

The following is a list of amendments which appear to be necessary to

HISTORY OF THE SOUTHERN RAILWAY
by C.F. Dendy Marshall.
Revised Edition, 1963

Text OCR'd from pdf doc on SEMG Web site, by Thor Lawrence. Then sorted by page number. File version 02.

Page 075	line 13	"c. 185" to read "c. 165"
Page 075-76	last 3 lines and first 6 lines	The additional lines between Falcon Bridge Jcn and Nine Elms Jen were completed and opened:- Up line August 1848 Down line August 1860 The "Windsor" lines were at first known as the "Twickenham" lines.
Page 077	lines 8-9	There was only one middle road by the time the connection with the S.E.R. was made.
Page 077	line 10	The "Crow's Nest" box was not opened until 19 April 1874.
Page 077	line 5	The distance from Nine Elms Junction to Nine Elms Station was only about 20 chains.
Page 082	lines 20-23	Delete: "simultaneously..... to end of paragraph; insert "in order to permit the Reading, Guildford & Reigate Company to commence running their trains between Guildford and Farnborough North on that day."
Page 082	line 3 from foot	"Shalford Junction" to read "Guildford"
Page 089		The lines between Studland Road Junction and Turnham Green to be transposed.
Page 093	lines 13-15	The Queen's station was completed early in 1854
Page 105	line 18	The Windsor line station was brought into use 3 August 1860
Page 106	line 30	amend to 1 June 1847
Page 107	line 20	"6th June" to read "1st June"
Page 107	line 17	Add: Extension to Chard Joint Station opened 26 November 1866
Page 109	line 9 from foot	After "a new station" insert "on "4th March 1867."
Page 109		NOTE: Date given 23 December 1866 cannot be confirmed; if correct it is improbable that the extension was used for regular traffic until the opening of the separate stations 4 March 1867.
Page 109	foot	Weymouth & Portland Rly. Add: public service commenced 16 October 1865
Page 110	lines 6-7 from foot	Delete "Richmond via Addison Road.....via Tulse Hill" and insert: "Clapham Junction, and from 1st January 1869 from Richmond via Addison Road also from Kingston and Wimbledon via Tulse Hill."
Page 115	line 15	"a mile" to read "four miles"
Page 115	line 9 from foot	Delete "portion of the"
Page 115	line 8 from foot	Delete "which lay to the south of the River Thames."
Page 116	line 20	After "Hammersmith" insert "(Studland Road Junction)"
Page 116	line 32	"1872" to read "1871"
Page 119	lines 35-36	Delete: "The seal.....failed"
Page 120	lines 10-11	"Crow's Nest" box was opened 19 April 1874. It did not form part of the original station although situated therein.

- Page 126 line 5 The work was completed December 1876.
- Page 126 line 27 The roads in the South station were brought into use 10 November 1878; the station was opened 16 December 1878.
- Page 128 line 18 North station at Waterloo. Only the sidings and the parcels and milk platform (present No. 21) were brought into use on 12 March 1885. Three platforms were brought into use for passengers in April 1885; the remainder in Nov. 1885.
- Page 129 line 9 from foot 4th July 1887" to read "1st July 1884"
- Page 131 line 10 "21st July" to read "28th July"
- Page 131 lines 24-25 The announcement of completion referred only to engineering and structural work. The two extra roads were brought into use in 1892.
- Page 135 line 4 from foot Date 5 November 1885 most probably incorrect. Work completed March 1884. Physical connection up main line to up local at Hampton Court Jcn probably added later in 1884.
- Page 143 footnote The S.E. & C.R. portion remained in use as a siding until 3 May 1925 when the connection with the lines into Charing Cross was removed.
- Page 187 line 13 Year to read 1889
- Page 199 line 20 "c. 131" to read "c. 119"
- Page 200 line 14 "c. 91" to read "c. 79"
- Page 203 penult: par Delete "to Arundel now Ford Junction" and insert: "to Littlehampton station (at Lyminster)"
- Page 204 line 11 from to read: "on to Bulverhythe on 27th June, and to St. Leonards (now West Marina) on 7th November 1846."
- Page 207 line 11 "2nd October" to read "1st October"
- Page 207 line 6 Date to read 14 June 1847
- Page 212 line 17 "1878" to read "1858"
- Page 212 line 8 from foot After "Uckfield" insert: "The opening for public traffic took place on 18 October."
- Page 212 line 7 from foot "1864" to read "1860"; "the same year" to read "1864"
- Page 212 line 3 from foot After "was" insert: "partially opened for goods"
- Page 212 last -line Add-from 1st October 1868
- Page 223 line 9 "16th July" to read "17th July"
- Page 223 line 26 "8th September" to read "1st September"
- Page 226 line 12 "Tooting, Merton & Wimbledon" to read "Croydon & Wimbledon"
- Page 226 line 17 "1889" to read "1879"
- Page 232 NOTE: Date 18 May 1881 refers to the completion of additional sidings and improved facilities for the exchange of traffic with the S.E.R. and not to the connecting line between the two systems, which was opened for goods about 1867 and for passengers in 1876.
- Page 244 line 14 from After "opened" insert: "in March 1912 with a full service from" foot
- Page 339 lines 3-4 Amend to read: ".....but sidstone trains continued to run via Sevenoaks (Bat & Ball) until the end of December 1898."
- Page 364 line 8 from foot "1903" to read "1902"
- Page 366 Quadrupled Elmstead Goods-Orpington. Date to read 6.6.04.

Page 370	line 20	Date to read 11 August 1919
Page 38	lines 6-7	"incorporated 5 June" to read: "incorporated 12 June 1835"
Page 409		Closure of Cannon Street. Dates to read: Closed 3.0 p.m.. Saturday 5 June 1926; reopened 4.0 a.m. Monday 28 June 1926 with a restricted service. Full service 19 July 1926.
Page 42	line 12	"1866" to read "1852"
Page 431		Add: Waterloo "A" box was closed 18 October 1936.
Page 433	line 3	"from" to read "to"
Page 433 & 491		Dates of the Dunkerque service to read: Folkestone: Last service night of 5/6 October 1936 Dover: First service night of 6/7 October 1936 Ceremonial opening of train ferry berth: 12 noon, Monday 12 October 1936 Special Wagons-Lits service Paris to London night of 12/13 October 1936. First public service, both directions, night of 14/15 October, 1936.
Page 501		Weymouth-Portland: Line 37 delete (for goods) Line 38 delete (for passengers) 1 Sep 1869
Page 502		Maiden direct curve: date to read 25 March 1883.
Page 507		New Cross-Deptford Rd Jcn to read 1 July 1876
Page 511		(East Street) to read (Earl Street) Earls Street Junction to read Earl Street Junction
Page 513		Tooting Junction-Merton Park date to read 3 March 1929 for passengers
Page 515		Add: West Worthing-Bognor Regis 22 May 1938 Add: Three Bridges-Horsham 3 July 1938 Delete: Barnham-Bognor Regis 3 July 1938
Page 520-521		Brockley 6 March 1871 Bulverhythe 27 June 1846
Page 522		Insert: Clapham (L.B.S.C.E.) opened 1 May 1867
Page 524		Insert: Eastchurch opened 1 Aug 1901
Page 525		Cooksbridge: First entry in Bradshaw January 1851
Page 527		Hamble Halt: amend date to 18 January 1942
Page 527		Ham Bridge Halt: amend date to 3 September 1905
Page 529		Holton Heath: delete date. Add 3 April 1916 private halt. Public station 14 July 1924
Page 530		Kingston-on-Sea closed definitely 1 April 1879 for passengers
Page 530		Langston: amend date to 12 January 1865. Also page 505
Page 535		Portslade: Delete "1881" (twice) also "Re-sited"
Page 537		Sandhurst Halt: Opening date to read June 1852 Re-erected and re-opened 1909
Page 538		Sidcup: amend date to 1 September 1866
Page 539		Stewarts Lane (L.B.S.C.R.) "1850" to read "1858"
Page 540		Tooting Junction: amend closing and re-siting dates to 12 August 1894
Page 540		Totton: Delete: "before Aug 1868" Insert: "1851"
Page 540		Tovil: amend date to 1 January 1884

- Page 542 "Whitstable (C.& W.) entry to read:
Ceremonial opening 3 May 1830
Public 4 May 1830.
Closed March 1846.
Insert: Whitstable (S.E.R.) 6 April 1846 Feb. 1894
Whitstable Harbour. Delete "(C.& W.) 19 Mar 1832 Feb 1894"
Delete "Re-sited"
- Page 543 Woldingham: amend date to 1 July 1885
- Page 543 Woolwich Arsenal :amend date to 1 November 1849
- Page 543 Woolwich Dockyard amend date to 3^o July 1849

A more extended list of Lines and Stations is given in "A Southern Region Chronology" by R.H. Clark, 1964.