

PATHWAY SURVEY OF UNUSED LINES or PASSENGERS ONCE MORE

Being a compilation of information relating to disused railways which, having been abandoned and had their tracks lifted, have undergone a metamorphosis into a new form of use in which the general public have more-or-less unrestricted access to them in the form of footpaths, bridleways, cycleways and roads.

The first edition of this work was published in 1985 by the Branch Line Society. With the publication of this second edition, consideration has been given to modern methods of making the information available and to the fact that the information which this work seeks to provide is changing constantly. As such this work will be available on the internet, by electronic distribution and in printed form as a loose-leaf volume. Thus even in the printed format, the owner of a copy of this publication will be able to keep it fully up to date, rather than by a series of supplements which by their very nature mean that the reader has to look in several places for information on a particular item.

GENERAL INTRODUCTION

More than six decades have now passed since the announcement of Dr Beeching's plans, and the ensuing closure of about half of the home railway network. In the early 1960s there were then few railways which had been converted into other forms of public use and access. Perhaps the most famous of these was the Leek and Manifold Railway. This line had been converted into a footpath in 1937, very soon after closure. At the dawn of the Beeching Era, the great majority of our railways were then still open, mostly for passenger traffic but a significant number for freight traffic only. Only several years after Dr Beeching had swung his axe did interested parties start to address what was to be done with the extensive wasting asset, criss-crossing the landscape, often in scenic or dramatic settings, that were the trackbeds of these abandoned lines.

Since about 1970 a growing and concerted effort has been, and is being, made to rescue some of these disused ways and to find new uses for them, now successive governments have decreed that many may no longer have a train service. Many hundreds of miles of old lines have become official paths for pedestrians, equestrians and cyclists. More are at the proposal stage, for this has become a 'growth industry'. But for the fact that much land had already been sold off, to the first, or highest, bidder soon after abandonment in the 1960's, usually back to agriculture, even more might have been done. The fault lay with the legislation at that time, which gave scant thought to preserving the linear formation for future re-use, in ways then unforeseen.

From 1978 legislation mitigated some of this, rather belatedly. The way ahead looks more positively at retaining linear formations of disused railways; some, after all, may be needed again in the future as railways. (Indeed, some lines, mainly in urban areas, are seeing tracks re-laid, for e.g. light rapid transit use).

One of the best of the early conversion schemes has been the Wirral Country Park, implemented in 1972-73 under the auspices of Cheshire County Council before local government reorganization, and subsequently run in part by that authority and Wirral Borough Council. It covers virtually the whole of the former Birkenhead Joint Lines (GWR/L&NWR) branch line from Hooton to West Kirby, a length of 12 miles. Starting from Platform 5 of Hooton station the path covers the whole former branch line except for two short breaks in Neston and Heswall, where housing development of the trackbed had occurred before the Country Park plans had been formulated. It has not entirely lost its railway atmosphere, either. Though most stations have been razed to provide accesses, car parks and related amenities, one, Hadlow Road, has been carefully restored to its circa 1952 condition, and other features, such as the vertical-walled rock cutting at Neston volubly speak of its history. Since then, many other local authorities have taken initiatives and created such long-distance paths as the Tissington Trail and the High Peak Trail in Derbyshire's Peak District. Before its abolition, Tyne and Wear County Council had a policy of converting all such disused lines into pathways, both former British Rail and National Coal Board lines, and this policy has largely been continued by Tyne and Wear's local successors. Many other instances have appeared in recent years of substantial re-use initiatives for abandoned railways.

On conversion into roads, a rather different picture appears. Despite the vociferous road transport lobby advocating the wholesale conversion of railways into roads, the number of road schemes using former railway trackbeds is relatively small and this form of re-use has been piecemeal. After all, the majority of railway abandonment has been in rural areas, where rail usage was least. It therefore follows that local road transport in these areas is also least dense and demand for re-use has been low. Also, the majority of railway abandonments in rural areas have been of single track lines, whose land-take was too narrow to be suitable for conversion into roads to which modern construction standards apply.

Time marches on and history evolves even as you are reading this. Though many lament the passing of so many secondary railways, not to mention some chunks of trunk main lines, memories of them are rapidly receding into the past and a generation is now with us who will never have known these lines when they were working railways. A good day's walk along many miles of one of these disused lines will, nevertheless, give you, at a leisurely pace, a feel for the countryside the train would have passed through. Sometimes, major engineering works like bridges and viaducts, and less commonly, tunnels, have become an integral part of the path. Some old stations have survived virtually intact, often inhabited now and quite often sympathetically restored by their new owners.

I would never claim that this list is 100% comprehensive. Reliance is necessarily placed on the multitude of sources of information which have contributed to this list and to whom I am very grateful. Members of the Branch Line Society, Railway Ramblers and many other individual people have proven of invaluable help with information and on clarifying points with local knowledge, of both geography and railways. Without this help, my task would have been much more difficult.

Every County Council in Wales, England and Éire, every District Council in Scotland and equivalent public bodies in Northern Ireland, the Isle of Man and the Channel Islands have been contacted for information in their areas, most of whom have replied helpfully. The Forestry Commission's 69 local offices likewise have spent much time providing information for this publication. All are acknowledged in the list of sources.

Rhys Ab Elis, Casnewydd. April 2013.

INTERPRETING THE LISTS; ORDER OF SEQUENCE ON ENTRIES; MISCELLANEA

Tabulated information is divided up into the countries of the British Isles and then mostly sub-divided into 1974/5 counties or the appropriate local equivalent. Within each county, region etc., from left to right the information is listed in five columns as follows:

- (1) An abbreviation code showing FP, CP, HP, R, OS respectively representing Footpath, Cycle Path, Bridleway, Road or Open Space.
- (2) The name of the footpath etc., if any, or the A or B number of the road listed.
- (3) The originating and terminating points of the path or highway, with identifying name as per Ordnance Survey map, and 1 inch to 1 mile map references where available.
- (4) The distance, to the nearest quarter mile.
- (5) The Pre-Grouping railway company formerly owning the route listed.

A footpath is interpreted as either a public footpath as of right, or a concessionary footpath not designated as a public right of way but one on which the public are nevertheless specifically granted unrestricted access. Several of the longer paths come into this latter category. All routes, except the few motorway sections, have pedestrian access. The small number of motorway sections on former railway trackbeds are, of course, restricted solely to those categories of road users permitted under the general regulations governing motorway use and access. Not all the paths which are shown as either cycle paths or bridleways as well as pedestrians paths, are necessarily permitted to cyclists or equestrians throughout their length.

All currently known sections of disused railway once owned by a former public railway company are listed, and also sections of mineral tramroad or industrial railway, where known. The latter information is, though, more patchy than one would wish. Former purely street tramway systems are not generally listed, since almost all of these were laid almost entirely on the existing public highway. (However, information is sought on municipal and other urban former electric tramway lines where the track was not laid on the public highway but on private reservations which have never become part of the public highway - particularly where these run cross-country).

It is hoped that readers of this publication will forward information, preferably in the format shown in the lists, to the compiler in order that this publication can be kept up to date and amendments published from time to time.

The countries of the British Isles are defined, in alphabetical order:- the Channel Islands; Cymru - Wales; England; Ireland (Éire and Northern Ireland); the Isle of Man; and Scotland.

ACKNOWLEDGEMENTS FOR INFORMATION SUPPLIED

In addition to the individual contributors and local authorities (listed in section A3), three books have proven a useful starting point in collating this information:-

A. Walking Old Railways, by Christopher Somerville, published by David & Charles in 1979 (tabulated list on pp124 - 140).

B. Railway Walks - Exploring Disused Railways, by Gareth Lovett Jones, published by David & Charles in 1980/1983 (tabulated list on pp279 - 281).

C. A Guide to Routes in the Making. Report by John Grimshaw & Associates published by the Railway Path Project, Bristol & Wem, 1983.

Though some time has now elapsed since the appearance of these works, they remain useful as a reference list and are highly recommended as useful sources of reading on the subject. Book C above differs in that it advocates a substantial number of path conversions especially for cyclists' usage, many of which have since been developed and brought into use.

As noted in the introduction, many individual contributors have provided information for inclusion in the lists, and the compiler takes this opportunity to repeat his thanks to them all for their very substantial contribution to this publication.

DISCLAIMERS etc.

Neither the Branch Line Society, nor the compiler of this publication, Rhys Ab Elis, Ysw., can accept any responsibility for any errors and omissions in this publication, although every effort has been made to ensure it is as accurate as available resources permit. The compiler would welcome any further contributions as to the information contained herein, in order that this publication can be regularly improved on, also any corrections to the contents. Indeed, the reader will notice a number of question marks at various places in these pages - if a reader is able to clarify any of these points, this would be most helpful.

Neither the Branch line Society, nor the compiler would condone trespassing on private property in pursuit of exploration of disused railways, and this publication should not be used in any circumstances as an authority for so doing. The purpose of this list is to publicise those sections of disused railway to which the public have some right of access, whether as public or as concessionary footpaths or as public highways. In a very few cases, this list has included a few sections of disused railway which are in private ownership, simply for reasons of their exceptional interest. These are clearly noted as such, and in all cases, the express permission of the owner should be obtained before a visit takes place.

The list also includes, for most counties, a supplementary list of 'Future Proposals'. These are usually schemes 'in the pipeline' with the relevant local authority for future conversion of disused railways into either public footpaths or public highways. There will be no right of way at the time of writing over these routes, but numbers of these schemes will no doubt be completed in due course, and locally-based Branch Line Society members could help with the task of keeping this publication up to date by advising of conversion schemes as they are completed and made available to the public; likewise notification of any schemes which have been dropped and have not been proceeded with. There is, after all, no point in including in the list, schemes which are no longer being considered.

Having uttered the necessary qualifications above, all that remains to be said is 'happy hunting'. There is a great deal to be seen from the list of routes - enough to keep the most active walker going for several years, with now well over 1,000 choices of route, so far, and probably a fair few we have yet to hear about.

Correspondence about the content of this list should be sent to:-

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Cymru

Correspondents wishing to receive a reply should enclose a stamped, addressed envelope.

The following local authorities and other statutory bodies have forwarded information for inclusion in the lists:-

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| 101. Avon County Council. | 139. Woodspring District Council. |
| 102. Bedfordshire County Council. | 140. The Forestry Commission. |
| 103. Buckinghamshire County Council. | 141. Tameside Metropolitan Borough Council. |
| 104. Cambridgeshire County Council. | 142. Manchester City Council. |
| 105. Cheshire County Council. | 143. Metropolitan Borough of Sefton. |
| 106. Cleveland County Council. | 144. City of Bradford Metropolitan Council. |
| 107. Cornwall County Council. | 145. Coventry City Council. |
| 108. Cumbria County Council. | 146. Metropolitan Borough of Bury |
| 109. Derbyshire County Council. | 147. Dudley Metropolitan Borough |
| 110. Devon County Council. | 148. Sandwell Metropolitan Borough Council. |
| 111. Durham County Council. | 149. Metropolitan Borough of Calderdale. |
| 112. East Sussex County Council. | 150. Telford and Wrekin Council. |
| 113. Gloucestershire County Council. | 151. Kirklees Metropolitan Council. |
| 114. Greater Manchester Metropolitan Council. | 152. City of Newcastle upon Tyne. |
| 115. Hampshire County Council. | 153. Essex County Council. |
| 116. Hertfordshire County Council. | 154. Oxfordshire County Council. |
| 117. Humberside County Council. | 155. Sheffield City Council. |
| 118. Isle of Wight County Council. | 156. South Tyneside Metropolitan District Council. |
| 119. Lancashire County Council. | 157. Guildford Borough Council. |
| 120. Leicestershire County Council. | 158. Walsall Metropolitan Borough Council. |
| 121. Lincolnshire County Council. | 159. Gateshead Metropolitan District Council. |
| 122. Merseyside County Council. | 160. Berkshire County Council. |
| 123. Norfolk County Council. | 161. Kent County Council. |
| 124. Northamptonshire County Council. | 162. City of Salford Council. |
| 125. Northumberland County Council. | 163. Ministry of Defence. |
| 126. North Yorkshire County Council. | 164. Liverpool City Council. |
| 127. Somerset County Council. | 165. Wolverhampton City Council. |
| 128. South Yorkshire County Council. | 166. South Somerset District Council. |
| 129. Staffordshire County Council. | |
| 130. Suffolk County Council. | |
| 131. Surrey County Council. | |
| 132. Tyne & Wear County Council. | |
| 133. Warwickshire County Council. | |
| 134. West Sussex County Council. | |
| 135. Wiltshire County Council. | |
| 136. Hereford & Worcester County Council | |
| 137. Nottinghamshire County Council. | |
| 138. West Midlands Metropolitan County Council. | |

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| 201. Borders Regional Council. | 215. East Lothian District Council. |
| 202. Dumfries & Galloway Regional Council. | 216. Dunfermline District Council. |
| 203. Grampian Regional Council. | 217. Bearsden & Milngavie District Council. |
| 204. Countryside Commission for Scotland. | 218. Motherwell District Council. |
| 205. Banff & Buchan District Council. | 219. Stirling District Council. |
| 206. City of Dundee District Council. | 220. Kilmarnock & Loudoun District Council. |
| 207. Perth & Kinross District Council. | 221. Kirkcaldy District Council. |
| 208. Kincardine & Deeside District Council. | 222. Dumbarton District Council. |
| 209. Aberdeen City Council. | 223. Angus District Council. |
| 210. Roinn na Gaidhealtachd/
Highland Regional Council. | 224. North East Fife District Council. |
| 211. Cumnock & Doon Valley District
Council. | 225. Clackmannan District Council. |
| 212. Roxburgh District Council. | 226. City of Glasgow District Council. |
| 213. Cumbernauld & Kilsyth District Council. | |
| 214. Strathkelvin District Council. | |
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| 301. Cyngor Sir Dyfed/Dyfed County Council. |
| 302. Cyngor Sir Gwent/Gwent County Council. |
| 303. Cyngor Sir Gwynedd/Gwynedd County Council. |
| 304. Cyngor Sir Powys/Powys County Council. |
| 305. Cyngor Sir De Morgannwg/South Glamorgan County Council. |
| 306. Cyngor Sir Gorllewin Morgannwg/West Glamorgan County Council. |
| 307. Cyngor Sir Morgannwg Ganol/Mid Glamorgan County Council. |
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| 401. Comhairle Chondae Lughai/Louth County Council. |
| 402. Comhairle Chondae Cill Choinnigh/Kilkenny County Council. |
| 403. Comhairle Chondae Liatroma/Leitrim County Council. |
| 404. Comhairle Contae na Midhe/Meath County Council. |
| 405. Comhairle Chondae Átha Cliath/Dublin County Council. |
| 406. Department of the Environment for Northern Ireland |
| 407. Comhairle Chondae Ros Comain/Roscommon County Council. |
| 408. Comhairle Chondae Chorcaí/Cork County Council. |
| 409. Comhairle Chontae Thiobraid Arann (Thuaith)/Tipperary (North) County Council. |
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501. The States of Jersey, Island Development Committee.

My grateful thanks go to all of the foregoing, who have devoted much time and effort to making this publication the more complete. Their contributions are much appreciated, and likewise to any further information received in the future, from other individuals or authorities.

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Section/Title

General Introduction
Interpreting the lists.
Acknowledgements to Sources.
Disclaimers, etc.

Abbreviations used.

Country/County lists:-

Cymru – Wales

Clwyd
Dyfed
Gwent
Gwynedd
Morgannwg Ganol/Mid-Glamorgan
Powys
De Morgannwg/South Glamorgan
Gorllewin Morgannwg/West Glamorgan

England

Avon
Bedfordshire
Berkshire
Buckinghamshire
Cambridgeshire
Cheshire
Cleveland
Cornwall
Cumbria
Derbyshire
Devon
Dorset
Durham
East Sussex
Essex
Gloucestershire
Greater London
Greater Manchester
Hampshire
Herefordshire
Hertfordshire
Humberside
Isle of Wight
Kent
Lancashire
Leicestershire

Section/Title

Lincolnshire
Merseyside
Norfolk
Northamptonshire
Northumberland
North Yorkshire
Nottinghamshire
Oxfordshire
Rutland
Shropshire
Somerset
South Yorkshire
Staffordshire
Suffolk
Surrey
Tyne and Wear
Warwickshire
West Midlands
West Sussex
West Yorkshire
Wiltshire
Worcestershire

Guernsey and Jersey

Éire - Ireland

Antrim
Armagh
An Chabháin/Cavan
Corcaigh/Cork
Dún na nGall /Donegal
Down
Átha Cliath/Dublin
Fermanagh
Gaillimh/Galway
Ciarrai/Kerry
Cill Choinnigh/Kilkenny
Liatroma/Leitrim
Luimneach/Limerick
Londonderry
Lughai/Louth
Maigh Eo/Mayo
An Midhe/Meath
Muineachan/Monaghan
Ros Comain/Roscommon
Tiobraid Arann/Tipperary

INDEX-continued

Éire – Ireland-continued

Port Láirge/Waterford
Tyrone
An Iarmhí/Westmeath
Loch Garman/Wexford

Isle of Man – Ellan Vannin

Scotland – Alba

Borders
Central
Dumfries & Galloway
Fife
Grampian
Highland
Lothian
Strathclyde
Tayside
Western Isles/Comhairle nan Eilean Siar

ABBREVIATIONS

The following list is an explanation of the abbreviations contained in the second, sixth and seventh columns of the following lists, being, respectively, the type of route, the former railway company or undertaking that once owned the line in question, and the information source. The abbreviated initials may not always be taken as an exact guide to the correct name of each line concerned; hence this list of abbreviations with the correct name following. Abbreviations in the seventh column denote the source of the information shown in that particular entry, by way of crediting the sources for their help, and relate more fully to the sources of the information shown on pages A 2.01 and A 2.02.

Column 2 entries:

- FP - Public footpath or footpath with concessionary unrestricted access available to the public.
- CP - Cycle route available to the public on the same basis as FP.
- HP - Bridleway available to the public on the same basis as FP.
- R - Public highway or section of motorway. Note that where the route is a section of motorway, access is restricted solely to those classes of motor vehicle permitted to use it under the motorway regulations.
- OS - Public open space occupying the site of a disused railway
- InfP - Informal or unofficial path used regularly by the public; these are only shown where they have been advised by the relevant authority, and are not public rights of way at all. There are explanatory notes relevant to each of these in the lists.

Column 6 entries:

Names of the former Pre-Grouping railway companies, in alphabetical order of the initials as they appear in the lists, generally omitting the word 'railway'.

A&DWB	Abertillery & District Water Board.
A&G	Avon & Gloucestershire Tramroad.
ADR	Alexandra (Newport & South Wales) Docks & Railway.
ARC	Amalgamated Roadstone Corporation Ltd.
B&CDR	Belfast & County Down.
B&ER	Bristol & Exeter.
B&GR	Bristol & Gloucestershire.
B&MR	Brecon & Merthyr Tydfil Junction.
B&M & LNW Jt	Brecon & Merthyr and London & North Western Joint.
B&NT	Bessbrook & Newry Tramway
Ballochney R	Ballochney.
Barry R	Barry.
BCR	Bishop's Castle.
Bevan's Tmd.	Bevan's Tramroad.
B F Tmd.	Brecon Forest Tramroad.
B'ham Corp'n	Birmingham Corporation Reservoir Railways
BHC Rys	Belfast Harbour Commissioners' Railways.
Blaenavon Stoneroad	Blaenavon Stoneroad.
BN Co	Brookwood Necropolis Co.
BP&GVR	Burry Port & Gwendraeth Valley.
Brackenhill LR	Brackenhill Light.

BR(ER)	British Railways (Eastern Region)
Brit. Aluminium	British Aluminium Co. Ltd.
Brookes & Brookes	Brookes & Brookes.
Brynoer Tmd	Brynoer (Brinore) Tramroad.
Buckley R.	Buckley.
Butterley Co.	The Butterley Company.
Cam R	Cambrian Railways.
Carm R	Carmarthenshire.
C&HPR	Cromford & High Peak.
C&LR	Cavan & Leitrim.
C&ML (1)	Campbeltown & Machrihanish Light.
C&MLR (II)	Cork & Muskerry Light.
C&WR	Canterbury & Whitstable.
C&WJR	Cleator & Workington Junction.
Car R	Cardiff.
CCR	Cork City.
CD&VB Tmy	Castlederg & Victoria Bridge Tramway.
CDRJIC	County Donegal Railways Joint Committee.
CEGB	Central Electricity Generating Board.
CHT	Constitution Hill Tramway (Swansea).
CK&PR	Cockermouth, Keswick & Penrith.
Claypons Tmd	Claypon's Tramroad.
CLC	Cheshire Lines Committee (GCR, GNR, MR Joint).
ClogherVR	Clogher Valley.
Clydach Iron Co	Clydach Iron Co.
Clydach Rrd	Clydach Rail Road.
CMR	Cornwall Mineral Railways.
CM&GIR	Croydon, Merstham & Godstone Iron Railway.
Congleton R	Congleton.
Corris R	Corris
CR	Caledonian.
CR&NBR Jt	Kilsyth & Bonnybridge Joint; Carmyllie Light &c.
CV&HR	Colne Valley & Halstead.
Croesor T	Croesor Tramway
CTLR	Colne & Trawden Light Railway
Cwm Gwrelych T	Cwm Gwrelych Tramway.
D&B Tmy	Dublin & Blessington Tramway.
D&L Tmy	Dublin & Lucan Tramway.
D&SER	Dublin & South Eastern.
DHMDT	Douglas Head Marine Drive Electric Tramway.
Dinorwic R	Dinorwic Railway (1824 route).
DN&GR	Dundalk, Newry & Greenore.
DVLR	Derwent Valley Light.
DVR	Dearne Valley.
E&WYUR	East & West Yorkshire Union
ECMR	East Cornwall Minerals.
ELJR	East London Joint (MetR,MDR,GER,SE&CR,LB&SCR).
Far R	Faringdon.
Ff R	Ffestiniog.
FHC	Fenit Harbour Commissioners.

Fin R	Findhorn.
Fo. R	Fordell.
Foleshill R	Foleshill.
FR&LNWR Jt	Whitehaven, Cleator & Egremont Joint.
Fur R	Furness.
FY&NR	Freshwater, Yarmouth & Newport.
F&RR&H	Fishguard & Rosslare Rlys & Harbours
G&KER	Garstang & Knott End
G&SWR	Glasgow & South Western.
GCR	Great Central.
GC&H&B Jt	Great Central and Hull & Barnsley Joint
GC&NSR Jt	Great Central and North Staffordshire Joint.
GER	Great Eastern.
GGR	Groudle Glen.
GNOSR	Great North of Scotland.
GNR	Great Northern.
GN & GE Jt	Great Northern & Great Eastern Joint.
GN & L&Y Jt	Halifax & Ovenden Joint Line; etc.
GN & LNWR Jt	Great Northern and London & North Western Joint.
GNR(I)	Great Northern Railway (Ireland).
GNR(I)(HoHT)	Great Northern Railway (Ireland)(Hill of Howth Tramway)
Gor & PJR	Gorsedda & Portmadoc Junction.
GRC	Guernsey Railway Co.
Gros R	Grosmont.
GS&WR	Great Southern & Western.
GVR	Gwendraeth Valleys.
GVT	Glyn Valley Tramway.
GWR	Great Western.
GWR & LNWR Jt	Birkenhead Joint; Shrewsbury & Hereford &c.
GWR & LSWR Jt	Easton & Church Hope, &c.
GWR & MR Jt	Severn & Wye Joint; Halesowen Joint &c.
GWR & Rhy R Jt	Quaker's Yard & Merthyr Joint.
Halbeath Tmy	Halbeath Tramway.
H&BR	Hull, Barnsley & West Riding Junction Railway & Dock Co.
Hay R	Hay Railway.
Hendre Ddu T	Hendre Ddu Tramway.
Hereford R	Hereford Railway.
HM&ST	Hundred of Manhood & Selsey Tramway.
HR	Highland.
HTGT	Hay Tor Granite Tramway.
IMR	Isle of Man.
IOAJ	Isle of Axholme Joint Line (L&YR & NER Joint).
IOWR	Isle of Wight.
IOWCR	Isle of Wight Central.
J&C Bailey's Td	J & C Bailey's Tramroad.
JER	Jersey Eastern.
JR&T	Jersey Railway & Tramway.
K&TR	Kilmarnock & Troon.
Lancaster Canal	Lancaster Canal Company.

L&BR	Lynton & Barnstaple.
L&CR	Londonderry & Coleraine.
L&LSR	Londonderry & Lough Swilly.
L&MVLR	Leek & Manifold Valley Light
L&NWR	London & North Western.
L&SR	Leicester & Swannington.
L&SW & LB&SC Jt	East Southsea.
L&SWR	London & South Western.
L&YR	Lancashire & Yorkshire.
L&YR & LNWR Jt	Preston & Longridge; Preston & Wyre, &c.
LB&SCR	London, Brighton & South Coast.
LBSCR & LSWR Jt	Tooting, Merton & Wimbledon.
LBSCR & SECR Jt	Woodside & South Croydon.
LC&DR	London, Chatham & Dover.
LCaR	Liskeard & Caradon.
LCCT	London County Council Tramways.
LCR(B)	Lord Carlisle's Railway (Brampton).
LD&ECR	Lancashire, Derbyshire & East Coast.
Lee Mr T	Lee Moor Tramway.
LHC	Londonderry Harbour Commissioners.
Llammarch R'rd	Llammarch Rail Road.
LI & MM R	Llanelly & Mynydd Mawr.
LM&S	London, Midland & Scottish..
Lowca Lt R	Lowca Light.
LUJR	Lancashire & Yorkshire and Lancashire Union Joint (L&YR and L&NWR Joint).
Llanv R	Llanvihangel Railway.
M&CR	Maryport & Carlisle.
M&GNJR	Midland & Great Northern Joint.
M&MR	Manchester & Milford.
M&SWJ	Midland & South Western Junction.
MD&HB	Mersey, Dock & Harbour Board.
Met R	Metropolitan.
MGWR	Midland Great Western
MJR	Methley Joint Railway (GN, L&Y, NE)
MMMR	Martin Mill Military Railway
MNR	Manx Northern
MoDAD & MoDND	Ministry of Defence – Army Department/Navy Department
MoD (LMR)	Ministry of Defence – Longmoor Military Railway
Monkland Rys	Monkland
MR	Midland.
MR & GCR Jt	Midland & Great Central Joint.
MR & L&NWR Jt	Ashby & Nuneaton Joint,
MR - NCC	Midland Railway - Northern Counties Committee.
MSCR	Manchester Ship Canal Railways.
N&BR	Neath & Brecon
N&SJR	Norfolk & Suffolk Joint (GER & M&GNJR Joint).
N&SWJR	North & South Western Junction.
Nantlle R	Nantlle.
NBR	North British.

NCB	National Coal Board.
NCB, Bowes Ry	National Coal Board, Bowes Railway.
NCBOE	National Coal Board, Opencast Executive
NER	North Eastern.
NLR	North London.
NSR	North Staffordshire.
NSR & GCR Jt	Macclesfield Committee, Great Central & North Staffs. Joint.
NSunR	North Sunderland Light.
NVLR	Nidd Valley Light.
NWNGR(WHR)	North Wales Narrow Gauge Railway(Welsh Highland Rly).
OA&GBJR	Oldham, Ashton & Guide Bridge Junction (GC & L&NWR Joint).
O&IJR	Otley & Ilkey Joint. (Midland & NER Joint).
OICo.	Oxfordshire Ironstone Co.
Organisation Todt.	Organisation Todt (Channel Islands).
P&D Tmd	Plymouth & Dartmoor Tramroad.
P&SSR	Pontop & South Shields.
P&TR	Pembroke & Tenby
PB&GC Tmy	Portrush, Bushmills & Giant's Causeway Tramway.
Penclawdd Canal	Penclawdd Canal Co.
Penrhyn R	Penrhyn.
Pensnett R	Pensnett.
Pent R	Pentewan.
Penydarran Tmd	Penydarran Tramroad.
PF Tmy	Peak Forest Tramway.
Portreath Tmd	Portreath Tramroad.
Poynton Colls	Poynton Colliery Railways.
PTD&R	Port Talbot Dock & Railway.
PP&WJR	Portpatrick & Wigtownshire Joint (CR, G&SWR, MR & L&NWR Joint).
PS&NWR	Potteries, Shrewsbury & North Wales.
QY&M Jt	Quakers Yard & Merthyr Jt(GWR & Rhy R Joint).
R&CR	Redruth & Chasewater Rly.
R&C Tmy	Rye & Camber Tramway.
R&ER	Ravenglass & Eskdale.
R&KFR	Rowrah & Kelton Fell.
R&SBR	Rhondda & Swansea Bay.
Rhy R.	Rhymney.
Rochdale & Oldham Corp'ns Reservoir Rly.	Rochdale & Oldham Corporations' Reservoir Railway.
RPTmy	Ryde Pier Tramway.
RTC	Rothesay Tramways.
S&MR	Swansea & Mumbles.
S&MJR	Stratford-on-Avon & Midland Junction.
S&MLR	Shropshire & Montgomeryshire light.
S&SR	Schull & Skibbereen.
S&WJR	Severn & Wye Joint (GWR & MR Joint).
S&W Tmd	Severn & Wye Tramroad.
SE&CR	South Eastern & Chatham Joint Managing Committee.
SER	South Eastern.
SL&NCR	Sligo, Leitrim & Northern Counties.

S'foot R	Saundersfoot.
SHR	Spurn Head.
SIR	Surrey Iron.
SnDR	Snailbeach District Railways.
St R	Stafford Railway.
Surtees R	Surtees Railway
SWMR	South Wales Mineral.
S'wold R	Southwold.
SYJR	South Yorkshire Joint (GC, GN, L&Y, Mid, NE Joint).
Tal R	Tal-y-llyn.
T&CR	Timoleague & Courtmacsherry Light.
TGR	Trentham Gardens Rly.
Tranent & Cockenzie	Tranent & Cockenzie Wagonway.
Wagonway	
Treffry's Tmds	Treffry's Tramroads
Townhill Tmd	Townhill Tramroad (Dunfermline).
TVR	Taff Vale.
VoCR	Vale of Clwyd.
V of R	Vale of Rheidol.
W&PR	Whitby & Pickering.
W&R Tmy	Warrenpoint & Rostrevor Tramway.
W&TR	Waterford & Tramore.
W&UT	Wisbech & Upwell Tramway
W&WR	Wells & Walsingham.
WC&EJtR	Whitehaven, Cleator and Egremont Joint (LNWR & FR).
WC&PR	Weston, Clevedon & Portishead.
WHR	Welsh Highland.
Wirral R	Wirral.
WM&CQR	Wrexham, Mold & Connah's Quay.
WPR	Wemyss Private.
WR&GJt	West Riding & Grimsby Joint (Great Northern & Great Central Jt).
WSMR	West Somerset Mineral.
WTC	Wantage Tramway Co.

Column 7 entries:

BLN	Branch Line News. The newsletter of the Branch Line Society.
BLS	Branch Line Society.
IRS	Industrial Railway Society.
RO	Railway Observer. The magazine of the Railway Correspondence and Travel Society. (RCTS).
RR	Railway Ramblings. The magazine of the Railway Ramblers Association.
SEG	Southern Electric Group
SRA-TAN	Scottish Railway Atlas – Then and Now

The author would be pleased to receive constructive suggestions and up-dated information on the entries herein, from readers and users. This would enable the record to be kept up-to-date and for the additional data to be entered into the on-line copy. Any such communications may be sent to:-

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Any correspondent wishing to receive a reply should enclose a stamped, addressed envelope.

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