RAILWAYS AND WILLESDEN

MICHAEL ROBBINS

Scores of thousands of people in the world — perhaps millions — have heard the name of Willesden only when it is followed by the word "Junction". Willesden shares this distinction, if it is one, with Clapham, and perhaps with nowhere else. This fact tempts people to believe that modern Willesden must have been a creation of the railway, just like Crewe or Swindon. This is substantially true, just as it is of every outer suburb in the London area. Yet there is no simple story of railway provision being followed within a short period by corresponding residential settlement. The two were of course linked; the railways were a cause and the settlement one of their effects, but this did not come about so quickly in every case or so straightforwardly as might be supposed. In Willesden the development proceeded with considerable delays and rather patchily. Nevertheless, the arrival of the railways provided the essential detonator for Willesden's conversion from the mainly rural parish that it still was in 1875 to the phenomenally developing suburban area of 1895–1905, when the population grew at a greater rate than any district of Greater London except East Ham.

Willesden is particularly fortunate in possessing a source-book of very great value for the study of its development. This is *The Willesden Survey 1949*, prepared by Mr. John Morris, the Borough Engineer and Surveyor and published by the Corporation in 1950. By the time the *Survey* was published Willesden had ceased to be a planning authority; but the volume, in presenting its analysis as a basis for planning, contains material precious to the local historian. The *Survey* observed: "Probably the factor which most influenced the layout of Willesden was the development during the last century of the Railway network"; and it called attention to the pattern formed by the railway lines in dividing the parish and borough into separated pockets of land which provided the framework for the residential estates and so for all subsequent development. The railway was all-important in the topographical sense, and it had important social consequences too.

Table I gives the population figures, which give the fundamental facts about Willesden, as of any place, and beside them the number of railway stations open for passenger traffic at the respective dates.

TABLE I

WILLESDEN: POPULATION AND RAILWAY STATIONS, 1841–1951

Year	*Population*	*Decennial Increase* *No.*	*per cent*	*Passenger railway stations*
1841	2,930*	–	–	0
1851	2,939	–	*	1
1861	3,879	950	32	2
1871	15,869	11,990	309	3
1881	27,453	11,584	73	9
1891	61,057	33,604	122	7
1901	114,582	53.525	88	9
1911	154,214	39,632	35	9
1921	165,674	11,460	7	12
1931	185,025	19,351	12	12
† 1951	179,647	5,378	(-) 3	12

* 1841 census taken in June, with significant number of migrant haymakers counted, thus inflating the figure.
† 1938 figure (estimated), 198,000.

At the 1841 census an important line of railway — the London & Birmingham, London's first main-line railway, opened throughout in 1838 — passed across the southern part of the parish of Willesden but had no passenger station within its boundaries; the first station out of London was at Harrow. In May 1844, however, two intermediate stations were added, one at Willesden just by the Acton Lane level crossing and another at Sudbury which has become the Wembley Central station of today. (There is a slight mystery about this Willesden station; it was probably first opened in 1841, for it appears in a railway time-sheet of that year, but seems to have been closed again.) An ancient and fragrant story has been frequently repeated, to the effect that the Willesden station (which was a very modest structure with a total station staff of one, affectionately known as "Old Spinks") was opened and kept open only because the general manager of the London & North Western, Captain Mark Huish, resided at Harlesden House. As to the decision to construct and open the station, this cannot be correct, because in 1844 Captain Huish had not yet come to Euston — indeed, he was then secretary and general manager of the Grand Junction Railway, residing at Liverpool. But the little station had a relatively lavish provision of trains to serve the very small number of surrounding inhabitants: *Bradshaw's Guide* for 6th Mo. (June) 1st, 1849 — George Bradshaw was a Quaker, and this form of indicating the months was carried on into the 1930s — shows six down trains, from 7 a.m. to 10.14 p.m., and six up trains, from 8.48 a.m. to 9.21 p.m., booked to call there on weekdays (three each way on Sundays). Spinks had a long day, even if the duties were somewhat intermittent.

In the month after the opening of this little station, the origins of Willesden Junction itself came into being some half-mile nearer to London on a portion of the London & Birmingham line running across the northern tip of Hammersmith parish between the two stretches which lay in Willesden. It is curious that for many years — until 1912, in fact — only a very tiny part of the passenger accommodation of Willesden Junction lay within Willesden, and ironical that the place was known almost world-wide for something over the border in Hammersmith (and after 1889 in another county — London, not Middlesex). A connecting railway, rejoicing in the extravagant title of Birmingham, Bristol & Thames Junction Railway but soon more conveniently retitled West London Railway, was constructed to link both the London & Birmingham and the Great Western, which lay a few hundred yards to the south, on the other side of Kensal Green cemetery (it had originally been proposed to make a junction here with the London & Birmingham so that both lines could use the Euston Square terminus), with Kensington and there to tranship coal and goods down the Kensington Canal to the Thames. A station house (which was still in existence until the late 1950s) was built at West London Junction where passengers might change out of the West London train from and to trains serving stations on the London & Birmingham line to the north, and a passenger service of sorts was operated from 10 June to 30 November 1844. It is not known exactly how they interchanged from and to the Great Western, which was crossed on the level — a dangerous arrangement with the primitive devices available before signals were interlocked with points and with each other. It is recorded that a bar of wood was lowered by cords to act as a stop across the single line whenever any train had to pass on the Great Western main line, and there is a picture of it. Accidents did happen there, so the West London line was later raised to pass over the Great Western. But as West London Junction was intended only for interchange and not for local passengers it did not contribute anything in its short life to the local growth of Willesden.

The next railway to arrive, which took off from the main line of the London & North Western (as the railway became in 1846) a few yards west of West London Junction, was another connecting link but one that really did connect from the start with one of the southern railways: the North & South Western Junction, down to the London & South Western at Kew. This was intended primarily for the exchange of goods traffic and was brought into use for that purpose in February 1853. In August of the same year, the North London Railway, which then operated a service of passenger trains from Fenchurch Street via Bow, Hackney and Islington to Hampstead Road (Chalk Farm), began to run forward from Chalk Farm over the North Western's tracks to the new junction at Willesden (with no station there) and down the North & South Western Junction to Acton and Kew: four passenger trains a day.

The North Western main line became excessively heavily occupied during the late 1850s, and the company promoted a new link, the Hampstead Junction Railway, between the North London at Camden Town and the North & South Western Junction Railway south-west of Willesden. This line was opened on 2 January 1860 — an important date in railway history, marking the introduction at Kentish Town Junction, just west of Camden Road station, of the first fully operative installation of signals interlocked with points. The only station in Willesden was called Edgeware Road (Kilburn), and that was at first the terminus for most of the trains from Camden Road — a few went on down the North & South Western Junction to Twickenham or Kingston. But on 1 November 1861 a station called Kensal Green & Harlesden was opened, close to the Harrow Road where the Wrottesley Road bridge now is. From a junction a little way to the west of this station the new H.J. line was connected by three links — one to the main line to the north; one to Old Oak Junction on the North & South Western Junction; and one right round to Mitre Bridge Junction on the West London. These last two crossed over the main line on separate alignments; and in this area the North-Western opened a new station, the real Willesden Junction, on 1 September 1866. From 2 September 1867 this station incorporated three separate portions — platforms on the main line at low level and two separate high-level stations. It was a terrible station for passengers: trains for the City (Broad Street station had been opened on 1 November 1865) left alternately from the two sets of high-level platforms which were reached from the low level by separate staircases, and there was much running to and fro between them. It was alleged, too, that the place was haunted by the ghosts of passengers who had expired while vainly trying to find the way out. There is a marvellous description of the junction at this period in Anthony Trollope's *The Prime Minister*, published in 1875 — chapter LX, "The Tenway Junction".

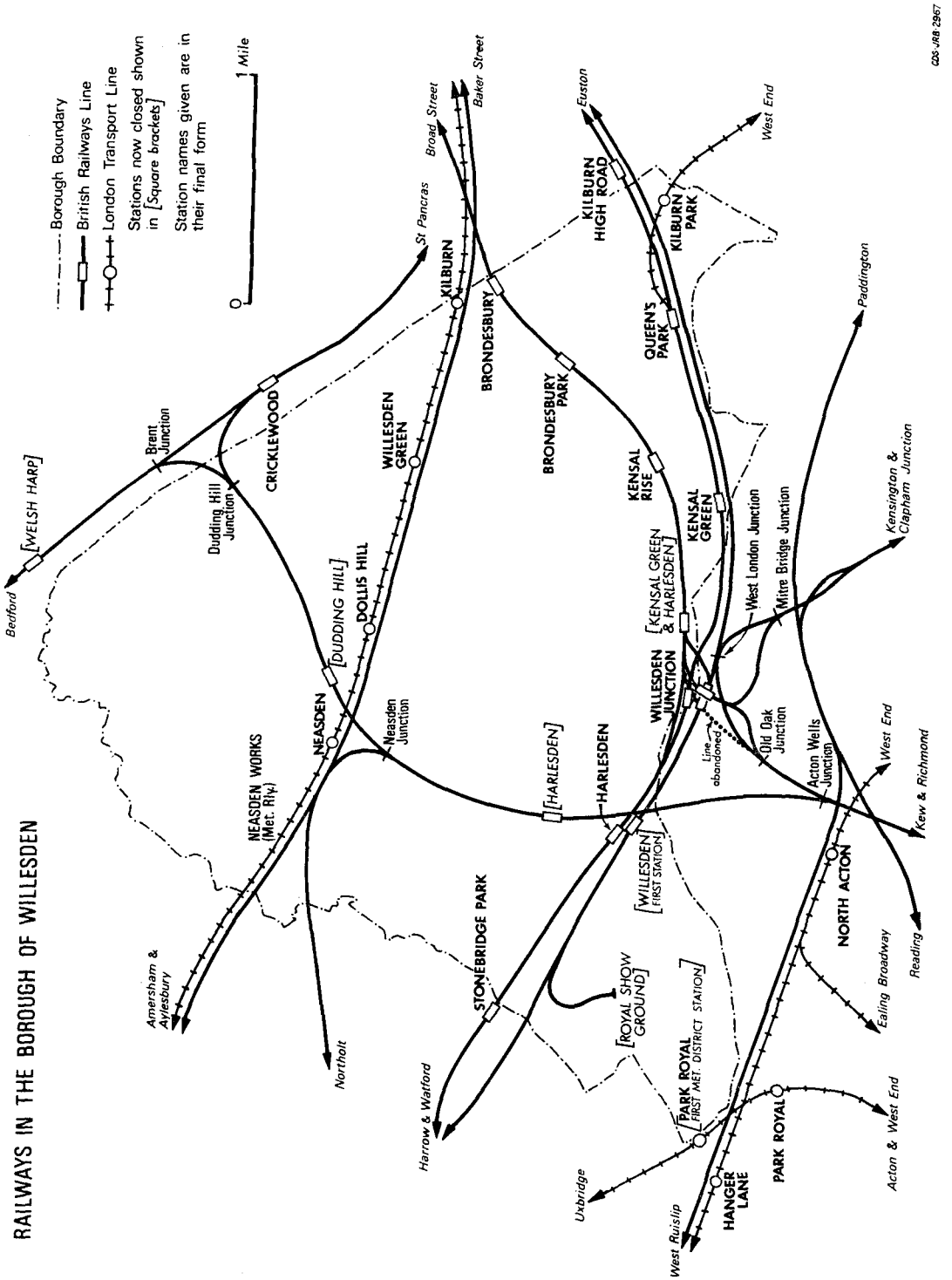
It is quite unnecessary to describe the Tenway Junction, as everybody knows it. From this spot, some six or seven miles distant from London, lines diverge east, west, and north, north-east, and north-west, round the metropolis in every direction, and with direct communication with every other line in and out of London. It is a marvellous place, quite unintelligible to the uninitiated, and yet daily used by thousands who only know that when they get there, they are to do what some one tells them. The space occupied by the convergent rails seems to be sufficient for a large farm. And these rails always run one into another with sloping points, and cross passages, and mysterious meandering sidings, till it seems to the thoughtful stranger to be impossible that the best trained engine should know its own line. Here and there and around there is ever a wilderness of wagons, some loaded, some empty, some smoking with close-packed oxen, and others furlongs in length black with coals, which look as though they had been stranded there by chance, and were never destined to get again into the right path of traffic. Not a minute passes without a train going here or there, some rushing by without noticing Tenway in the least, crashing through like flashes of substantial lightning, and others stopping, disgorging and taking up passengers by the hundreds. Men and women, — especially the men, for the women knowing their

ignorance are generally willing to trust to the pundits of the place, — look doubtful, uneasy, and bewildered. But they all do get properly placed and unplaced, so that the spectator at last acknowledges that over all this apparent chaos there is presiding a great genius of order. From dusky morn to dark night, and indeed almost throughout the night, the air is loaded with a succession of shrieks. The theory goes that each separate shriek, — if there can be any separation where the sound is so nearly continuous, — is a separate notice to separate ears of the coming or going of a separate train. The stranger, as he speculates on these pandemoniac noises, is able to realise the idea that were they discontinued the excitement necessary for the minds of the pundits might be lowered, and that activity might be lessened, and evil results might follow. But he cannot bring himself to credit that theory of individual notices.

After nineteen years of this the North-Western reconstructed the layout so that all high-level trains used one pair of platforms (the Kensington line ones) and finally in 1894 built one big high-level island platform at the east end of the main station. The embankments of the old Kew line formation were clearly visible until recently, and a portion still remains. Kensal Green & Harlesden station lost much of its usefulness when the new Willesden Junction was opened, being so close to it, and in 1873 it was closed and replaced by a new station farther to the east, on Chamberlayne Road. (This station was re-named Kensal Rise in 1890.) There was a nasty accident in the main-line part of the station on 5 December 1910, when five people — two of them clerks employed by the L.N.W.R. on their way to work — were killed and more than 50 injured, when a Watford-Euston train standing at Platform 4 while tickets were being collected was run into from the rear by the following passenger train.

This activity of the London & North Western was all on the fringes of Willesden, to the south especially, and on the east. Another company, the Midland, was making a very significant physical impact on the pattern of Willesden, with a line from near the Welsh Harp in the north-east, swinging round to leave the parish at the south-west, near Acton Lane. This line in the 1860s and the Metropolitan which followed at the very end of the seventies were crossed by roads or footpaths at relatively few points, which meant that the parish was effectively cut up into seven portions, and communication between them was limited to a small number of access points. "The railways", said *The Willesden Survey* of 1949, "constitute physical barriers which will materially dictate the future redevelopment of the Borough".

The Midland Railway, an undertaking based not on London, like its rivals, but on Derby, arrived in the capital later than they did. Having obtained Parliamentary powers to build from Bedford to St. Pancras in 1863 (this railway being opened in 1868), the Midland soon decided to construct a loop line round the west side of London to link with the South Western; and this was authorised in 1864 under the title of Midland & South Western Junction Railway, to run from Brent Junction on the Midland (where it was to connect in the north-bound direction, freight traffic being the primary consideration) to Acton Wells Junction on the North & South Western Junction. (The Midland first leased and then in 1874 absorbed the smaller company, so that the name, Midland & South Western Junction, was available for, and was used after 1884 by, another line linking the same two railways much farther west, between Cheltenham and Andover via Cirencester and Swindon: this has been a source of some confusion to railway historians, if to nobody else.) Freight traffic duly began to be hauled over this line on 1 October 1868; but passengers had been contemplated in the authorising Act of 1864, and stations were built at Dudding Hill and on the Harrow Road at Stonebridge Park. A curve was put in at the Hendon end to enable trains to run direct from Child's Hill station (which, with Welsh Harp, had been opened in 1870) to the new line; and limited passenger services of various sorts were provided between 1875 and 1902, apart from a period of complete suspension between 2 July 1888 and 1 March 1893. Most of the trains ran only as far as Child's Hill so that a change there was required of City passengers.


RAILWAYS IN THE BOROUGH OF WILLESDEN
Borough Boundary
British Railways Line
London Transport Line
Stations now closed shown in [Square brackets]
Station names given are in their final form
0
1 Mile
Bedford
[WELSH HARP]
Brent Junction
Dudding Hill Junction
CRICKLEWOOD
St Pancras
Broad Street
Baker Street
KILBURN
WILLESDEN GREEN
BRONDESBURY
BRONDESBURY PARK
Euston
KILBURN HIGH ROAD
KILBURN PARK
West End
QUEEN'S PARK
Paddington
KENSAL RISE
KENSAL GREEN
[KENSAL GREEN & HARLESDEN]
West London Junction
Mitre Bridge Junction
Kensington & Clapham Junction
[DUDDING HILL]
DOLLIS HILL
NEASDEN
Neasden Junction
NEASDEN WORKS (Met. Rly.)
Amersham & Aylesbury
Northolt
[HARLESDEN]
HARLESDEN
WILLESDEN JUNCTION
Line abandoned
Old Oak Junction
Acton Wells Junction
West End
Kew & Richmond
Reading
[WILLESDEN FIRST STATION]
STONEBRIDGE PARK
[ROYAL SHOW GROUND]
PARK ROYAL FIRST MET. DISTRICT STATION
NORTH ACTON
Ealing Broadway
Harrow & Watford
Uxbridge
West Ruislip
HANGER LANE
PARK ROYAL
Acton & West End
GDS JRB 2957

An express passenger train between Bradford and Bournemouth used the line from 1905 to 1908 but made no stops. For passenger traffic, the Cricklewood and Acton branch, as it was usually known, was one of the Midland's disappointments; but its value as a goods transfer link was very great, and in the days of steam both L.M.S. and Southern engines hauled frequent trains of coal and other traffic along it. Stonebridge Park was stated by the topographer James Thorne in 1875 to be "a cluster of 60 or 80 smart new villas for City men with a large inn, the Stonebridge Park hotel, and a station on the Midland Railway"; but, unless there had been skilful specualtion by a builder in advance of the train service being provided, this railway can hardly have been the cause of the development of Stonebridge Park. Virtually no development took place at or near Dudding Hill station during the time it was open.

The impact of the Metropolitan Railway on Willesden was in the end the most significant of all; and yet this too was rather surprisingly slow to show itself. The underlying reasons for the Metropolitan's series of decisions to push out from Baker Street to the north-west — first to Swiss Cottage, then to Willesden Green, to Harrow, Rickmansworth, Chesham, and Aylesbury, with intermittent dreams or nightmares of breaking out to Northampton, or Worcester, or perhaps Birkenhead or Manchester — are inappropriate subjects for discussion here; they can be read about elsewhere. But, wherever its ultimate destination might be, the Metropolitan was willing and anxious to secure passengers anywhere along its line; and it had one particular and domestic reason for extending outwards. Its locomotive depot and repair shops, sited in a dingy and smoke-fouled hole at Edgware Road station (in Marylebone), were rightly regarded as insalubrious and inefficient to a degree that shocked even that thick-skinned generation of railway managers; somewhere in the country had to be found for the workshops and their workers, and Neasden was selected as the site. It is recorded that the acquisition of the 290 acres of land required by the Metropolitan in the western part of the parish gave rise to great differences of opinion with the owners of The Grove, Neasden House, and Chalk Hill: the railway offered £51,000; the owners wanted £112,000; the arbitration award gave them £83,000. Some housing was built by the railway for its workers, as the names of streets testify — Quainton, Verney, Aylesbury, and Chesham, all Metropolitan stations. The works not only repaired locomotives and rolling stock but also actually built three engines in 1896 and 1898.

The Metropolitan Railway was opened through Willesden in two sections: from West Hampstead to Willesden Green on 24 November 1879, with a station at Kilburn, where the line crossed the Edgware Road; and from Willesden Green to Harrow on 2 August 1880 with an intermediate station at Kingsbury & Neasden (but no other, Wembley not being thought to justify one until 1894).

There is one other railway development of the 1870s to record: the opening of Queen's Park station on the Euston main line on 2 June 1879, at the same time as a regular hourly service of stopping trains was put on between Euston and Watford. Previously the intervals had been much longer, but now, with the completion of the second pair of tunnels at Primrose Hill, four tracks were available all the way. The Queen actually did go to Queen's Park by railway soon afterwards: the Royal Agricultural Society were holding their show there, in that memorably wet summer of 1879. The Queen's visit had to be postponed because the show ground was a quagmire. However, in the royal train arriving from the Windsor direction and having to be zig-zagged from High to Low Level at Willesden Junction, she did eventually make the visit; but this royal journey was remembered without satisfaction by

the North Western officers — "contrary", one of them wrote, "to the well known punctuality of Her Majesty, the return train was no less than 22 minutes late in starting". Of more lasting importance was the adjacent housing estate lying between Queen's Park and the Harrow Road undertaken by the Artisans', Labourers' and General Dwellings Company, of which particulars were published in 1875 but which no doubt went forward on an understanding with the railway company that a station would be provided as soon as the additional railway tracks were complete.

The 1880s, after the Metropolitan extension through Neasden, saw no significant change in the railway installations of Willesden, nor did the 1890s apart from matters of detail already mentioned in passing. At the very end of the nineties, the former Manchester, Sheffield & Lincolnshire Railway, now re-named the Great Central, completed its London Extension from Annesley, north of Nottingham, to Marylebone in 1899 (for coal trains in 1898); but the approach to London was secured, as far as Canfield Place, Finchley Road, over the Metropolitan, which constructed two new tracks from Harrow southwards alongside its own for the use of Great Central trains; these were leased to the G.C. in 1906 under an agreement which provided that the Great Central should never operate passenger services between Marylebone and any point on the London side of the River Brent. (This has been relaxed only once, when during the 1939-45 war platforms on the Marylebone line were put up at Neasden station in case of need to interchange there because of air raid damage to either system, and they were used for two short periods in 1941.) But the Great Central established its London locomotive depot on the south side of the line at Neasden, and its employees lived in newly-built houses nearby in Gresham and Woodhayes Roads — a staff colony with its own little church. At Neasden also it built in 1899 a connecting link to the Midland's Cricklewood and Acton line, over which much freight traffic and occasional special trains were exchanged.

The Edwardian decade saw rather more changes. The railway managements thought the time was ripe to open some more stations to hasten on the process of residential settlement, at Brondesbury Park, on the Hampstead Junction (1 June 1908), and Dollis Hill on the Metropolitan (1 October 1909). The Metropolitan electrified its line, with current supplied from an imposing generating station at Neasden. This had four large chimney stacks, a building in a vaguely castellated style of architecture, and cooling water taken from and discharged back into the River Brent. Electric traction began in the autumn of 1905, and the train services were greatly intensified. The lines became so crowded with trains that four-tracking was undertaken north of Finchley Road, where the railway emerged from tunnel, and the new fast lines, on the north side, were put into service as far as Kilburn Junction (just east of the Edgware Road crossing) on 30 November 1913, between Willesden Green and Wembley Park on 4 and 11 January 1914, and the final section, including the imposing steel girder bridge over the Edgware Road on which the name "Metropolitan Railway" and the date were (and are still) proudly displayed, on 31 May 1915.

The London & North Western had made an unsuccessful venture at the extreme south-west, in what was at the time West Twyford but later became part of Willesden. This was a single-track branch to the Park Royal exhibition site, used for passenger traffic to agricultural shows in 1903 and the following years. The station was called "Royal Show Ground Station". About this time the North Western realised that it was failing to make the best of its suburban traffic opportunities, now that outer Middlesex was so clearly ripe for development. Yet the four tracks of its main line were heavily occupied with long-distance passenger

and freight trains; the suburban service ran at basic hourly intervals on weekdays, just as it had done since 1879. Euston therefore took a large view of its prospects and decided to construct two completely new and separate tracks for an electric local service to Watford. There were changes from the original plan of 1907, and in the result the New Line, as it was called for many years (and indeed still sometimes is), began from Chalk Farm instead of the proposed underground station at Euston; it was joined at Queen's Park by the Bakerloo Line of the London Electric Railway, extended outwards from Paddington. The former North London Railway, absorbed in all but name by the North Western in 1909, was brought into the scheme; and the West London also. In the result, the New Line was opened to passenger traffic from just north of Kensal Green tunnel — "Willesden Tunnel Mouth Junction" — as far as Harrow on 15 June 1912, worked for the time being by steam. There was a separate set of platforms for this line at Willesden Junction, known as the New Station, lying to the north of the Junction and actually in Willesden. Harlesden station was opened with this line, and so was Stonebridge Park, just across the boundary in Wembley. The first North Western electric service was operated between Willesden High Level and Earls Court over the West London Line from 1 May 1914, using trains hired from the District Railway. The North Western's own electric trains came in November — great heavy stately things, painted in chocolate and cream, open saloons with monograms of the letters "L.N.W." cut into the glass panels of the sliding doors. Some of the motors were Swiss, from Oerlikon. The Bakerloo arrived at Kilburn Park on 31 January 1915 and at Queen's Park on 11 February. Jointly-owned L.N.W.R. and L.E.R. trains, specially built to be accommodated at both low-height tube platforms and main-line-height New Line platforms, had been designed and ordered in 1914, but were not delivered till 1920. The Bakerloo service was projected forward over a fresh portion of the New Line to Willesden Junction on 10 May 1915, and Kensal Green station was opened just east of the tunnel on 1 October 1916. On the same date the services between Broad Street, Willesden Junction, Kew Bridge and Richmond were electrified. The New Line through to Watford was electrically worked from 16 April 1917, and from this date cars intended for the Central London working to Ealing Broadway were used, with false floors at the passenger vestibules to compromise with the higher platforms. The Euston electric service began on 10 July 1922.

The new Kensal Green station was the last to be opened in the Borough of Willesden, and it brought the total number of working passenger stations to twelve, with five others just outside the boundary and providing service to some of the areas on the fringes. Developments in the railway systems since the First World War have been within the framework of the structure completed by that time. The most notable have been extension of Bakerloo Line trains over the Metropolitan Line, with new station buildings at Kilburn and at Dollis Hill, in 1939; electirfication of the original London & Birmingham main line, involving complete remodelling of the extensive installations at Willesden Junction and closure of the low level (main-line) passenger station from 3 December 1962; and, still to come, linking of the former Metropolitan Line with the new Fleet Line in central London.

It may be thought that all, and more than all, has been set down here that the local historian could possibly need to know about the railways in Willesden. Yet the foregoing information relates merely to the physical structures, the framework of engineering and construction which provided certain potentialities because of what the railway could do as a carrier of people and things. The historian who wishes to understand the impact of the railway on Willesden may take this chronology of structures as his starting-point; for it is little more

than that. Chronology, someone has written, is the lifeline of history; and that is true enough. It might also be compared to a clothes-line; for it has no value or significance in itself, only when things have been hung on it. So the chronology of railway events needs to have things hung on to it before it has any real value. The historian will need to get information on the number of trains that actually served each station at the different periods; this is easy to come by, if tedious to extract. He should find out how many passengers were handled at the different stations at different times — more difficult, but no doubt to be elicited from the copious railway records that are extant. He should relate housing development both to railway facilities and to ownership of land. Here there is much to be explained about the time-lag in residential development between the first great wave between 1875 and 1905 and the second, in the 1930s. He must not ignore transport facilities on the highways, buses and trams and trolleybuses, and he must find out what can be learned as to motor-car ownership and use. On the goods side, the business of goods stations, the local coal trade, and the influence of railway siding facilities on the location of factories should provide many clues towards solving the mystery of why Willesden developed as it did.

For Willesden, like everywhere else, was and is full of mysteries. The local historian has much to challenge him in this area. Though knowledge about its railways will not by itself enable him to unlock all the mysteries, nor perhaps many of them, this knowledge can be an invaluable clue to much that went on; for the railways were probably, as at the outset *The Willesden Survey* has been quoted as saying, the most important factor in the development of Willesden as it now is.

ACKNOWLEDGMENT

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APPENDIX

PASSENGER STATIONS IN WILLESDEN

Name	*Railway*	*Opened*	*Closed*	*Notes*
Willesden	L. & B.R.	May 1844	31 Aug. 1866	A
Brondesbury	H.J.R.	2 Jan. 1860		B
Kensal Rise	H.J.R.	1 Nov. 1861		C
Willesden Junction	L.N.W.R.	1 Sept. 1866		D
Dudding Hill	Midland	3 Aug. 1875	30 Sept. 1902	E
Harrow Road	Midland	3 Aug. 1875	30 Sept. 1902	E, F
Queen's Park	L.N.W.R.	2 June 1879		G
Kilburn	Met.	24 Nov. 1879		H
Willesden Green	Met.	24 Nov. 1879		I
Neasden	Met.	2 Aug. 1880		J
Brondesbury Park	L.N.W.R.	1 June 1908		–
Dollis Hill	Met.	1 Oct. 1909		K
Harlesden	L.N.W.R.	15 June 1912		–
Kilburn Park	L.E.R.	31 Jan. 1915		–
Kensal Green	L.N.W.R.	1 Oct. 1916		–

JUST OUTSIDE WILLESDEN; Willesden Junction main station (included above); Child's Hill (later Cricklewood), 2 May 1870; Kilburn, L.N.W.R., Dec. 1851/Jan. 1852; Stonebridge Park, L.N.W.R., 15 June 1912; Park Royal, Metropolitan District Railway, 23 June 1903; Hanger Lane, G.W.R./L.P.T.B., 30 June 1947. "West London Junction", in use for interchange passengers only, 10 June to 30 November 1844.

NOTES TO APPENDIX

A Previously open for a short period in 1841–2.

B Edgeware Road (Kilburn), 2 Jan. 1860; Edgware Road, 1 Nov. 1865; Edgware Road & Brondesbury, 1 Jan. 1872; Brondesbury (Edgware Road), 1 Jan. 1873; Brondesbury, 1 May 1883.

C Kensal Green & Harlesden, 1 Nov. 1861; removed to new site, 1 July 1873; Kensal Rise, 24 May 1890.

D "New Station" platforms opened 15 June 1912; main line platforms closed 3 Dec. 1962.

E Closed 2 July 1888; reopened 1 March 1893.

F Harrow Road, 3 Aug. 1875; Stonebridge Park, July 1884; Harlesden, 1 Feb. 1901.

G Queen's Park, West Kilburn, 2 June 1879; Queen's Park, Dec. 1954.

H Kilburn & Brondesbury, 24 Nov. 1879; Kilburn, 25 Sept. 1950.

I Willesden Green & Cricklewood from 1 June 1894 to 1938.

J Kingsbury & Neasden, 2 Aug. 1880; Neasden & Kingsbury, 1 Jan. 1910; Neasden, 1 Jan. 1932.

K Dollis Hill & Gladstone Park, 1931–3.

NOTES

(Original publication dates are cited; many works have been reprinted, with or without revision.)

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   - S. Potter, *The Story of Willesden* (1926)
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   - M. Robbins, *Middlesex* (1953)

2. London & North Western Railway
   - G. P. Neele, *Railway Reminiscences* (1904)
   - W. L. Steel, *History of the London & North Western Railway* (1914)
   - D. S. Barrie, *The Euston and Crewe Companion* (1947)
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