

# ***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 15 September 2024**

## **1900 to 1909**

### **Year 1900**

#### **London & North Western Railway: May and June company's sheet 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)

#### **Midland Railway: 1 May 1900**

**Not a complete extract**

##### **Landor Street Jn - St. Andrew's Jn**

A few trains had used St. Andrew's Jn – Saltley Jn (later Landor Street Jn) until this date so line qualified for inclusion in ***PSUL***.

#### **Waterford, Limerick & Western Railway: June 1900 u.f.n.**

##### **Limerick - Foynes Jn**

All WL&W passenger and mixed trains between Limerick and Patrickswell ran via and reversed at Limerick Check; all GS&W passenger trains between Limerick and Patrickswell ran via the direct curve between Limerick Station and Foynes Jn.

#### **Glasgow & South Western: June 1900 u.f.n. (RAIL 929/8)**

**Not a complete extract**

##### **Mossblown Jn – Auchincruive Colliery**

Unadvertised workers' service from Ayr via Annbank

**Very questionable that they actually went to the colliery itself after the early 1910s, rather than to the halt at Mossblown Jn (so when did they use halt instead – probably by 1914)**

## Year 1901

### London & North Western Railway: May and June Bradshaw's Guide

**Not a complete extract**

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

1110 SuX Bolton Great Moor Street – Stockport [?TC to Euston] *may have been through to Buxton*

1620 SuX Stockport – Bolton Great Moor Street [?TC from Euston] *may have been 1527 from Buxton*

### Wirral Railway: May Bradshaw's Guide

**Not a complete extract**

#### **New Brighton No. 1 Jn – No. 2 Jn (on Secombe line)**

Regular service advertised to start (Whit Saturday) 25 May 1901

## Year 1902

### London & North Western Railway: Lancaster & Carlisle District (West Cumberland Section): Oct 1902

**(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 1903

### GWR and SE&CR public and working timetables: From 1 July 1903

**Specific extract**

#### **Reading Main Line East Jn [GWR] – Reading Jn [SE&CR]**

1500 (‡ 1455) SuX Reading GWR – Deal (TC 0925 from Birkenhead Woodside, detached Birmingham Snow Hill and forward 1227, slipped at Reading at 1445)

1100 SuX Deal – Reading GWR (TC forward at 1505 for Birkenhead Woodside)

*Only advertised to/from Dover Hbr by GWR.*

*Margate Sands via Canterbury was by connection at Ashford.*

*Service started 1 July 1903*

In summers 1904 and 1905 from Banbury it carried GC portion: 0905 from Manchester London Road, forward from Nottingham by 0705 Newcastle – Bournemouth to Banbury; return 1650 Banbury – Woodford to attach to 1600 Marylebone.

By 1908 main train retimed 1040 Deal; 1910: retimed 0910 Birkenhead, detached Leamington Spa, and 1038 Deal

### Great Northern

**Not complete extract**

#### **Barkston North Jn – Barkston East Jn (spelled Barkstone at that era)**

Used from 3 July 1903 by summer only Leeds – Yarmouth, calling Newark, thence this curve, Sleaford, Spalding, M&GN. *No Skegness service this route this year.*

### North Eastern Railway working timetable 1 April – 30 June 1903 (RAIL 968/48)

**Not complete extract**

#### **Benton Quarry Jn – Benton Station Junction**

**FROM 1 MAY 1903**

0645 SuX, 0810 SuX, 0855 SuX, 0945 SuX, 1050 SuX, 1210 SuX, 1330 SuX, 1515 SuX, 1612 SuX, 1723 SuX, 1850 SuX, 2010 SuX, 2207 SuX Newcastle Central – Newcastle New Bridge Street

0605 SuX, 0730 SuX, 0905 SuX, 1010 SuX, 1132 SuX, 1250 SuX, 1310 SuX, 1410 SuX, 1530 SuX, 1650 SuX, 1818 SuX, 1928 SuX, 2115 SuX Newcastle New Bridge Street – Newcastle Central

*Note: these trains started 1 May 1903 (Newcastle Evening Chronicle 1 May 1903; similar service operated until 30 September 1903*

### North Eastern Railway working timetable 1 October 1903 (RAIL 968/49)

**Not complete extract**

**Benton Quarry Jn – Benton Station Junction**

1210 SuX Newcastle Central – Newcastle New Bridge Street  
1723 SuX Newcastle Central – Newcastle New Bridge Street  
0845 SuX Gosforth – Newcastle Central  
1310 SuX Newcastle New Bridge Street – Newcastle Central  
1818 SuX Newcastle New Bridge Street – Newcastle Central

**South Eastern & Chatham**

**Not complete extract**

**Sharnal Street – Port Victoria**

From Nov 1903 until Apr 1904 the only *advertised* trains were Flushing night boat trains (2025 Victoria/2045 Holborn Vdt – Pt Victoria and 0620 return, daily), although Nov & Dec 1903 wtt supp (RAIL 975/5) said local trains continued to Pt Victoria ‘on request’ (no mention in *Bradshaw’s Guide*). Flushing night boat trains diverted to Queenborough Pier from 3 (out) / 4 (in) May 1904, aznd local trains again advertised beyond Sharnal Street.

**Queenborough – Queenborough Pier**

Flushing day boat trains: 0928 Victoria; 1800 return

## Year 1904

**Furness: from Jan 1904 Bradshaw’s Guide**

**Salthouse Jn – Loco Jn [- Ramsden Dock]**

0710 MSuX Ramsden Dock – Ulverston (*no Belfast services Sunday nights*)

Also unadvertised workers’ services to Island Road

**St.Luke’s Jn – Loco Jn [- Ramsden Dock]**

2018 SuX Barrow Central - Ramsden Dock

0700 SuO Ramsden Dock – Barrow Central

Also unadvertised workers’ services to Island Road

**Carnforth East Jn. – F&M Jn**

no service

**Greenodd Jn – Leven Jn**

no service

**Dalton Jn – Park South Jn**

0942 SuX Askam – Dalton

1720 SuX Dalton – Askam

**North Eastern Railway working timetable 1 January to 30 June 1904 (RAIL 968/50)**

**Not complete extract**

**Benton Quarry Jn (*shown as Benton Bank in wtt*) – Benton Station Junction**

1215 SuX Newcastle Central – Newcastle New Bridge Street

1720 SuX Newcastle Central – Newcastle New Bridge Street

0845 SuX Gosforth – Newcastle Central

1315 SuX Newcastle New Bridge Street – Newcastle Central

1818 SuX Newcastle New Bridge Street – Newcastle Central

*Note: these trains disappeared with the 1 July 1904 wtt*

**South Eastern & Chatham: from May 1904 Bradshaw’s Guide**

**Not complete extract**

**Queenborough – Queenborough Pier**

“The new Pier at Queenborough is now open. ... The night service now leaves Victoria at 8.35pm, Holborn Viaduct 8.30pm” (page 844)

Flushing boat trains: 0928 and 2035 (from 3 May) Victoria; 0628 (from 4 May) and 1800 return

**Furness: from July 1904 Bradshaw’s Guide**

**Salthouse Jn – Loco Jn [- Ramsden Dock]**

0650 MSuX Ramsden Dock – Leeds (*Belfast boat train – no services Sunday nights*)

1140 SuX Leeds – Ramsden Dock (*Douglas boat train*)

1200 SuX Ramsden Dock – Leeds (*Douglas boat train*)

Also unadvertised workers’ services to Island Road

**St.Luke’s Jn – Loco Jn [- Ramsden Dock]**

0848 SuX, 1323 SuX, 1408 SuX, 1848 SuX, 2018 SuX Barrow Central - Ramsden Dock

0700 SuO, 1155 SuX, 1810 ThSO, 2155 FO Ramsden Dock – Barrow Central

Also unadvertised workers' services to Island Road

**Carnforth East Jn. – F&M Jn**

0650 MSuX Ramsden Dock/ 0650 MO Barrow Central - Leeds (*Belfast boat train MX*)

0640 SuX Leeds – Lake Side (*no obvious return*)

1140 SuX Leeds – Ramsden Dock (*Douglas boat train; return called at Carnforth – or divided*)

1532 SuX Leeds - Barrow

**Greenodd Jn – Leven Jn**

0640 SuX Leeds – Lake Side

0940 SuX Morecambe – Lake Side

1940 SuX Lake Side - Morecambe

**Dalton Jn – Park South Jn**

0942 SuX Askam – Dalton

1720 SuX Dalton – Askam

**North Eastern Railway working timetable 1 July to 30 September and 1 October to 31 December 1904 (RAIL 968/51)**

**Not complete extract**

**Benton Quarry Jn (shown as Benton Bank in wtt) – Benton Station Junction**

*No service*

**Benton Quarry Jn (shown as Benton Bank in wtt) – Benton East Jn (first appearance of this location in wtt station bank)**

As shown in NER wtt:

0822 SuX, 0852 SuX, 1410 SuX, 1722 SuX, 1832 SuX Tynemouth – Newcastle Central

1300 SuX, 1645 SuX, 1730 SuX, 1800 SuX, 2245 SuX Newcastle Central – Tynemouth

However, *Shields Daily News* 28 June announced postponement *sine die* of introduction of these trains, and the same paper's issue of 25 July 1904 (below) makes it quite clear that these services did not actually start until

**Monday 25 July 1904:**

## Shields Daily News - Monday 25 July 1904

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### EXPRESS ELECTRIC TRAINS BETWEEN TYNEMOUTH AND NEWCASTLE.

A notice was issued on Saturday by the North-Eastern Railway Company that will be of great interest not only to residents at Tynemouth, Whitley Bay, Monkseaton, and Cullercoats, but to the general public. Express electric trains will, from this afternoon, run daily from Newcastle to Tynemouth, via Benton curve. The first train will leave the Central at one o'clock, the Manors at 1·1, Monkseaton 1·19, Whitley Bay 1·21, Cullercoats 1·23, arriving at Tynemouth at 1·26. The next trains are timed to leave the Central Station at 4·45, 5·30, 6 o'clock and 10·45. The express trains from Tynemouth leave at 7·64, 8·22 and 8·52 a.m., and 2·10 and 5·22 p.m. Holders of existing contract tickets, either first class or third class, between the Central Station and Tynemouth, Cullercoats, Whitley Bay and Monkseaton, available via Wallsend or Riverside Branch, will be allowed to travel by the express trains via Benton curve without extra payment. Further, if any contract ticket holder, in consequence of the express trains being composed of one class only, desires to exchange a first class for a third class contract ticket, he will be allowed to do so, the difference in price for the unexhausted period of the ticket being refunded on application to Mr E. F. Wilkinson, District Passenger Agent, Central station, Newcastle.

Note the addition of 0754 SuX Tynemouth – Newcastle Central but omission of 1832 SuX Tynemouth – Newcastle Central. The *Newcastle Daily Chronicle* carried the same piece.

## Year 1905

**From 1 March 1905 Sunny South Special LNW – LBSC through train commenced** via Willesden Jn and Clapham Jn (Falcon Jn):  
1218 SuX Crewe – Eastbourne (TC from 1000 Liverpool Lime St, 1120 Manchester London Road and 1218 Birmingham New Street)  
1135 SuX Eastbourne – Crewe

**From 1 July 1905 SE&CR through service commenced**

to connect into/out of 1025 SuX Deal – Herne Hill (arr 1305) and 1502 SuX Herne Hill – Deal (arr 1731 SSuX/1741 SO)

**Midland via the Widened Lines:**

Herne Hill dep 1315, Hendon arr 1353 [dep 1358]  
Hendon [arr ] dep 1419, Herne Hill arr 1458

**L&NW via West London line:**

Herne Hill dep 1308 (‡ 1307), Addison Road 1325-1345, Willesden Jn arr. 1353 [forward 1420]  
Willesden Jn [arr ] dep 1425, Addison Road 1433-1435, Herne Hill arr 1455.  
Detach/attach through GWR (with GCR) vehicles at Addison Road *These are the slightly modified timings in September supplement*

*Both the above were worked by SE&CR locos.*

**GWR (with GCR vehicles):** Addison Road dep 1327, Paddington arr 1340 [dep 1415]  
Southall dep 1405, Addison Road arr 1426

*Services started 1 July 1905 (previously through services only between Willesden LNW and channel ports)*

*Was there a Mid – LSW service via Hendon, Dudding Hill, Kew Bridge, Clapham? When ceased? From same date (allegedly), the Mid – SEC service became St. Pancras – Herne Hill, worked by Mid St. Pancras – Kentish Town and SECR Kentish Town – Herne Hill.*

*GWR withdrew from Herne Hill route 1910 on opening of Bicester line in favour of North Acton - Kensington*

**Furness: from July 1905 Bradshaw's Guide**

**Salthouse Jn – Loco Jn [- Ramsden Dock]**

0710 MSuX Ramsden Dock – Ulverston (*Belfast boat train – no services Sunday nights*)  
1338 SuX Grange – Ramsden Dock (*Douglas boat train*)  
1200 SuX Ramsden Dock – Carnforth and Lake Side (*Douglas and Fleetwood boat train*)  
1532 SuX Leeds – Ramsden Dock  
1225 SuO Ramsden Dock – Lake Side (*Fleetwood boat train*)  
Also unadvertised workers' services to Island Road

**St.Luke's Jn – Loco Jn [- Ramsden Dock]**

0848 SuX, 090x SuO, 1403 SuX, 1848, 2013 SuX Barrow Central - Ramsden Dock  
0700 SuO, 1205 SuX, 1810 ThSSuO, 2155 FSO Ramsden Dock – Barrow Central  
Also unadvertised workers' services to Island Road

**Carnforth East Jn. – F&M Jn**

0640 SuX Leeds – Lake Side  
1532 SuX Leeds – Ramsden Dock

**Greenodd Jn – Leven Jn**

0640 SuX Leeds – Lake Side  
0940 SuX Morecambe – Lake Side  
1940 SuX Lake Side - Carnforth

**Dalton Jn – Park South Jn**

0943 SuX Askam – Dalton  
1720 SuX Dalton – Askam

**Great Northern: July 1905 ufn**

**Barkston North Jn – Barkston East Jn (*spelled Barkstone at that era*)**

*Origintating timings not shown in intermediate wtt pages – Barkstone North times were similar to those of 1909 q.v.*

xxxx SO (morning) Skegness – Leeds  
xxxx SuX Cromer – Leeds

xxxx SO (evening) Skegness – Leeds  
xxxx SuO Skegness - Leeds  
xxxx SO (morning) Leeds – Skegness  
xxxx SuX Leeds – Cromer  
xxxx SO (afternoon) Leeds – Skegness  
xxxx SuO Leeds – Skegness

### **Midland: July 1905**

#### **Chaddesden curve (avoiding Derby)**

*at least:*

1030 SuX Manchester Central – St Pancras

## **Year 1906**

### **Great Western Railway: Jul 1906 (from public tt)**

**Not a complete extract**

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

0915 SuX Ruabon (? 0750 Bala) – Birkenhead Woodside  
1655 SuX Paddington - Birkenhead Woodside (portion detached Chester South Jn)  
1147 SuX Birkenhead Woodside – Paddington  
1705 SuX Birkenhead Woodside - Ruabon

### **London & North Western**

#### **Sirhowy Jn. (*GWR*) - Tredegar Jn. Lower box (= *Gelligroes Jn*)**

Service worked by GWR railmotor and started 12 March 1906

0840, 1203, 1602, 1940 Merthyr – Newport

1035, 1422, 1535, 1810 Newport – Merthyr

All SSuX. Finally withdrawn 22 March 1915.

## **Year 1907**

Singer's factory at Clydebank opened late Spring 1907 – but Quick gives Singer (mainline) station op 3 Nov 1907 and has no date for works platform. *Need info from NB wtt from this date on*

## **Year 1909**

### **London & South Western Railway: 1 June 1909 ufn**

**Not a complete extract**

#### **Virginia Water western curve**

0955 SuO Wimbledon - Reading via Weybridge

2005 SuO Reading - Waterloo via Weybridge

[covering commentry states both trains new from this date]

**Note: not in April 1910 Bradshaw**

#### **Ludgate Hill - Loughborough Jn - Cambria Jn - Factory Jn - Longhedge Jn - Clapham Jn (LSW side)**

SECR local trains

1300 SuX (not Bank Holidays) Clapham Jn - King's Cross York Road [worked by GNR (light engine from York Road); portion off 1000/1005 from Bournemouth via East Putney (which also conveyed portion for LNWR to depart 1302 via West London line)]

1441 SuX (not Bank Holidays) King's Cross **York Road** (1451 from Ludgate Hill) - Clapham Jn [worked by GNR (light engine returned at 1525); portion for 1534 to Bournemouth via East Putney (which also conveyed portion from LNWR)]

*These details confirmed by Great Northern wtt 1 July 1909 ufn*

**Note: not in April 1910 Bradshaw**

#### **Grateley - Newton Tony**

1305 SuX, 1934 SuX Andover Jn - Bulford

2155 SuO Waterloo - Bulford

1208 SuX Bulford - Andover Jn

**Great Northern: 1 July 1909 ufn**

**Barkston North Jn – Barkston East Jn (*spelled Barkstone at that era*)**

*Origintating timings not shown in intermediate wtt pages – Barkstone North passing times shown.*

xxxx SO (morning) Skegness – Leeds (16/47) (17 July – 11 Sep)

xxxx SuX Cromer – Leeds (17/00) (from 16 July)

xxxx SO (evening) Skegness – Leeds (22/19) (to 11 Sep)

xxxx SuO Skegness – Leeds (19/55) (undated)

xxxx SO (morning) Leeds – Skegness (12/53) (17 Jul – 11 Sep)

xxxx SuX Leeds – Cromer (13/11) (from 16 July)

xxxx SO (afternoon) Leeds – Skegness (14/18) (to 11 Sep)

xxxx SuO Leeds – Skegness (11/25) (undated)

*Must have ceased for WW1 (when? – certainly not in Aug 1919 wtt). Resumed summer SO Leeds – Lowestoft for 1920 and 1921 seasons only.*