchester London Road - Bolton Great Moor Street (arr 2240)

1342 SuX Blackpool C. (Ordsall Lane sidings 1522-1527 *detach portion for Stockport*) – Sheffield (GC) (arr 1645)  
*not stopping at London Road; worked through by LNW.*

1030 SuX Sheffield (GC) – (Ordsall Lane sidings 1147-1156 *attach portion from Stockport*) – Blackpool C. (arr ????)  
*not stopping at London Road; worked through by LNW.*

1110 SuX Stockport – Ordsall Lane sidings (arr 1140) *to attach to Sheffield – Blackpool.*

1530 SuX Ordsall Lane sidings – Stockport (arr 1601) *detached from Blackpool – Sheffield.*

*The Sheffield and Stockport ⇔ Blackpool trains were endorsed as new from this month.*