Railways of the West Midlands
A Chronology 1808-1954

Compiled by C R Clinker; published by the Stephenson Locomotive Society, 1954

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Charles Ralph Clinker (23 August 1906 - 5 April 1983) was a railway historian and chronologer who had worked for the Great Western Railway from 1923 to 1946. He was one of the six founding members of the Railway & Canal Historical Society which was established at Preston in 1954 and served as its first President. A fuller obituary appeared in the *Journal of the Railway & Canal Historical Society* for July 1983, which noted that he emphasised "always the twin needs to use original source material and to strive for accuracy." The obituary continued: "The chronologer's task is most painstaking, for nothing can be taken for granted, and he produced not one chronology but four: the L&NWR (1900-1960) *[1961]*, Cornwall *[1963]*, Northamptonshire *[1960]*, and the West Midlands *[1954]*." His West Midlands compilation seems to have been the first to tackle a defined geographical area, rather than a specific company, so it was a ground-breaking venture.

The *Concise Oxford Dictionary* (1999) gave, as its prime definition for *chronology*: "the study of records to establish the dates of past events" while that noted railway historian, the late R M (Michael) Robbins, in *Journal of Transport History*, vol. 1, no.4, Nov 1954, said: "The first (though far from only) duty of the railway historian is to establish a firm foundation for his story by means of an adequate chronology of the physical development of the lines he is concerned with." The review happened to be that of Charles Clinker's 1954 West Midlands work and Robbins added: "This kind of work, though it admittedly does not constitute railway history but something a good deal short of that, is valuable and should be encouraged."

Most chronologers will be striving to provide the skeleton or framework upon which the flesh of fuller history can hang, together with the provenances to support their assertions. Provenance is crucial. In *The Railways of Britain - An Historical Introduction* (1961) the late Prof Jack Simmons - a doyen of British railway historians - made the following observation: "Many other transport historians *[are guilty of]* making statements without indicating the authority *[i.e. the source]* from which they are derived. These statements therefore rest solely on the author's word. If they are to be checked and submitted to critical examination, the research on which they are based must be undertaken all over again. Such authors build up lasting resentment for themselves in the minds of their successors, whose time they quite needlessly waste." It is, therefore, a pity (but understandable) that Charles Clinker's chronologies lack individual provenances for each entry: viable publishing in 'paper and ink' precluded the degree of supporting references that would have been necessary.

Over the years, queries have arisen about entries – and Clinker, himself, left a number of emendations endorsed in his bound copy now in the Clinker Collection at Brunel University (see below). He was willing to accept corrections to his works – but only if the provenance was sound.

The present compilation does not purport to be a checking of every entry but a collection of those items that have come to notice during the course of other research. Unlike the 1954 original, entries herein are – wherever possible – supported by provenances. In a few instances, no alteration is shown but a primary source is given to support an existing entry. Entries in the original text for which no mention is given below therefore rest on Charles Clinker's assertion and the absence of any such mention below confers neither endorsement nor rejection. **It would be a major 'work in progress' to provide provenances for every line and station opening and closure, so that aspiration is a long way off** (passenger stations are already well provided for in this regard by Michael Quick's compilation) but offers of relevant 'missing' primary source data would be welcomed for incorporation in future updates of the present compilation.

Clinker's Introduction (p.5) set out his philosophy and regard should be had to it. It should be noted that coverage was limited to railways open for public traffic, so the private industrial networks (such as the Earl of Dudley's railways, the Foleshill Railway, and colliery lines) are excluded. The area of coverage was bounded by the following locations (which are all included): Stafford, Oxley, Pensnett, Stourbridge, Bromsgrove, Alcester, Stratford upon Avon, Leamington Spa, Rugby, Nuneaton, Tamworth, Lichfield, Colwich. Curiously, Clinker did not extend to the operating headquarters of the West Midland Railway, but in the amendments given below the boundary has been pushed to include Kidderminster, plus the whole of the Oxley Junctions to Kingswinford Junction line. The following map – by Dave Cromarty – shows the area of coverage, including the two extensions.

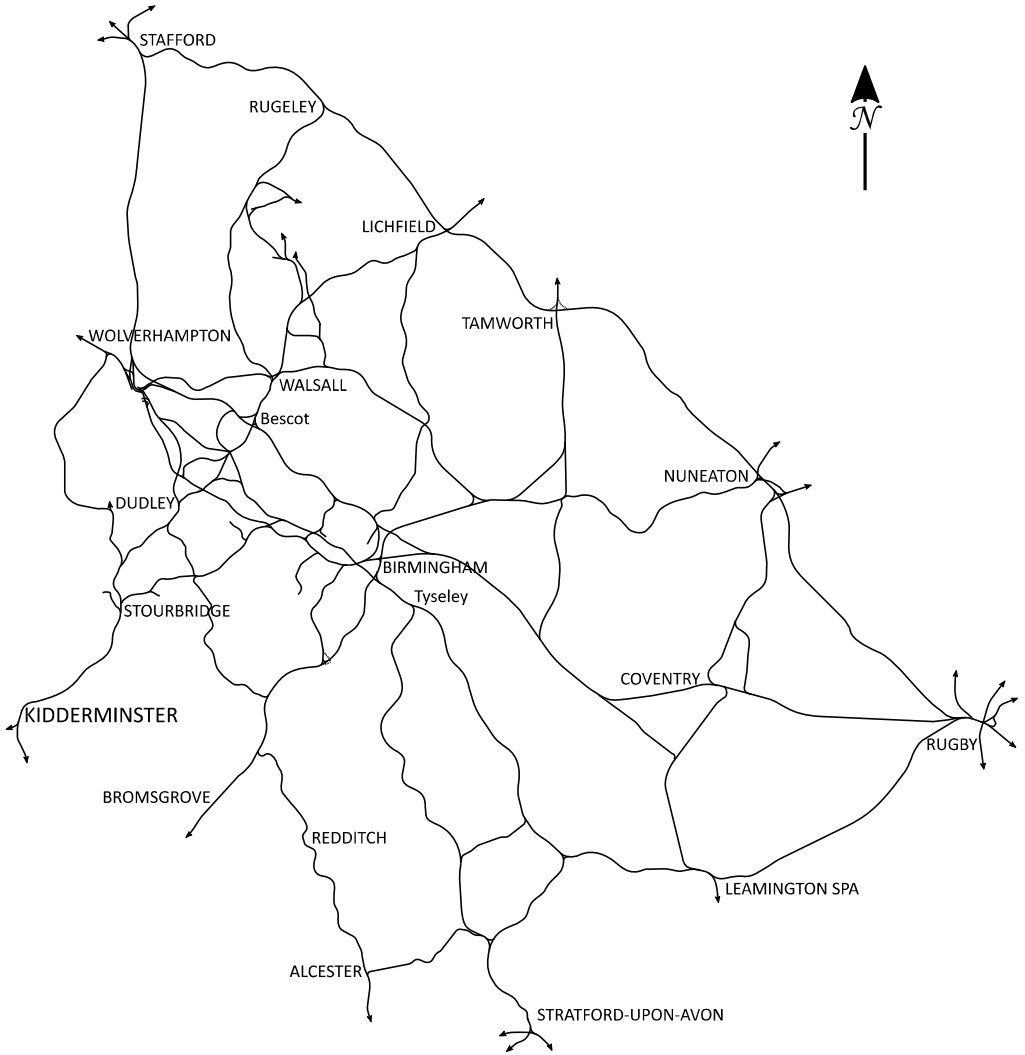
The original work was published in 1954 by the Stephenson Locomotive Society https://www.stephensonloco.org.uk/

For a copy of the original text (but not the plates) follow the link to https://tinyurl.com/18081954 (with acknowledgements to the SLS).

Richard Maund

RAILWAYS OF THE WEST MIDLANDS - A CHRONOLOGY. 1808 - 1954

PLAN OF AREA OF COVERAGE



Map by Dave Cromarty

Page 6: B&NW was Birmingham, North Warwickshire & Stratford-**upon**-Avon
CC&W initial entry to read 1864
H&BB to add 'Railways' after 'Branch'

Page 8: add to General Abbreviations:
jn. may be used for junction
wtt may be used for working (or service) timetable

Upper plate after p.8 to read BIRMINGHAM NEW STREET STATION C.**1860**
Upper plate after p.32 to read: MOSELEY STATION in Midland days (looking **north)**
Lower plate after p.32 to read: REDDITCH STATION in Midland days (looking south)
Both plates opposite page 33 show Up (southbound) trains

Dates follow the 'with effect from' convention, so closures are not 'last train' dates unless specifically so shown.

Beware that some entries in the original 1954 text are out of proper chronological sequence.

References citing 'Clinker corrigenda' refer to endorsements by Clinker himself in his own bound copy at Clinker Collection, Brunel University, catalogue item 2885, which have no supporting provenance (other items from that source which do have provenance are shown simply with the provenance)
References citing 'Gough' refer to John Gough's *Midland Railway* – an electronic edition, in preparation – where provenances are provided
References citing 'Quick' refer to M E Quick's *Railway Passenger Stations in Great Britain* – electronic edition, version v5.05 – where provenances are provided
References citing 'Hale 1' refer to Michael Hale, *The Oxford, Worcester & Wolverhampton Railway through the Black Country* (author, 1995)
References citing 'Hale 2' refer to Michael Hale, *Brunel's Broad Gauge in the Black Country* (author, 1997)
References citing *Bradshaw* refer to *Bradshaw's Monthly Railway Guide* (title subject to minor variations over the years) unless otherwise specified.

Some subsequent references may still need correction.

Sources and references are usually enclosed within square brackets, thus [ ]

Any observations or corrections will be welcomed at psul@branchline.uk.

Date	Company	Change effected	Subsequent reference(s)
		1837	
Jul 4	GJ	**Vauxhall** reference to read: **Perry Bar** references to read: **Bescot Bridge** references to read: **James Bridge** amend to read: **James' Bridge**; references to read: Delete ¶ and § footnotes [James' Bridge was used in company's adverts e.g. *Birmingham Journal* 17 Jun 1837; Darlaston' appeared *only* in report in *Times*]	1838 1864 1839, 1850 1842, 1846, 1854, 1863
		1838	
Jan	GJ	See also *Railway Times* 20 Jan 1838, p. 12 [Clinker corrigenda]	
Apr 9	L&B	Add reference : **Rugby (1st station)** amend reference to read: [*Birmingham Journal* 14 Apr 1838] † symbol relates only to Curzon Street suffix (the two following paragraphs are independent of that paragraph) [Clinker corrigenda]	*below* 1840
Jul 18	L&B	Add entry: First inspection train through Kilsby tunnel. [*London Courier* 19 Jul 1838; https://branchline.uk/rail_chronology/Early%20days%20of%20the%20L&B.pdf (accessed 3 Jul 2025)]	
Jul 27	B&DJ	First line of printed text should be third line of text.	
Aug 20	L&B	Press described this as "… the first train that will pass over the entire length of the railway" – thus gainsaying any suggestion that some limited passenger service started in June – and adds the interesting rider: "… any proprietor *[of L&B shares]* wishing to attend the General meeting to be held in London on the following day may be accommodated with a seat." - so that first through passenger train was not limited to L&B directors. [*Coventry Herald* 17 Aug 1838 quoting *Liverpool Albion;* https://branchline.uk/rail_chronology/Early%20days%20of%20the%20L&B.pdf (accessed 3 Jul 2025)]	*below*
Sep 17	L&B	Add word "Fully" at beginning of text and add "(coaches discontinued)". [*Times* 17 Sep 1838; https://branchline.uk/rail_chronology/Early%20days%20of%20the%20L&B.pdf (accessed 3 Jul 2025)]	
Oct 1	GJ	Service revision included opening of section of line Vauxhall (temporary station) to Curzon Street for inter-change first class passenger traffic only, prior to opening of GJ's Curzon Street station. [GJ advert in *Liverpool Standard* 28 Sep 1838 and *Aris's Birmingham Gazette* 1 Oct 1838]	*below*
Nov 9	GJ	Add entry: **Birmingham** station opened, coterminous with opening for all traffic of extension from Vauxhall; **Vauxhall** station closed. [GJ notice dated Nov 1838 quoted in full in R Foster *Birmingham New Street … Background and beginnings ….* (1990), p. 43]	1854
		1839	
Jan	GJ	**Delete entry**	
Aug 12	B&DJ	Add provenance: [*Birmingham Journal* 10 Aug 1839] Add: **Hampton** also referred to as **Derby Junction.**	1849, 1872

Oct *	GJ	Add entry: **Bescot Bridge** renamed **Walsall (1st station).** [*Bradshaw's Companion* 25 Oct 1839]	1847
		1840	
Jun 24	B&G	Add provenance: [*Warwick & Warwickshire Advertiser* 20 June 1840]	
Jul 1	MC	Amend date to read: **Jun 30**. Formal opening by directors **same** day. Public opening was Jun 30 for through traffic Euston to Leicester, Loughborough and Derby, Jul 1 was throughout opening of North Midland Leeds to Derby and through working Euston to north via Derby. [*Railway Times* 27 Jun 1840, p.511; *Herapath's Railway Journal* 20 Jun, *Derby Reporter* 2 Jul] If it was actually used, the temporary station was open only for a short period, being replaced by a shared station at the junction with the L&B from an unrecorded date in Jul or Aug 1840. Peter Elliott's paper [https://www.warwickshirerailways.com/lms/lnwr/rugby/station/rugby's_transport_history.pdf (accessed 2 Jul 2025)] of 1982 (esp. pp.105, 153 and 154) posits that the temporary station was at Rugby Wharf, north of the viaduct over the Avon (which would, at least have given a reasonably direct road link to the L&B's original station at Station Square) and operated "for a few weeks". But this all seems to rest on local hearsay with no definitive provenance. It is (to put it mildly) curious that the contemporary press (e.g. *Derbyshire Courier* 4 Jul) made no mention of the inconvenience of the road transfer – nor of its eventual replacement by a shared station. MCR adverts (e.g. *Leicester Journal* and *Nottingham Mercury* 26 Jun, *Times* 27 Jun) all *imply* through rail journeys with London. MCR's fourth General Meeting on 31 Aug (*Nottingham Review* 4 Sep) refers to continuing problems at what was *now* clearly a shared Rugby station. Add reference*:*	below
Sep 17	B&G	Delete **Blackwell** and **Barnt Green** *(*see instead 1841 and 1844 respectively). [There is no mention of them in company's announcements for opening of this section of line. *Gloucester Journal* 12 Sep 1840] **Cofton Farm**: see debate about location of this temporary station (and also whether it was really at Barnt Green) at RCHS Railway History Research SIG Newsletter 034/29 *et seq.*	
Oct 5	L&B	Commenced to convey 3rd class passengers, one train each way, Euston dep 7am, Birmingham arr 3.45pm; Birmingham dep 2pm, Euston arr 10pm. Open carriages, fare 14s. (c.f. outside coach fare then was 12s.). [*Railway Times* 26 Sep 1840, p.823]	
Dec 17	B&G	Delete **Longbridge, Lifford (1st station)** and **Moseley** (see instead 1841). [No intermediate station between Camp Hill and Bromsgrove shown in B&G's tt in advert listing "all stations" in *Aris's Birmingham Gazette* 14 Dec 1840] **Camp Hill** was advertised as **Camp Hill, Birmingham.** [*Aris's Birmingham Gazette* 14 Dec 1840] **Cofton Farm** (temporary station) is not to be confused with Cofton (2nd station) of Nov 15 1841.	
		1841	
Early	L&B	Amend date to read: **1840 Jul or Aug** and add reference to MC as this station would also have provided a shared facility to replace the MC's original. [Contract for station construction let May 1840 - *Leicester Chronicle* 23 May 1840]. Both L&B and MC must have been keen to establish fully functioning interchange (whether passengers perambulating or vehicles exchanged) at shared site as soon as possible but finite evidence of date is wanting. [Clinker corrigenda added a side note: "The L&B and MC stations were then contiguous – almost one station". In the absence of provenance this seems questionable]	
Jan (by)	B&G	Add entry: **Lifford (1st station)** opened P. [Not included in stations listed in B&G's advert of services from 17 Dec 1840 but in use by Jan 1841: advert in *Aris's Birmingham Gazette* 25 Jan 1841 (page 2) for sale at Breedon House: "close to the railway station at Lifford, Kings Norton"].	1844

Mar 16	B&G	Add entry: Opened G Camp Hill to Gloucester . [The opening announcements for the Bromsgrove to Cheltenham section had stated that the line of line would be available for passengers, parcels, carriages, and horses *(i.e.no goods or merchandise),* but an announcement dated 16 Mar 1841 appears in *Gloucester Journal, Worcester Herald,* and *Herapath's Railway Journal,* 20 Mar 1841: "The Public are respectfully informed that this railway is now OPEN for the conveyance of Goods and Merchandise". Meanwhile some advertisements had identified certain trains as "mixed". Specific goods trains – as opposed to mixed trains - were not introduced until November 1841.]	
Aug 17	B&G	Add entry: **Camp Hill** closed P on diversion of P services to L&B station in Curzon Street. [*Aris's Birmingham Gazette,* 16 Aug 1841, re-affirmed by *Birmingham Journal* 25 Sep 1841]	*below*
Sep 20 †	B&G	Add entry: **Blackwell** (1st station at bridge 109, g.r.SO999725) opened P ***by*** *this* † *date (but possibly much earlier in the year).* [*Birmingham Journal* 25 Sep 1841; R Long & C Awdry *The Birmingham and Gloucester Railway* (1987) give 5 June 1841, but without provenance]	1844, 1941
Oct	B&G	**Delete entry** (see Mar 16 and Aug 17, above). [*Worcester Herald,* 9 October 1841: notice from the Birmingham & Gloucester company: "On and after Monday, 11th October, 1841, the Company is prepared to Convey Goods between Birmingham and Gloucester at the following rates, exclusive of collection or delivery. Order for the Collection of Goods will be promptly attended to."] When tackled on the *apparent* conflict about commencement dates of goods traffic, C R Clinker wrote [9 July 1954]: "The information is as given in the coy's adverts. in *Aris's Birmingham Gazette*. I infer that what happened was that goods trains were being run from Camp Hill for "van goods" and, probably, through traffic from other lines and that these were conveying passengers. Although adverts. do not say so, I think the October date refers to commencement of their own (local) traffic." This, however, hardly squares with the situation from 16 Mar 1841 and 17 Aug 1841 respectively, while 11 Oct 1841 seems merely to be introduction of a revised rate tariff.	
Nov 15	B&G	Add entry: **Moseley**, **Longbridge**, **Cofton** and **Top of Lickey Incline** stations opened P. [described as "police station", i.e. signalling location, served only by goods, i.e. mixed, trains. Service began 15 Nov (*Birmingham Journal* 13 Nov 1841) but no stops listed until *Midland Counties Herald* 6 Jan 1842 included general reference to goods trains; 13 Jan listed stops at MOSELEY, LONGBRIDGE, COFTON and TOP OF LICKEY INCLINE; first appeared in timetable in *Aris's Birmingham Gazette* 9 May 1842, at 5.30 am from Birmingham and from Gloucester]	1844, 1849
Nov 15	B&G	Add entry: **Camp Hill (1st. station)** station reopened P. [reappeared with new timetable from this date but served by only by goods (i.e. mixed) trains – *Birmingham Journal* 13 Nov 1841]	1844, 1867
		1842	
??	GJ	Add entry: **James' Bridge** disappears from timetables. [not shown *Bradshaw* Dec 1842 but mentioned in *Wolverhampton Chronicle and Staffordshire Advertiser* - 30 Nov 1842. Reappears ca. 1854 as Darlaston Green, q.v. – but did it close and reopen – or merely get renamed?]	1854
Feb 10	B&DJ	Line's formal opening was previous day. [*Derby Mercury* 9 Feb 1842] Amend **Whitacre** to read **Whitacre Junction.** [although not so styled in B&DJ press announcements prior to opening (such as *Birmingham Journal* 5 Feb 1842), the suffix did appear in tt in *Aris's Birmingham Gazette* 21 Feb 1842 – so presumably applied from 10 Feb 1842] Amend **Birmingham (Lawley Street)** to read simply **Birmingham.** [styled as "the New Station, in Lawley Street, Birmingham" in B&DJ press announcements prior to opening (such as *Birmingham Journal* 5 Feb 1842). First traced press reference to 'Lawley Street' as a suffix is *Derby Mercury* 15 Feb 1843. Only obliquely in use (one table, one direction) by *Bradshaw* (e.g. Mar 1850) so questionable whether it was ever part of station's official name]	*below*, 1904
Apr 11	B&DJ	Add entry: Opened B&DJ Lawley Street Yard to join the GJ near Vauxhall Grove G. A steeply graded (1 in 40) spur which joined GJ between later GJ Lawley Street P station and Vauxhall yard). [For Richard Foster's sketch of the incline see *https://www.warwickshirerailways.com/lms/lnwrcs2174.htm* (accessed 2 July 2025)]	1850

May 16	B&DJ (first entry)	Amend date to read: **May or June.** [first appears *Bradshaw* May 1842 but not in *Aris's Birmingham Gazette* until 13 June 1842 where it is (perhaps erroneously?) shown as plain **Bromford**]	
May 16	B&DJ (second entry)	Amend date to read: **May or June.** [first appears *Bradshaw* May 1842 but not in *Aris's Birmingham Gazette* until 13 June 1842]	
Jun 18	W&LU	To read: Act 5 Vic. c.81…..	
		1843	
Mar 7	W&LU	To read: Act 6 Vic. c.3…..	
May	B&DJ	Amend date to read: **May ***. [Clinker corrigenda; last appears *Bradshaw* May 1843]	
Jul	B&DJ	Add entry: Wagon lift and connecting sidings opened G between Lawley Street and the L&B (and indirectly the B&G) near Gloucester Jn. [For reasoning for date see Gough. For Richard Foster's sketch of site of lift connection see *https://www.warwickshirerailways.com/lms/lnwrcs2174.htm* (accessed 2 July 2025)]	1850
		1844	
early	B&G	Add entry: **Camp Hill (1st station)** disappears from timetable *by at least* May 1844 *Bradshaw*, but retained for special charter trains - at least until Tue 24 Sep 1844. [*Birmingham Journal* various dates]	*below*
Apr *	B&G	Add entry: **Barnt Green** station opened P. [*Aris's Birmingham Gazette*: Barnt Green was added in the timetable published 15 April 1844, having not appeared in previous weeks' issues].	1859
Oct 9 *and* Nov 27	L&B	The word 'Gates' did not feature in stopping places' names in timetables. [L&B Coaching & Police Committee mins. 2781 and 2824 (as transcribed in LNW Dates RAIL 1005/260, p.36a) but no specific opening date(s) given – Quick asserts "Certainly in use by 12 December 1844". First seen: *Leamington Spa Courier* 28 Dec 1844, *Bradshaw* Jan 1845]	
Nov	B&G	Amend date to read: **Nov 4**. [*Aris's Birmingham Gazette* 11 Nov 1844. However, there is a reference to Lifford station in *Birmingham Journal* 25 Oct 1845, which very strongly implies that the station was still 'open' at that date]	
Nov 4	B&G	Add entry: **Longbridge** and **Moseley** converted from 'Police stations' to 'full' station status. [*Aris's Birmingham Gazette* 11 Nov 1844]	1849
Nov 4	B&G	Add entry: **Cofton** deleted as stopping place. [*Aris's Birmingham Gazette* 11 Nov 1844]	
Nov 4	B&G	Add entry: **Top of Lickey Incline** deleted as stopping places. Probably consolidated with 'new' **Blackwell** station (at bridge 108) to replace earlier station at bridge 109 *if not already so done*. [*Aris's Birmingham Gazette* 11 Nov 1844]	1941
Nov 4	B&G	Add entry: **Camp Hill (2nd station)** (on through lines). [adduced from re-appearance in revised service in *Aris's Birmingham Gazette* 11 Nov 1844]	1867
Dec 9	L&B	Add provenance: [Opening: *Leamington Spa Courier* 14 Dec 1844] Faced with this degree of uncertainty it is appropriate to refer to the railway's working timetables, where (fortunately) there is no such equivocation: the July 1882 issue (source*:* RAIL 946/9) uses "Leamington Milverton" and "Leamington Avenue" on both the Rugby - Leamington	

		and the Leamington - Nuneaton service pages (discounting the fact that it manages to slip "Milverton station, Leamington" into a footnote!). Thus, we should take these as the official names at that date, rather than Clinker's conclusions. Likewise, it will be prudent to cross-check with the working timetables for other periods the multiplicity of name changes that Clinker adopted: So far as AVENUE is concerned, he gave from official public tts: Leamington (Avenue) RN Leamington Jul 1856, Leamington (Avenue) Feb 1857, Leamington Spa (Avenue) 9 Jul.1913, Leamington Spa Aug 1918. The objective of any research is to try to table the result with the best provenance – or to flag up doubts for further research. Many of the alleged name changes were not recorded in the LNW Officers' Meeting minutes (RAIL 410/585 to /604). Thus it seems the number of real name changes at Leamington has been exaggerated - some of those that have been noted may simply have been clerical laxity by the railway rather than official changes. [RCHS Railway Chronology SIG newsletter 50/26]	
		1846	
Aug 3	S&B	Amend "Stafford Road Jn" to read "New Mill Street" *(thus including the line to the joint Queen Street station).* [Clinker corrigenda] *Query: in that a need for Victoria Basin had not yet been conceived at this stage, did any reference to it in fact appear in the Act?*	
Aug 3	SW&SSJ	Add entry: Act 9&10 Vic. c. 308. Shrewsbury, Wolverhampton & South Staffordshire Railway. Inc. cons. Shrewsbury to Wolverhampton *(i.e. Low Level).* [*Morning Advertiser* 4 Aug 1846; https://www.legislation.gov.uk/changes/chron-tables/local/35]	1849
Aug 7	L&B	Amend "Peck St." to read "Peck Lane". [Clinker corrigenda]	
Oct 20	LNW	Add entry: **Darlaston goods depot** opened G. Not co-located with James' Bridge/Darlaston Green P station but at Darlaston Green signal box, further north; not affected by name changes of P station Although referred to as Darlaston Green in press report of 17 Dec 1853, *Hand-book of Stations* appendix of 1865 (reporting 1863 renaming of P station) confirms goods depot still called name 'Darlaston.'. [advert in *Liverpool Standard* 20 Oct 1846]	1965
		1847	
Jun 12	LNW	*In that the Trent Valley line itself did not open for (limited) <u>public</u> traffic until 15 Sep 1847, that date should surely also apply to this curve linking to the Mid? Or possibly even 1 Dec 1847.On the other hand, it is not clear this was ever a <u>running</u> line (rather than a siding with access at each end – possibly only for construction works).*	
Jul 9	SS	Add: TVM Act 9&10 Vic c.316 (3 Aug 1846) s.51 authorised amalgamated company to fix their title. Board meeting 6 Oct 1846 decided on 'South Staffordshire Railway Co." [Clinker corrigenda]	
Sep 15	LNW	Add provenance: [*Morning Herald* 13 Sep 1847]	
Nov 1	SS	(1st station) signifies first **SS** Walsall station.	1850

		[*Worcestershire Chronicle* 3 Nov 1847]	
Nov 1	LNW (first entry)	**Delete entry** – this Bescot station (which later became Bescot Stadium) did not open until 1850 q.v.	
Nov 1	LNW (second entry)	Renamed as plain **Bescot.** [timetable in e.g. *Staffordshire Advertiser* 13 May 1848, *Bradshaw* March 1850]	1850
Dec 1	LNW	Stretton, Shilton, and Armitage were added from this date. [*Staffordshire Advertiser* 27 Nov 1847] **Tamworth** add reference:	1924
		1848	
Jan 12	LNW	Stopping place was named **Allesley Gate**: revenue first recorded during half-year to July 1848. [L&B Road & Traffic Subcommittee min. of 19 May 1847 (as transcribed in LNW Dates RAIL 1005/260, p.36a) gives no specific opening date – Quick says first in any timetable May 1848]	
Aug 31	GW (second entry)	This Act also imposed on the GWR the obligation to build the Duddeston viaduct, ostensibly to link Bordesley with the former GJ near Curzon Street. The viaduct was constructed but never used (other than for a few sidings at the GW end) and remains as tangible evidence of Victorian 'railway politics'.	
		1849	
Apr *	Mid	Amend date to read: **May 1.** [Midland Railway public timetable] Add references: The 1915 station was Mid & GW Joint, on Halesowen Joint line; 1978 station was on ex-Mid main line (as had been the 1840 station).	1915, 1978
Apr 9	SS (first entry)	Add provenance: [such replacement is not specifically mentioned (but might be implied) in report in *Wolverhampton Chronicle* 11 Apr 1849]	
Apr 9	SS (second entry)	Add provenance: [*Wolverhampton Chronicle* 4 Apr 1849]	
May *	Mid	Amend date to read: **May 1.** [Midland Railway public timetable]	
May 1	NS	Add provenance: [advert in *Staffordshire Advertiser* 28 April 1849] Intermediate stations are not within area of this chronology.	
Jun 1	SU	Add provenance: [advert in *Staffordshire Advertiser* 2 June 1849] Intermediate stations are not within area of this chronology.	
Jun 1	SS	Add entry: **Rushall, Brownhills,** and **Hammerwich** opened P. [*Staffordshire Advertiser* 16 June 1849]	
Jul 20	S&B/SV	Contract let (apart from roof) for **Wolverhampton joint station.** [report to SV board, 9 Oct 1849 (RAIL 410/624)]	
Aug *	SS	Amend date to read: **July 2.** No Sunday service. [*Staffordshire Advertiser* 7 July 1849]	

Aug 1	S&B	Add entry: Act 12&13 Vic. c. 85. Abandonment of certain sections and absorbtion of Shrewsbury, Wolverhampton & South Staffordshire Railway. [https://www.legislation.gov.uk/ukla/Vict/12-13/85/pdfs/ukla_18490085_en.pdf]	
Nov 1	Mid	Add entry: **Hampton** renamed **Hampton Junction** (and use of **Derby Junction** dropped). [Mid public timetable]	1872,1917
Nov 12	S&B	Add: **Wolverhampton** station opened P – a temporary station on SV line at north side of Wednesfield Road. Other intermediate stations north of Oxley are not within area of this chronology. On 12 Nov, public excursions ran, advertised by handbills, at half normal fares (the first train to Wolverhampton - to form the northbound excursion - arrived with 42 carriages and 3 locos. and everything was at least a couple of hours late); regular services started 13 Nov. Note that "Oaken Gates" was so rendered at that date. [*Wolverhampton Chronicle,* 14 Nov [first to carry advert. for the regular service] and 21 Nov 1849 reported the excursions)] *Wolverhampton Chronicle,* 14 Nov 1849, stated that the joint station was not "… in a sufficiently forward state for the occasion. Both the stations *[i.e. temporary and permanent]* were adorned with flags." The contract for the permanent station's construction had been let on 9 Mar 1849 and this report might suggest that its opening would not have been two years away (1 Dec 1851) – but it was, because of prevarication by the LNW, as lessee of the station's joint owner, the SV. Queen's Building – which formed an arch over the town end of the approach drive and also designed by S&B architect, Edward Banks – opened 1 or 10 Oct 1849, containing the S&B company offices as well as booking hall. Access to Victoria Basin was **not** opened at this time (despite what "Burnell's Bible" (RAIL 1014/59), folio 185 implies); when it did open, the majority of the branch was the erstwhile passenger line, as far as what became Victoria Basin box – not a separate line from Stafford Road Jn. The initial facility for tranship of goods with Birmingham Canal's Hay basin was adjacent to the temporary P station: first mention of *proposal* for such facility in Birmingham Canal minute book (RAIL 810/15) is 30 Nov 1849.	1851
		1850	
During year	LNW	Amend to read: **Jul** * - as plain **Bescot.** [last appearance in *Bradshaw* Jul 1850]	
Mar 1	SS	Add provenance: [*Morning Chronicle* 12 Mar 1850: half-yearly meeting of 11 Mar was advised "the whole main line was now open for goods traffic."] An LMS historical epitome at RAIL 1005/26 gives 3 Aug 1849 as date of opening Walsall – Dudley, and of intermediate stations. But Ned Williams, *The Railways of Dudley,* Uralia Press, 1994, p.7, says first train to reach Dudley was a directors' special – run for 'legal' reasons - on 1 Nov 1849. Bescot Curve was also known as Wednesbury Curve, between Bescot Jn and Wednesbury Jn. (later Bescot Curve Jn.)	
May 1	SS (first entry)	Add provenance: [*Birmingham Journal* 27 April 1850] Wednesbury: amend references: Bescot Curve also known as Wednesbury Curve: add reference:	 1863, 1950 1861

May 1	SS (second entry)	No finite opening date traced for extension to beginnings of permanent station site but exchanges between BoT and engineer/lessee J R McClean (following accident on 21 May 1855) *suggest this was not until a couple of years later – probably spring/early summer 1854*. [https://branchline.uk/rail_chronology/Dudley%20SSR%20station.pdf (accessed 2 July 2025)]	
Jul 7	S&B	Add entry: "Riots" (engineered by LNW/SV) at the Wolverhampton temporary canal transhipment facility on joint S&B/SV land adjacent to temporary P station at Wednesfield Road. [*Wolverhampton Chronicle*17 July 1850] This prompted S&B to develop what emerged as Victoria Basin terminal on S&B land; purchase of first land reported to S&B Board16 Aug 1850 (RAIL 615/2).	1851, 1853
Sep 2	LNW	Opened Coventry to Nuneaton: correctly shown as Sep **2**. [Clinker corrigenda amendment which showed this to read Sep 12 was in error, apparently based on error by Henry Grote Lewin, *The Railway Mania and its aftermath* p.520] [LNW advert in *Morning Advertiser* 20 Aug 1850; *Derby Mercury* 4 Sep *post hoc* gave Sep 1 but line had no Sunday service]	
Oct *	S&B	[Date might seem premature as it was only Traffic Committee min of 11 Oct 1850 which: "Ordered *[inter alia]* that a passenger station be forthwith erected at the Stafford Road" [RAIL 615/9]. However, Board minute of 16 Aug 1850 [RAIL 615/2] had ordered "that a passenger station at the Stafford Road be constructed".] Stafford Road was also a goods station - *if not by or from this time, then certainly by Mar 1852.* [advert in *Wolverhampton Chronicle* 24 Mar 1852]	1853, 1854
Nov 1	Mid	Add entry: Physical junction with LNW (to reach Birmingham Curzon Street) completed. This enabled closure of goods spur between Lawley Street and LNW (ex-GJ) line at Vauxhall Grove and goods 'lift' connection to LNW (ex-L&B) and Gloucester line *by* Feb 1851. *But qualified by comment under 1 May 1851.* [*Aris's Birmingham Gazette*, 3 March 1851]	1851
		1851	
Mar 1	LNW	Add references:	1852, 1860
Mar	S&B	Add entry: **Victoria Basin** (Wolverhampton) opened G, reached by a siding off the Stafford Road Jn – Wolverhampton line (initially road-rail transhipment only). [S&B Board minute of 7 Mar 1851 (RAIL 615/2) authorised payment for completion of work; first traced press mention was a somewhat oblique reference in the report to company half-yearly meeting of 12 Mar in *Aris's* B*irmingham Gazette*, 17 Mar 1851] Canal transhipment facilities available from ca. May 1851. [filling of new basin could not have been undertaken until *after* Birmingham Canal minute of 25 Apr 1851 (RAIL 610/16)] Hale 2, p.56 note 8 (citing BoT reports at RAIL 1053/18 (also at MT29/11 folio 27 – Capt Simmons' report of 12 Dec 1851)) says a connection to S&B-owned goods sidings off S&B/SV joint track just *south* of the S&B junction would have to be moved back to be clear of joint track. Report is not specific so it *may* refer to the sidings serving the original S&B canal interchange at Hay Basin alongside their temporary station, but more probably to access Victoria Basin. First press advertising references implying rail-linked traders at Victoria Basin not until 1852: *Staffordshire Advertiser* 3 Apr 1852, *Wolverhampton Chronicle* 5 May 1852. It is not clear how quickly the previous temporary facilities at Wednesfield Road bridge/Hay Basin were abandoned.	1853
May 1	Mid	To read: "…. new spur **Duddeston Road Jn** to Derby Jn….". The curve had been completed 1 Nov 1850 and brought into use for goods *by* Feb 1851. [Mid directors' report to the half-yearly meeting on 26 February 1851]	
Sep 3	S&B/SV	Add entry: Wolverhampton (joint) Station Committee finally agreed that, while separate booking facilities would be provided, platforms and tracks would be common user.	below

		[Minute 144 at RAIL 410/624]	
Dec 1	SV	Add provenance: [*Wolverhampton Chronicle,* 26 Nov 1851 reported SV line would open "next Monday" – following week's edition reported that it didn't. Timetable for service intended to start Dec 1 appeared in *Aris's Birmingham Gazette,* 1 Dec 1851.] [Clinker corrigenda added "see full account in MacDermot *History of GWR* vol. I (1927), pp.372-380" and, in context of word "amalgamated" in top line of p.21: "This took place on 1854 Sep 1 (Act 17&18 Vic c.222, s.1, of 7 Aug 1854)".]	
Dec 1	S&B	Add entry: **Wolverhampton** opened P (then referred to as "General station" or joint station) and **Wolverhampton** (temporary station at Wednesfield Road bridge) closed P. [*Wolverhampton Chronicle*, 3 Dec 1851, in reporting Monday's excitements *which prevented S&B working over SV line*, has the S&B working to the joint station on 1 Dec (having declared its intention of so doing) although it does not actually say that this was the *first* day of so doing – only that it was the date upon which the S&B had intended to exercise their running powers *beyond* the joint facilities, over the SV to Birmingham (which had now been passed by the BoT Inspector). The beginnings of the legal battle are reported in that and subsequent issues, including copies of the disputed agreements between the companies.]	1853, 1854, 1859
		1852	
May 1	OW&W	Amend*:* (Sat) 1 May was **ceremonial** opening of Droitwich to Stourbridge (and of Abbot's Wood Jn to Evesham]; regular public services started (Mon) **3 May**. Add stations: **Stourbridge** **Kidderminster** [*Worcestershire Chronicle* 28 Apr1852]	1879,1901 1878
Jun 30	OW&W	Add: s.8 ET (cons.) Priestfield – Wolverhampton to 1 Sep 1853 (a deadline they did not meet). [https://www.legislation.gov.uk/ukla/Vict/15-16/145/pdfs/ukla_18520145_en.pdf (accessed 3 July 2025]	
Jul 1	SV	**Birmingham** station was suffixed **New Street.** [advert in *Aris's Birmingham Gazette* 5 July] Delete **Wolverhampton** from the list of stations opened (it was already in use by S&B - see 1851 Dec 1 – but not by SV trains until this 1 Jul 1852 date). [Opening of SV line is confirmed by *Wolverhampton Chronicle,* 7 Jul 1852. SV timetable adverts in same paper of 21 and 28 Jul 1852 make clear that section Wolverhampton - Bushbury did **not** open same date. *Neele*'s assertion (p.29) that through carriages Euston from/to Wolverhampton commenced via Stour Valley line and the New St - Curzon St link as early as July 1852 is not borne out by public timetables but *may* have applied for special workings.]	below
Aug 2	SV / LNW	Amend to*:* Opened Wolverhampton North Jn. to Bushbury Junction P. [anon., *The Story of New Street* (BR LMR, 1952*).* SV timetable adverts in *Wolverhampton Chronicle,* 21 and 28 Jul 1852, make clear that line to Bushbury was **not** open, whereas that of 4 Aug 1852 – headed "August 1852" – **does** show connections between the SV and both Stafford and Shrewsbury (via the L&NW route)]. Station – **Bushbury** opened (platforms on SV and LNW) P **for interchange purposes only**. [SV advert in *Wolverhampton Chronicle,* 4 Aug 1852, is first to shows connections between the SV and Stafford – but with no mention of Bushbury itself. However, it was certainly shown in *Bradshaw* Jan 1853 with connections between Wolverhampton (the joint Queen Street station) and some GJ-line trains (but see 1853 Sep 1)] [Clinker corrigenda added: Apparently exchange station only (no fares shown until end 1856). LNW Officers' Meeting min. 378 of 16 Jun 1856 recommended its opening as a passenger station "with very little expense" "]	1853, 1854, 1856, 1867, 1878, 1881, 1912 1856
Sep / Oct	LNW	Add entry: **Leamington** (later with Avenue suffix) station opened P. [RAIL 1005/260 mistakenly gives 1 Mar 1851. Quick found no specific date. Station had still not appeared in *Royal Leamington Spa Courier* 9 Oct 1852 issue's Railway Tables (the last published) but the same paper reported LNW still seeking water supply for the new station in late Sep]. Did not appear in *Bradshaw* until Feb 1854]. Not clear how station distinguished from original Leamington (later Milverton) station in timetables etc at this period.	1856, 1860

Sep / Oct	LNW	Add entry: **Leamington** (original L&B station) probably renamed **Warwick** (later with 'Milverton' suffix) when second (later suffixed 'Avenue') station opened.	1856
Oct 1	GW	Delete **Acock's Green** (see instead 1 June 1853). At the outset, **Birmingham** was only a temporary (albeit substantial!) facility. [*Birmingham Journal* 28 Aug 1852]	
Nov *	LNW (second entry)	Delete reference to 'New Street' as that suffix applied from opening of SV line (see Jul 1 1852, above). First traced *press* reference to 'Curzon Street' suffix was **Sep 4** 1852. [*Birmingham Journal* 4 Sep 1852]	
Dec 20	OW&W	At outset, it was generally spelled **Brettel Lane** (e.g. working tt 1855 - but the OW&W also used **Brettell Lane** on occasion (?clerical error) such as excursion advert in *Worcester Herald,* 9 Jul 1859). [Quick offers renaming date from RCH of 1896 – and says both GW and LNW sometimes used **Brettle** Lane]	
		1853	
??	S&B	Add entry: Victoria Basin terminal facilities extended, including shed transferred from Stafford Road. [Hale 2 pp.56/57. Note 7 at p. 56 cites S&BR Traffic Committee minutes at RAIL 615/11. There is no specific such entry, although in minute of 15 Jan 1853 the Traffic Manager did recommend covering the basin extension - without specifying the source of the proposed shed.]	1857
Apr 4	OW&W	Add entry: **Churchill** opened [OW&W Traffic Committee minute (RAIL 558/12); *Worcestershire Chronicle* 6 Apr 1853]	1876
May †	SV	Amend date to read: **May 2** (Monday) *and* **Soho** station opened **P.** [LNW advert. in *Wolverhampton Chronicle*, 27 Apr 1853]	
May 1	LNW	**Delete entry.** [There was nothing to substantiate this in *Wolverhampton Chronicle*, 27 Apr 1853 (despite other LNW adverts. in that issue), nor anything to support it in *Bradshaw* **until Sep 1853** – where it would tie in with Sep † (now Sep 1) entry, below.]	
May 1	SV (both entries)	Amend date to read: **May 2** (Monday). [LNW adverts. in *Wolverhampton Chronicle*, 27 Apr 1853]	
Jun 1	GW	Add entry: **Acock's Green** opened P. [*Birmingham Journal* 11 June 1853]	1878
Jul	S&B	Add entry: Wolverhampton Stafford Road goods depot "almost entirely" removed to Victoria Basin. [S&BR Traffic Committee minute of 23 July 1853 (RAIL 615/11); Hale 2 p.57]	
Aug 4	GW	In this context, bear in mind that Wolverhampton station was a Joint station (GW, OW&W, S&B). Move entry to correct chronological sequence.	
Sep †	LNW	Amend to read: **Sep 1** (Thursday) **Wednesfield Heath for Wolverhampton** station closed **P.** Station remained open for goods. P trains via GJ line (having ceased to call here), used Bushbury as station for connections to and from Wolverhampton Queen Street *(but see 1854 Jul 1).* [*Wolverhampton Chronicle* 24 Aug and *Times,* 31 Aug 1853 – LNWR advert says Wednesfield Heath station "will be closed for passenger traffic on 1st September" and *Bradshaw* Sep 1853 shows significant change from previous months: Wednesfield Heath for Wolverhampton did, indeed, disappear, and some trains instead now left Wolverhampton Queen Street for Birmingham Curzon Street via a reversal (sometimes advertised) at Bushbury: e.g. former 6.50 am Wednesfield Heath to Euston up to Aug 1853 became 6.40 am from Queen Street via Bushbury (call not advertised) from Sep 1853). The number of trains for which change was necessary was reduced again from 1854 Jul 1 (q.v.), and local trains reversed at Bushbury to/from Wolverhampton - shown as such in 1867 wtt, for example.]	1854, 1856, 1860, 1873

Sep †	LNW / S&B	Add reference:	1859
Oct 14	SS	Add note: [Bob Yate, *The South Staffordshire Railway vol. 1*, Oakwood Press, 2010, p.29, asserts that Sedgeley Jn to Dudley Port (SV) opened this day, by shuttle trains between Dudley and Dudley Port's terminal platform (although the author contradicts this on p.109). No press evidence found for this assertion – *[London] Morning Herald* 17 Nov contains a report (credited to *Worcester Journal* although not traced in that paper) apparently attesting to the fact that no passenger trains were yet using the 'loop line'. SS advert in *Birmingham Journal* 31 Dec 1853 seems explicit enough that opening was 2 Jan 1854, as Yate says on his p.109].	
Dec 1	OW&W	The junction with the SV was named Bloomfield Jn. [list of "block posts" in LNW working timetables of 1867]. OW&W workings ran through to Wolverhampton **Queen Street**. [*Times*, 29 Nov 1853, p. 5] Curve seems only to have been used for P traffic - there is no evidence of booked G workings in any of the working timetables seen.	1861, 1866
		1854	
Jan 2	SS	This date represented start of through service Dudley ⇔ Birmingham over this route and the SV (but did not immediately result in diversion of through trains from the route via Bescot). [SS advert in *Birmingham Journal* 31 Dec 1853 is more explicit than *Wolverhampton Chronicle* 28 Dec 1853]	
?? (by Nov)	LNW	Add entry: **James' Bridge**: *either* reopened and renamed *or simply* renamed **Darlaston Green,** for P. [Reappeared as **Darlaston Green** in *Bradshaw* Nov 1854]	1863
Feb †	LNW (first entry)	**Leamington** (original L&B station) *more likely renamed from ca. Sep/Oct 1852* when second (later Avenue) station opened.	
Feb †	LNW (second entry)	**Delete entry** (see instead ca.Sep/Oct 1852). [first appearance in *Bradshaw* Feb 1854 and an advert in *Royal Leamington Spa Courier* 28 Jan 1854 about revised arrangements from 1 Feb 1854 for railway omnibuses to connect with trains might appear to suggest that Avenue came into use that day but that seems – from earlier evidence – to be misleading]	
Mar *	S&B	**Stafford Road**: Quick reduces Clinker's text to: "first in *Brad* October 1850; probably closed July 1852 following accident, though isolated reference in *Bradshaw* March 1854 (error?)" while Hale 2, p.45 rather subscribes to the July 1852 closure date for end of *regular* P use.	
Apr	OW&W	**Delete entry** (see instead May 15 1853).	
Apr 1	LNW/ OW&W	Add note: OW&W advert (*Times* 25 March 1854, p.5 and 8 Apr, p. 5) only advertises the service - "starting on and from Sat 1 April" - as being between Euston and D*udley (although from June they do advertise through with Wolverhampton).* However, a report in *Times* (30 March, p.5) does spell out that the service from Euston, starting 1 April, would, indeed, be through to Wolverhampton LNW - 5 trains daily throughout, 8 between Worcester and Wolverhampton. The report also mentioned that there would be 4 trains a day between Paddington and Wolverhampton LNW via the OW&W.	
Apr 13	OW&W	Add entry: First (probably only) BG train ran Oxford - Worcester - Wolverhampton (to end of MG track at Shrewsbury Jn): a railway officers' (*not* Board of Trade) inspection special. [Hale 2, p.23]	
May 15	OW&W	Add entry: Opened Tipton to Bushbury Jn G (worked only as NG). [Hale 1, p. 39] The OW&W was notionally MG from Oxford to Shrewsbury Jn (later renamed Cannock Road Jn – Hale 1, p.38, note 7) - but did not open as such! The object of the line was to interchange with the LNW (otherwise what did the OW&W freights do when they got to Shrewsbury Jn, the S&B connection not yet existing). The line had been declared as *available* for traffic from 1 Nov 1853 (OW&W advert in *Worcester Journal* 29 October 1853 which went on to declare, however, that they would not yet be using it. Note that this	

		missed the 1 Sep 1853 'deadline' given by their Act of June 20 1852, q.v. above). It was inspected by Capt Tyler for the BoT on 12 Apr (rejected for passenger use) and again on 10 Jun, when it was passed for passengers as far as Wolverhampton new station. Report to OW&W Half-yearly meeting (*Times*, 28 Aug 1854, p.8): "The engineer states in his report that the line between Tipton and Wolverhampton was opened on the 1st of July, and that the whole of the main line may now be considered open for traffic." Hale gives (alas without provenance) above date for goods. It is not clear whether or not a Wolverhampton OW&W goods depot also opened at this date. Add reference:	1863
Jun 1	LNW	Opening of **New Street:** "will open for general traffic". [LNW circular 181] Closure of **Curzon Street** (for LNW passengers). [LNW advert. (which says simply "June") - *Times,* 1 June 1854, p. 7] *Presume* **Banbury Street Ticket Platform** opened, to replace separate LNW (L&B) and Mid (B&G) ticket platforms at Gloucester Jn.	1874, 1884, 1885, 1893
Jul †	SV	**Monument Lane**: Quick offers viable evidence from press for opening **June 1853**.	below
Jul	OW&W	**Delete entry** (see instead May 15 1853).	
Jul 1	OW&W	To read: Opened Tipton to **Wolverhampton** P (NG). Stations:- **Dais(e)y Bank** **Bilston** ‡ **Wolverhampton** (delete reference to Priestfield – see instead Jul 5, below) Four trains were transferred from Queen Street, but five continued using that station. [*Wolverhampton Chronicle,* 5 Jul 1854 – OW&W advert, page 1. Note that the spelling used - more than once – in press adverts. was "Daisy" although timetables – e.g. working tt for 1855 - used "Daisey". "Daisy" was also noted in press advert. in 1859. Quick shows *Bradshaw* converting from Daisey to Daisy in 1866]. At this date, the Wolverhampton station was a temporary facility, staffed/worked by OW&W while the Joint Low Level station was being built and until "joint" staff appointed: Joint committee appointed Station Master w.e.f. 7 Aug 1854 (Min.69), booking clerks w.e.f. 23 Aug 1854 (Min. 85) [RAIL 759/3 - which, alas, does not say when the Joint station actually replaced the OW&W's temporary wooden one] There is headed notepaper of Dec 1854 with the "Joint (Low Level)" title. Note ‡ = Bilston OW&W station was later given suffixes in the *Hand-book of Stations*: Bilston Narrow Gauge, then Bilston West Midland, then *(by Hand-book appendix 1894)* Bilston & Deepfields. *However, these pre-1950 suffixes appear only to have applied for G*	below, 1856, 1866, 1950
Jul 1	LNW	Add entry: Diversion of (at least some) trains from the GJ line to run instead via Wolverhampton Queen Street and SV line, reducing the number of trains for which a change at Bushbury was required. [*Wolverhampton Chronicle*, 28 Jun 1854]	
Jul 5	OW&W	Add entry*:* **Priestfield** opened P. [*Wolverhampton Chronicle*, 12 Jul 1854, p.4]	
Sep 1	S&B	Date is that of implementation of merger; the Act itself (Great Western, Birmingham, and Chester Railways Act 1854) was dated 7 Aug 1854. [https://www.legislation.gov.uk/ukla/Vict/17-18/222/pdfs/ukla_18540222_en.pdf (Accessed 9 Jul 2025)]	

		Replace word "from" in text by "after" (use of GW line was **from** 14 Nov). Add reference:	*below*
Nov 14	GW (first entry)	Add notation: ..... **MG**". [Hale 2, pp.42-44] GW trains ceased running between Wolverhampton and Birmingham New Street via SV line, but did continue to use Wolverhampton High Level to/from Shrewsbury line (see next item). GW trains started running through (partially on running powers over OW&W, calling at Wolverhampton Joint station) to Stafford Road Jn to reach ex-S&B. [Joint Station Committee minute book (RAIL 759/3); *Wolverhampton Chronicle*, 15 November 1854; GWR Board minute (RAIL 250/8) of 9 Nov 1854. See sketch of 'Wolverhampton 1854' at E T MacDermot *The History of the GWR vol. 1* (1927), p.338] **Bilston** GW station was later given suffixes in the *Hand-book of Stations*: Bilston Broad Gauge, then Bilston Main Line, then *(by Hand-book appendix 1894)* Bilston & Ettinghsall. *These pre-1950 suffixes appear only to have applied for G.* **West Bromwich** station was later renamed Spon Lane & West Bromwich (*by Hand-book of Stations appendix 1894*), then West Bromwich for Spon Lane (*appendix 1895*), then West Bromwich & Spon Lane (*by 1904 Hand-book).* *These variants appear only to have applied for G.* **Priestfield** station was not served by GW (as opposed to OW&W) until 2 Jul 1855. [advert in *Aris's Birmingham Gazette* 2 Jul 1855] "The accommodation for goods traffic at many of the *[intermediate]* stations was not ready for nearly a year after the opening." [E T MacDermot *The History of the GWR vol. 1* (1927), p.336] – see Jun 1 1855	1869 1859
Nov 14	GW (second entry)	This was the GW's Wolverhampton Junction Rly (c.f. 1852 Jun 30 entry). Most ex-S&B P trains diverted from Queen St (L&NW/S&B) station to Joint (Low Level) station with portions attached/ detached for the Queen Street station at Stafford Road Jn. [GWR Board minute (RAIL 250/8) of 9 Nov 1854 which erroneously referred to Stafford Road Jn as 'Shrewsbury Jn, although *Wolverhampton Chronicle* 15 Nov reported all Up trains ran to Joint (Low Level) but seven Down trains started from Queen St.] In this context, **Stafford Road** opened as **BG** G depot at about this time (albeit short-lived). [Hale 2, p. 45]	1859
Nov 14	GW (third entry)	**Delete entry** (see instead 1859).	
Nov 14	OW&W	Add entry*:* Opened Wolverhampton (Joint Low Level) station to Shrewsbury Jn (later Cannock Road Jn) P by GW trains under running powers. [*Wolverhampton Chronicle*, 15 November 1854] *Presume also start of GW G trains over this section*	
		1855	
Apr 2	SS	Add entry: Through workings to Burton-on-Trent reduced to attaching/detaching (or passengers changing trains) at Wichnor Jn. [B Yate, *The South Staffordshire Railway vol. 1,* Oakwood Press, 2010, p. 108]	1861, 1872
Jun	GW	Amend date to read Jun †, and *add references:*	1914, 1915

Jun 1	GW	Add entry: Stations opened G – **Hockley** **Soho** **Handsworth & Smethwick** **West Bromwich** **Swan Village** **Wednesbury** **Bilston** [GWR Board minute (RAIL 250/8) cited by Hale 2, p.43]	 1967 1893,1971 1968 1967 1966 1968 1950,1967
Aug 1	LNW	Amend to read: …. reopened **P**… (it had not closed G). Add references:	 1860, 1863
		1856	
Apr	OW&W	Wolverhampton station was owned by Joint Committee, not OW&W. Headed notepaper exists from Dec 1854 (RAIL 759/3): "Joint (Low Level) station" so it is questionable that station was "renamed" in 1856, although it was not until this date that the "Low Level" suffix appeared in GW timetables.	
Jul †	LNW	Two entries. Be sceptical about whether these Leamington renamings were real or were simply inadvertent 'errors' in timetable compilation (in which case the alleged reversion in Feb 1857 is equally spurious).	
Jul 1	LNW	Add entry: **Bushbury** station converted to full **P** use. [*Wolverhampton Chronicle* 18 Jun 1856]	1867, 1878, 1881, 1912
Aug. 1	LNW	**Bloomsbury** station was definitely without suffix in L&NWR wtt of 1867 (RAIL 946/4) – *was the suffix a LNW public tt or Bradshaw addition?*	
Dec 22	GW	Add entry: Much increased use of line south of Birmingham by NG goods trains with completion of MG track Oxford – Basingstoke, enabling through traffic from Shrewsbury line. [Hale 2, p.44]	
		1857	
Jun	LNW	Add entry: **Perry Barr Wharf** opened as coal landsale wharf for Cannock Chase Colliery Co, but by agreement of 22 Jan 1861 also handled other traffic for LNWR. By time of its closure in 1950 it was regarded as an LMR depot although on NCB land. [source?]	1894, 1950
Jun 1	OW&W	Add entry: **Hagley** opened [*Worcester Journal* 1 June 1857]	
Aug 10	SA	Add reference:	1883
		1858	
Feb 1	SS	Add provenance: [*Times*, 1 Feb 1858]	
Jul 23	OW&W	Add entry: Act 21 & 22 Vic. c. 123 for construction of G branch Amblecote – Stourbridge canal basin and abandonment of previous Acts for such branch. [J Marshall *Railways to Stourbridge* in *R&CHS Journal no. 138*, Mar 1987]	1859

Nov 14	OW&W	Amend to read: Opened **G** …. [*date quoted was a Sunday so presumably commissioning/hand-over by engineers rather than start of traffic*]	1860, 1905, 1925
		1859	
early	GW	Lines from Stafford Road Jn across Oxley Viaduct and to Victoria Basin converted NG to MG. [Hale 2, p. 61]	1869
Feb 1	GW	Add entry: Relinquished use of **Wolverhampton** Queen Street Goods depot and warehouse (one month after quitting use of Queen Street Joint P station). [Hale 2, p. 60. E T MacDermot, *History of GWR Vol.1* (1927) p.380 says that there were two goods depots on the land held by the joint committee in the vicinity of the joint passenger station – one for each company – so it is not clear why the S&B/GWR still needed such a facility at this late date, after they had established goods facilities at Victoria Basin and Herbert Street goods.]	
Feb 1	GW	Add entry: Ceased to use jn. between GW and LNW (Wolverhampton North or High Level Jn.) and section of line thence to Victoria Basin turnout, upon final sale of interests in Queen Street site.	1864
Spring	GW	Add entry: Extension of facilities at Wolverhampton Victoria Basin (what eventually would become **Herbert Street Goods**) opened G in place of facilities at Stafford Road. [*Wolverhampton Chronicle* 15 Dec 1858 recorded start of work on new depot; GWR Expenditure Committee meeting for Feb 1859 (RAIL 250/189, noted by Hale 2, p.61) recorded works as "now being constructed." E T MacDermot, *History of GWR Vol. 1* (1927), p.424, gives "ready for use in the autumn *[1859]*" but that seems far too late. First traced press reference to "Herbert Street Goods" not until March 1876 – presume regarded as integral with Victoria Basin in its early years]	1972
Mar 1	GW	Amend date for P trains to read: **Jan 1** (diversion of last remaining S&B section trains). [advert *Wolverhampton Chronicle* 5 Jan 1859 (and for weeks subsequently)] [Clinker corrigenda allude to *Railway Times* 27 Nov 1858, p. 1405 (not available online)] Note: OW&W (later GW) trains from Dudley via Tipton continued to use Queen Street until 1866.	1861, 1866
Jul 11	OW&W	Amend entry*:* Ceremonial special trains, for invited guests only, on Jul 11; regular public service started Jul 12. [*Worcester Herald*, 9 Jul 1859 (advert for start of regular service) and 16 Jul 1859 (report of ceremonies). Clinker corrigenda cite OW&W minutes 21 Jul 1859 and *Railway Times* 9 Jul for the same revision] Operated to P station in Sancta Lane, Stratford-on-Avon, but deposited plans included line on to Alcester Road which became part of connecting line (*vide* 1861). Original station replaced 1863 Jan 1 by station at present site at Alcester Road. [Sancta Lane according to *Birmingham Daily Post* 12 Jul 1859: Sanct**us** Lane is a later renaming]	1863
Jul 30	OW&W	Add entry: Ceremonial opening G of (Town) goods branch, via incline from Engine House box, to Bradley & Co (iron) works located west of High Street level crossing. [*Worcestershire Chronicle* 3 Aug 1859] Regular services did not start until latter half of 1860. [J Marshall *Railways to Stourbridge* in *R&CHS Journal no. 138*, Mar 1987]	1880
autumn	GW	**Delete entry** (see instead Feb 1, above).	
		1860	
by this year	OW&W	Add entry*:* Opened Bromley Basin to Baggeridge Jn, Oak Farm and to Askew Bridge G. [Ned Williams, *The Railway to Wombourn* (Uralia Press, 1986), p.10]	1905, 1925
May 15	CC	Amend "Marquis" to read "Marquess", and add references:	1861, 1862, 1863
Jun 1	LNW	Add entry*:* **Wednesfield Heath** closed G apart from livestock (traffic transferred to Wolverhampton Mill Street – adjacent to the Queen Street former 'joint' station). Station	1863, 1873

		remained open for P and livestock. [LNW Officers' Meeting min. (not numbered) of 18 May 1860 (RAIL 410/585); LNW Wolverhampton Goods Manager Circular May 1860 (RAIL 214/70); *Wolverhampton Chronicle* 23 May 1860]	
Jun 2	LNW	Add entry*:* **Leamington Avenue** P station replaced by permanent station (? possibly also relocated). [*Leamington Advertiser* 2 Jun 1860]	1913
Jun 14	N&H	Delete sentence in parentheses; this link line – known as Nuneaton Curve - was not built under these powers.	1869
Jun 14	WM	To add W&H, NA&H and OW&W in second column.	
Sep 17	WM	Amend date to read Sep **18**. The Royal train had left Aboyne on 15 Sep and Edinburgh on 17 Sep, so did not traverse the Bushbury to Cannock Road Jn section until 3 a.m. on the 18th. [*Birmingham Daily Post* 19 Sep 1860]	
		1861	
May 17	SA	Add entry: Act 24 Vic. c.31. cons. connecting ("junction") line (29ch) at Stratford-on-Avon to north end of OW&W, at Alcester Road. [*Bradshaw's Manual 1862*]	Below
Jun 7	Mid	Add reference:	1867
Jun 29	CC	Marquess of Anglesey sold CC to LNW, who constructed line. [*Railway Magazine* Nov/Dec 1948]	1862, 1863
Jul 1	GW/WM	WM continued to operate OW&W as though part of **its** system - integral in WM wtts until merger of 1 Aug 1863.	
Jul 24	SA	Amend parenthetic note to read: "This was from jn with SA (latter day Goods Jn) to WM's station at Sancta Lane." [*Worcester Journal 27 Jul 1861: "The line … was opened on Wednesday [24 July]" – but no further details given*]	1908
Aug 1	SA/WM	WM's Jun 1862 public tt shows only one "Stratford" station (no suffix – hence their station at Sancta Lane), shows Warwick/Leamington/Birmingham timings as part of its "Stratford branch" without distinguishing which are through and which are connections, and gives no hint of any need to change stations.	1863, 1908
Aug 1	Stour.	Add references: Cradley Heath to Old Hill Goods branch (Spinners End branch) did not open until 1907 being built under 1904 Act. There was no 'goods branch' in the vicinity of Old Hill passenger station (although there was a private siding).	1904 1907
Oct 1	LNW/ WM	Add*:* "…but note that this did not mark end of use of the Tipton curve. By Jul 1863 (and until Oct 1865) there were two round trips between Dudley and Wolverhampton LNW, reduced to a single round trip from Nov 1865 wtt". [RAIL 937/1, -/5, -/ 6]	1866
Oct 1	GW	Add entry: First through NG passenger train Paddington – Birkenhead. [Hale 2, p.44]	
Nov *	LNW	Add entry: Last remaining regular passenger service over Bescot Curve (a.k.a. Wednesbury Curve) withdrawn. Dudley ⇔ Birmingham service via Bescot survived the opening (Jan 1854) of Sedgeley Loop but through workings/	

		portions over Bescot curve began, during 1855, to give way to workings involving brisk transfer of portions or cross-platform interchanges at Walsall. By the end of 1855 the only train clearly identifiable as using the curve (given the lack of granularity of surviving timetables) was a 1.15 a.m. (*sic*) Dudley to Birmingham; its retimed successor was withdrawn from Nov 1856. However, from Apr 1856 a "Wednesbury express" was initiated (10.55 a.m. from Great Bridge, 11.0 a.m. from Wednesbury) which very clearly used the curve (although it is not clear whether the working from Birmingham to form it also did so). The train was later altered to start back from Dudley and in this form was the last clearly identifiable regular passenger train to use this curve; the train last appeared in *Bradshaw* Oct 1861.	
Nov 1	GW	Amend to read: **Nov** and company to read: GW/Mid. The curve and the concomitant exchange sidings at the GW end were constructed at joint expense. Subsequent documentation, such as Midland Distance Diagram no. 47 (of 1913), Plan № 24/1175 and correspondence of 1903, show that Mid maintained the 23ch (or 25ch) curve itself while the GW portion – running parallel to their main line - formed the nucleus of what became Bordesley Jn marshalling yard from ca.1889. [GWR *Particulars of junctions with other railways A-G* (RAIL 253/830, p.228) – an exhaustive analysis of that company's documentation – gives the opening date as "Nov 1861" (although E T MacDermot, *History of GWR Vol. 1* (1927), p.862 gives 1 Nov 1861) while the Mid's first Distance Book [at Roy F Burrows Midland Railway Collection] gives Dec 1861]. Add references:	1869, 1941
Nov 1	LNW	Add entry: **G** trains commenced to run to Burton via Lichfield and Wichnor Jn. [G P Neele *Railway Reminiscences* (1904). *Clinker corrigenda* talked of 1 Nov for **P** and 4 Nov for **G** but there was no commencement of **P** at this date – afternoon of 1 Nov was when Neele (*op. cit.*, pp.70-71) recorded managing to run their first goods train to Burton. Gough speculates that 1 Dec may have been first appearance in Mid wtt]	1871
Dec 1	LNW	**Delete entry** (see instead Nov 1 1861 for goods, Mar 1 1872 for passenger).	1872
		1862	
Jan 1	SL	Amend to read: "Opened **P** …". [Clinker corrigenda; *Leicester Chronicle,* 2 Jan 1864] Add reference:	1867
Jun*	GW	Amend date to read: (Tue) Jun **3**. [*Birmingham Journal,* 7 Jun 1862] Add reference:	1867
Jun 2	LNW	Add: Original Sutton Coldfield P station was parallel to the goods yard site (i.e. west of present station); of the two original platforms, the eastern-most (departure) platform became the Bay when the through platforms were added in 1884. Add reference:	1884
Jun 30	Mid	Add: The so called "Aston Curve". Add reference: Viaduct had girder plate "1904, W Richards & Son, Leicester" which refers to a later rebuild	1866
Jul 17	WM	Amend to read: Act 25 & 26 Vic. c.168 s.4. cons. Netherton to Halesowen, with north-west and south-east connecting curves to the Stourbridge Railway near Old Hill. *The direct line at Old Hill and the north-west curve there were not built; the Withymoor and Halesowen Basin goods branches were **not** provided for in this Act, but by GW Acts of 1872 and 1898 respectively).* [https://www.legislation.gov.uk/ukla/Vict/25-26/168/pdfs/ukla_18620168_en.pdf - section 4]	
Oct 1	LNW	Amend to read: **Great Barr** station opened P. [LNW Officers' Meeting min.3045 of 17 Sep 1862 (RAIL 410/586)]	

		Addition of prefix "**Hamstead &**" appeared in Dec 1862 LNW public timetable.	
Oct 7	CC	Add entry: Opened Pool Pits (jn with CM near Hednesford) to Coopers Lodge and Coopers Lodge to Heathy Leasons (jn with Littleworth Tramway) G – worked by LNW locos until 1867, thereafter by colliery companies. Littleworth Tramway opened Hednesford Basin to Heathy Leasons G (constructed by LNW but cost repaid by canal coy.); ownership reverted to canal co. Jul 1, 1865. [*Railway Magazine* Nov/Dec 1948]	1863, 1867
		1863	
Jan 1	SA (first entry)	Add*:* Remaining regular P services transferred to new station at Alcester Road. [*Worcester Herald*, 17 Jan 1863]	
Jan 1	SA (second entry)	Add*:* Last traced press reference to use by excursions was an event in early May 1864. P building removed to *Alcester Road* in late 1865 to replace temporary building, and opened there late Nov 1865. [*Leamington Spa Courier* 2 Dec 1865]	
Jan 1	WM	Add entry: **Stratford-on-Avon** (Sancta Lane) station closed P. and transferred to new station at Alcester Road. [*Worcester Herald,* 17 Jan 1863]	
Jan 5	LNW	Add entry: **Wednesfield Heath** station replaced by new station, towards Bushbury. (LNW advert in *Birmingham Journal* 3 Jan 1863]	1873
Apr 1	Stour.	Amend date of opening Stourbridge to Cradley (worked by WM) to read: **Mar 2**. [advert *Birmingham Daily Gazette* 27 Feb 1863] Delete reference to Corngreaves Siding branch	
Jun	Stour.	Amend date to read: **March/April**, and add "also known as Cradley Forge line". [Engineer's report (RAIL 617/1) of 17 Mar 1863 to the 6th half-yearly meeting stated that: "a portion of your Railway, from the Junction with the West Midland Railway as far as Cradley, has been opened for public Traffic." This is somewhat enigmatic as to whether either goods branch was yet open, but the accompanying directors' report talks of "working between the Junction and Cradley Forge" which might imply Hayes Lane had opened simultaneously with the passenger service]	1887, 1965
mid/ late year	SS	Add entry*:* **Wednesbury** station relocated into angle of jn with Darlaston branch – *either* with *or* in anticipation of opening of the two branches on 14 Sep (see below). G depot moved to new site on Darlaston branch. [*Staffordshire Advertiser* 18 Apr 1863]	1950
Jul 28	CC	Add: These parliamentary powers ratified the sale already effected on Jun 29 1861 (above). [*Railway Magazine* Nov/Dec 1948] Add reference:	1867
Aug	Stour.	Add entry: Cradley to Corngreaves Siding goods branch opened. [On 24 July 1863 Solicitor reported: "The Engineer states that the New British Iron Company's Works at Corngreaves will be connected with the Line immediately." The Engineer's report of 14 Sep 1863 to the 7th half-yearly meeting (RAIL 617/1) indicated that "the whole of the works…with the exception of a small portion at Old Hill" had been completed by the contractor and that "The Goods Sidings at the Lye and Cradley Station, and at the Corngreeaves Works, have also been made…. The double line for Goods Traffic is open up to the Corngreaves Iron Works, and a Goods Engine is now working the Traffic, which is increasing daily." *It is just possible the opening was at the end of July*]	1890, 1965
Sep†	LNW	Amend date to read: **Aug 1**. [LNW Circular. 467; LNW Officers' Meeting min. 373 of 17 June (RAIL 410/586)]	1864

Sep 14	SS (first entry)	Amend to read: Darlaston branch opened James Bridge **Jn** to Wednesbury. Included opening of new platforms on the branch at **Darlaston Green / James Bridge** station on the GJ main line.	1872, 1887
Sep 14	SS (second entry)	Ocker Hill branch. Tipton Jn to read Tipton **North** Jn (later Bloomfield Jn). [Service ran towards Deepfields and Wolverhampton, not towards Tipton - note from C R Clinker 9 July 1954] Services ran to/from branch station at Wednesbury.	1864, 1890
Sep 14	LNW	Amend to read: Darlaston **Green** passenger station renamed **James Bridge** and date **Oct 1**. This is the station on the Grand Junction main line. *Birmingham Daily Gazette* 1 Oct 1863 contained LNWR advert "Alterations for October 1863" including: "The name of Darlaston Green Station, on the Grand Junction, will be called 'James Bridge' ". [LNW Circular 474; LNW Officers' Meeting min. 576 of 16 Sep (RAIL 410/586) LNW Circular 500 advised that **goods** station **retained** name Darlaston Green (although it had become Darlaston by 1904 *Hand-book*)]	1887
Nov 1	GW	Add entry: Opened Cannock Road Jn to Bushbury Jn P. Three round trips to shuttle through vehicles via the ex-OW&W line from Low Level to attach to/detach from LNW trains at Bushbury, giving through workings with Manchester London Road. The GW did **not** work beyond Bushbury and did **not** work out of Queen Street. [At LNWR/GWR joint meeting 21 Aug 1863 minutes [RAIL 404/51] GW had proposed 1 September start but pointwork deemed necessary so no firm date set. GW working timetable first shows working for Nov 1863 [RAIL 937/1]. No GWR public tt available until Jan 1864, which makes no **special** mention of the facility, which it would have done if January been the start date. No adverts or other references traced in *Times, Manchester Guardian, Worcester Herald* or *Wolverhampton Chronicle* for any of the starts of months Sep 1863 to Jan 1864]	1867
Dec 1	LNW	Add reference:	1958
		1864	
by		Add entry: **Perry Bar** renamed **Perry Barr**. [Quick citing LNW co tt by 1864]	
Jan 1	GW	**Delete entry** (see instead Nov 1 1863).	
Apr†	LNW	Amend date to read: Apr **1**. [LNW Circular 509; LNW Officers' Meeting min. 1170 of 16 March (RAIL 410/586)]]	
Apr	LNW	Add entry*:* Wolverhampton North or 'High Level' jn. with GW removed by LNW . ["High Level Jn.: On 30 Apr 1864 Mr. Mackintosh, Reading, wrote to Mr. Woodhouse, the L. & N.W. Co.'s Engineer, asking why that Co. had, without notice, removed all the points, both in the up and down lines at Cannock Road Jn. On the 3 May Mr. Woodhouse replied that the agreement between the two companies was then concluded and that no further exchange of traffic would take place. On 7 Jan 1865 letter received from Mr. Cawkwell *{LNW general manager]* undertaking that the junction should be put in again at any time when required by the company." (from GW agreement book at GWR Society archive, Didcot). The reference to Cannock Road Jn is in error (Cannock Road passed beneath the railway just south of the 'High Level jn' – the location now known as Wolverhampton North Jn)]	1966
Jul 29	CC&W	…. but *Railway Magazine* Nov/Dec 1948, p.364 (almost certainly a piece by C E Lee) states: "a total of about 11 miles of single track eventually built, radiating from Chasetown and extending to Anglesea Sidings and New Hayes with branch to Walsall Wood Extension of Mid" Anglesea Sidings (on the SS line) to New Hayes brought into use "about 1867". Connection made to CC line near Coopers Lodge. Connection to Walsall Wood extension made about time of opening of that line.	

Nov 1	Mid	Amend extent to read: ...Whitacre to Nuneaton Midland Jn (a.k.a. South Leicestershire Jn) (jn. with N&H/SL/LNW line to Hinckley and Wigston). Add: Start of through **P** services Birmingham ⇔ Leicester. [advert in *Aris's Birmingham Gazette* 29 Oct 1864] **G** services started 1 Dec 1864 (limited to Whitacre – Nuneaton (Midland) section) [Mid wtt;] Add: In consequence of opening of this line, a 40ch section of the original B&DJR Hampton line was abandoned where the line was slued to pass through the new Whitacre Jn station and nearly 1 mile of the original B&DJR Birmingham branch was abandoned between the old Whitacre Jn station and a connection with the new Nuneaton line west of the new station; new connecting chords were provided instead. The new Whitacre Jn station was 75 ch south of the old station. *Note that working timetables continued to refer simply to Whitacre.*	1865 1904
		1865	
Aug 1	Mid	Add entry: Opened **G** Nuneaton (Midland) to Nuneaton Midland Jn (and thence over LNW to Leicester). [LNW Officers' Conference minute 429, 19 Jul 1865]	
Sep 1	Mid	**Delete entry** *(see instead 1867 Mar 21, below)* [no such goods trains shown in LNW working timetable until Mar 1867]	
Sep 1	LNW	Add provenance: [LNW Goods Conference min. 1104 of 9 Aug (RAIL 410/606)]	
		1866	
Jan 1	Stour.	This entry is highly questionable. The date seems to rest solely on A R Burnell, *The GWR – a development with references and dates 1790- 1907* (RAIL 1014/59) and E T MacDermot, *History of the Great Western Railway Vol II*, pp. 42 and 596, but there is **no** service in working timetables during 1866 nor evidence from the reports of half-yearly meetings of the Stourbridge company on 29 March and 28 Sept 1866 that the line had yet been opened east of Cradley - so this date was **not** for passengers (see Apr 1 1867). But two siding connections at Old Hill were provided for Swindell & Collis's colliery and brickworks activities; the partnership agreed to sell the railway land for their line and station, in exchange for the railway providing points and crossings for the sidings (agreement dated 19 Jan 1864 - private collection). A special train carried passengers to Old Hill on Jan 4 1865 and the line was sufficiently complete to be passed by the Board of Trade on 25 Apr 1865 for passenger use (MT6/118/6) although no such service started then. Note that the GW had been working the line for the Stourbridge company since 1863. [*The Advertiser* 7 Jan and 10 June 1865; *Birmingham Daily Post* 28 Sep 1865, 31 Mar and 29 Sep 1866; https://branchline.uk/rail_chronology/Burnell's-Bible.pdf (accessed 25 Aug 2025)]	1867
Feb*	GW	Add: The spelling "Daisy" had previously been used in OW&W's press adverts (e.g. *Wolverhampton Chronicle* at time of opening in 1854, in 1859), although timetables seem to have been more consistently "Daisey".	
Apr 1	Mid	Add entry: Landor Street Jn to St. Andrew's Jn ("Aston curve") opened G. [Mid working timetable]	below, 1900

Jul 16	CC&W	*See comments above under 1864 Jul 29*	
Jul 30	SA/GW	Add entry: GW (Further Powers) Act 29 & 30 Vic. c.307: powers to take land at Stratford-on-Avon "for the purpose of a Joint Station" *(presumably for expansion of the Alcester Road site).*	
Nov	GW	Add entry: Use of Tipton curve (to Bloomfield Jn LNW) and of Wolverhampton Queen Street from the Dudley line for P ceased. [The Down train was removed with this month's working timetable (RAIL 937/8) but the up train didn't get removed until a month later; this can only have been a typo as it was all part of an overhaul of the whole of the ex-OW&W line's P service from 1 Nov 1866 (RAIL 937/8). Bloomfield Jn was recorded by RCH (RAIL 1005/282) as closed Aug 1872 (it was later removed) – but the Tipton Curve itself remained in use as the OW&W/GWR access to their Tipton Basin (later Five Ways) Goods depot, by reversal at Five Ways reversal point (which was at the OW&W side of the erstwhile junction with LNW – which was restored 23 Feb 1958 when access to the goods depot transferred to the LNW route and the Tipton Curve was finally closed and removed)]	1872, 1958
Nov 1	Mid	Add entry*:* Landor St Jn to St. Andrew's Jn ("Aston curve", used by trains avoiding Birmingham) opened P. [Mid wtt] Usage reduced with extension of West Suburban to Birmingham New Street 1 Jul 1885 - final use in Feb 1900 working timetable (none in next issue for May 1900).	1900
		1867	
Mar	LNW	Add entry: Cannock Chase line. Now worked by Cannock & Rugeley Colliery engines Hednesford to Coopers Lodge and by their *and* LNW engines thence to Littleworth Tramway. [*Railway Magazine* Nov/Dec 1948]	1908
Mar 21	Mid	Add entry*:* Opened Nuneaton Abbey Jn to Nuneaton, Trent Valley Jn (LNW station) **G**. [Mid wtt for Mar 1867, although Gough reports that "Midland Railway Notes from Derby, source unknown, but possibly the Engineer's Office" give Mar 21 as start date – i.e. for start of new service to/from Coventry (next entry)]	
Mar 21	Mid	Add entry: Goods trains commenced to work over LNW between Nuneaton (Mid.) and Coventry under r.p. granted by N&H Act, 1860, the Mid. having "… made arrangements to provide their own Establishment at Coventry to work their Goods Traffic to and from that City by their own Trains." [Mid advert in *Coventry Herald*, 22 March 1867; LNW wtt;(RAIL946/3) attests to March start but did not quote a specific date]	
Apr 1	Stour.	Amend to read: Opened **Cradley** to Galton Jn. and add station: **Old Hill** [*Birmingham Daily Gazette* 25 Mar 1867. Worked by GWR between Cradley and Smethwick Jn, thence by LNW] *See Jan 1 1866 entry about likely prior use of Cradley – Old Hill for private siding goods.*	1964
Apr 1	GW (second entry)	Add entry: Dudley – *Sedgeley Loop* - Birmingham New Street (former OW&W service) withdrawn. [LNW Officers' Meeting min. 1890 of 13 Mar 1867 (RAIL 410/588)]	
Apr 1	LNW	Add to text: Through trains worked by LNW only to Smethwick Jn. "where the carriages for Kidderminster, &c., will be handed to and received from the Great Western Company". [LNW wtt Train Alterations notice April 1867 (RAIL 946/3)]	
Jun	LNW	Amend date to read: **May**. [LNW Goods Manager Euston circular of 20 May 1867 (RAIL 214/70) states "…station is now opened for Goods Traffic."]	
Oct 1	GW	**Delete entry** (the GW never ran services from Wolverhampton **Queen Street** to Manchester, only from Low Level). See instead new Nov 1 entry, below.	

Nov 1	GW	Add entry*:* P service Wolverhampton (Low Level) – Bushbury withdrawn and cessation of through vehicles thence by LNW to/from Manchester London Road. Replaced same day by connections via recently (Oct 16) opened Wellington – Nantwich line. [LNW Officers' Meeting min. 2509 of 16 Oct 1867 (RAIL 410/588)] Bushbury workings were shown in GW public tt (RAIL 936/7) and wtt (RAIL 937/10) for Oct (the Sep issue wtt remained in force) but were **not** in public or wtt from Nov 1867 (same refs). *No adverts or other references traced in The Times, Manchester Guardian, Worcester Herald or Wolverhampton Chronicle at this period about such withdrawal – only about new route. Bradshaw* has Bushbury in Oct issue, Nantwich route in Nov., and the Bushbury calls that were timed for attaching/detaching GWR portions appeared in Oct issue but not Nov (see LNW entry, below). From Nov, service via Nantwich is extolled in the GW public tt. *Wolverhampton Chronicle,* 23 Oct 1867, reported opening of Wellington - Market Drayton line on 16 Oct, with note that the GWR "… have given notice that a new service … between Wellington and Crewe will be commenced on the 1st of November…", while issue of 30 Oct first carries GWR advert.: "New route to Manchester … On the 1st November a New Service of Trains will be commenced between Wellington … and Crewe forming a direct communication between … principal stations on the Great Western Railway … and Manchester…"(the new facility - three through services to Manchester via Nantwich - appeared in *Wellington Journal* 9 Nov 1867, reproduced in Bob Yate, *By Great Western to Crewe*, Oakwood Press, 2005).	
Nov 1	LNW	Add entry: **Bushbury** station reduced to minimal service (about on a par with Spread Eagle) with deletion of stops for attaching/detaching GW portions. [LNW Officers' Meeting min. 2509 of 16 Oct 1867 (RAIL 410/588) recorded that stoppages of trains at Bushbury to attach and detach GW carriages to cease from 1 Nov 1867]	1881, 1912
		1869	
Jan *	GW	Amend date to read: Jan **1**. [Clinker corrigenda cites *GWR - A Record of Development with References and Dates 1790 to 1907* a.k.a. Burnell's Bible (RAIL 1014/59) – no press reference traced]	
Mar 1	LNW	For all three entries add provenance: [LNW Officers' Meeting min. of 17 Feb 1869]	
Apr 1	GW	Amend to read (simply): BG **passenger** trains withdrawn north of Oxford. [Hale 2, pp. 66]	
Apr 19	GW	Add entry: Regular BG goods trains withdrawn north of Didcot (although May and June 1869 wtt still referred to Wednesday BG cattle special between Victoria Basin and Hockley *(?inertia)*). Thereafter, BG rails began to be removed from sections of line Oxford to Oxley Viaduct; Victoria Basin branch; Wednesbury branch; and Hatton to Stratford-on-Avon (Birmingham Road) branch. [Hale 2, pp. 66-67] Add references: Hatton to Stratford-on-Avon Bordesley branch to Mid was Mid and would only have been NG; the GW element was in effect part of Bordesley Jn marshalling yard and converted with it.	1907, 1939
Jul 12	LNW	Add entry: Act 32&33 Victoria c. 115, s.4.6 and 15: cons. Nuneaton Curve (Nuneaton Midland Jn to Chilvers Coton Jn), with full r.p. for Mid. [LNWR (New Works and Additional Powers) Act, 1869]	1873
		1870	
Feb 1	LNW	Amend date to read: **Jan** 1. [LNW Circular no. 832; had been 'recommended' by LNW Officers' Meeting min. 4927 of 15 Dec 1869 (RAIL 410/589)]]	
Jun 1	LNW	Add provenance: [LNW Officers' Meeting min. 5413 of 18 May 1870]	
		1871	

Jun 26	GW	Add entry: Opened a temporary P platform for Royal Agricultural Show at Barnhurst Farm (grid ref SJ893302), Wolverhampton (starting with "trial of steam cultivators etc.") until 14 Jul 1871. GWR ran a shuttle service to a temporary halt serving the farm – presumably at Barnhurst Lane Bridge (grid ref SJ89180194 - between the (later) Oxley triangle and (later) Bilbrook). [GWR Board minute of 17 May 1871 approved temporary platform and signals there for passengers during the show. No GWR adverts traced, but reports in *Birmingham Daily Gazette* 5, 20 and 23 Jun 1871 confirm]	
Jul 1	LNW	Add entry*:* G trains commenced working through over Mid between Wichnor Jn. and Derby (for opening of LNW goods depot at Derby) *(working previously limited to Burton).* [LNW directors' report for the half-year ended 31 December 1871 confirms this date.]	1872
Jul 3	LNW (first entry)	Add provenance: [LNW Officers' Meeting min. 6776 of 19 Jul 1871 (RAIL 410/589]	
Aug 14	LNW	Add provenance: [LNW Officers' Meeting min. 6946 of 16 Aug 1871 (RAIL 410/589)]	
		1872	
Jan 1	LNW	**Delete entry** (see instead 1871 July 1).	
Aug	LNW	Add entry: Bloomfield Jn with GW (former OW&W) closed; later removed. [RCH Memo book (RAIL 1005/282)]	1958
Jul 18	GW	Delete wording in parentheses. *(as explained above, at 1862 Jul 17, the Withymoor Basin branch did not feature in WM Act of that date and first appeared in this 1872 Act).*	
Nov 1	W&W	Add provenance: [Line opening date confirmed by LNW General Traffic Committee minute of 21 Nov 1872. From this date (until 31 July 1876) LNW ran a P service Wolverhampton and Walsall via this line] Add references for **Willenhall (Market Place)**:	1873 1876, 1904, 1924
Nov 1	LNW	Add provenance: [LNW Officers' Meeting min. 8629 of 16 Oct 1872 (RAIL 410/590)]	
Dec 1	Mid	Add entry: **Hampton Junction** renamed **Hampton**. [Mid public timetable]	1917
Dec 22	LNW	Amend to read: James Bridge Jn – Wednesbury branch (of 1863) was double tracked.	
		1873	
Jan 1	LNW	Add references*:* [closure confirmed by *Bradshaw* – no service north of Willenhall Bridge until 1881 Mar 1 (q.v. – service to central Wolverhampton via Heath Town Jn.). However, from 1872 Nov 1 (q.v.) LNW ran Walsall – Wolverhampton via Willenhall Market Place. In consequence of this change, Bushbury station master's post abolished.]	1881, 1910. 1915, 19??, 1939, 1946
Jan 1	W&W	Add entry: Mid G trains started running Walsall - Wolverhampton by this route. [LNW Officers' Meeting min. 8924 of 18 Dec 1827(RAIL 410/590)]	
Jan 27	LNW	Add reference: [see related Nuneaton item for Mar 3, 1873]	Below
Mar 3	LNW	Add entry: Nuneaton Coventry Bay platform opened (*in effect, a projection of additional (third) line from Bulkington)* [LNW Permanent Way Works & Estates Committee min. 19 Mar 1873 RAIL 410/306]	
Jul 1	E&WJ	Add provenance: [*Banbury Guardian* 3 Jul 1873] *Note that only Stratford falls within the area of the chronology.* Add references:	 1875,1942

summer	E&WJ	Add entry: connection to GW at Stratford opened G.	1964
Jul 26	LNW	Add entry: Board of Trade approval for passenger use of Nuneaton Curve (Nuneaton Midland Jn (Leicester line) to Chilvers Coton Jn (Coventry line), subject to completion of junctions at each end. Although the junction at the east end was completed, no evidence has been found that the Chilvers Coton junction or the curve ever came into regular use as a through route. [MT6/105/26. The curve is shown in Mid Distance Diagrams from 1873 until 1889 and – as LNWR Loop *(sic)* Line – double track, all in place (albeit with only connection into west-bound Coventry line at Chilvers Coton Jn), in OS 25" plan (surveyed 1886) https://maps.nls.uk/view/115633176 No trace in LNW wtts at RAIL 946, no mention of 'opening' in relevant LNW minutes (such as RAIL 410/590), nor any mention in LNW RCH Distance Tables (RAIL 1089/17).]	1888
Jul 28	Mid	Add reference:	1876
Aug 1	A&NJt	Amend to read: opened for LNW through coal and for both companies G. [LNW Officers' Meeting min. 10079 of 19 Aug 1873 (RAIL 410/590)]	below
Sep 1	Mid	Add to entry: station renamed **Nuneaton Abbey** *(although this was not carried into public tts}* [RCH Midland Distance Tables: amendment circular no. 94 (RAIL 1089/17); also *Hand-book of Stations* amendment]	1924
Sep 1	A&NJt	Add entry: Opened P. [LNW Officers' Meeting min. 10079 of 19 Aug 1873 (RAIL 410/590)]	
		1874	
Feb 8	LNW	Add entry: Third line between Dudley Port (high level) and Sedgeley Jn opened. [LNW Officers' Meeting min. 10890 of 17 Feb 1874 (RAIL 410/591)]	
Mar †	LNW	Amend date to read: **Feb 1**. [LNW Circ. no. 1110]	
Apr 3	LNW/ Mid	Add entry*:* First traced advertised use of **Birmingham Curzon Street Excursion Station** at site of former cattle and fish sidings at the western extremity of L&B side of the Curzon Street layout. [*Birmingham Daily Post* 28 Mar 1874, p. 4 – albeit referring to "Curzon Street Goods Station" or "New Canal Street station". Although LNW Officers Meeting min. 10205 and 10344 appeared to refer to use for Birmingham Onion Fair of 1873, all advertised excursions were shown as to/from New Street, and *Birmingham Daily Post*, 25 Sep 1874, page 8, confirms Curzon Street's first use for Fair traffic was 24 Sep 1874].	1893
Aug 10	Har.	Add reference: Correct spelling to **Rotton Park** station. [date confirmed by LNW Goods Conference min. 5747 of 17 Aug 1874 (RAIL 410/609)]	1921
		1875	
Feb 3	E&WJ	Add entry: Passenger service suspended; resumed Mar 2 1875.	1877
May 1	LNW	Add reference:	1899
Sep 5	LNW	Add entry: **Essington Wood** and **Norton Cannock** sidings opened G. [LNW Officers' Meeting min. 13516 of 21 Sep 1875 (RAIL 410/591)]	
Oct 1	LNW	Add entry*:* **Dudley** new G depot opened *(later suffixed Town)*. The original SS G depot (which this replaced) was subsequently leased to the Midland Rly (and eventually managerially merged with the LNW depot). [RCH Distance Book amendment]	1950
		1876	
Apr 3	Mid	Add entry: Stockingford branch (Stockingford Sidings to Stockingford Colliery) opened G, although line had been in traffic use for 12 months, worked by contractors.	1964

		[Mid Stockingford Branch Construction Committee min. 88 of 4 Apr 1876, also RAIL 1005/293]	
Jul 1	LNW/ Mid	Company would better read: W&W. [confirmation of transfer of P service from LNW to Mid from Aug 1: LNW public handbill K64]	
Sep	Mid	Add entry: Stockingford branch (Stockingford Colliery to end of branch), together with 30ch Ansley Hall Colliery branch, opened G. [Mid Stockingford Branch Construction Committee min.106 of 5 Sep 1876 ("branch is complete and in use"), cited by Gough]	1959
Sep *	GW	Add entry: **Churchill** station renamed **Churchill & Blakedown** [*Bradshaw's Guide*, compared with previous month]	
Nov 1	LNW	Add provenance: [LNW Officers' Meeting min. (RAIL 410/592)]	
Dec 1	LNW	Add entry: **Witton** opened G. [LNW Goods Conference min. 7370 of 11 Dec 1876 (RAIL 410/610)] and public handbill K79 dated 1 Dec 1876]	
		1877	
Aug 1	E&WJ	Amend date to read: **Jul 23**. [*Leamington Spa Courier* 28 July]	1885
		1878	
by Mar 1	GW	Add entry: **Old Hill** P station moved ca. 200 yards west to accommodate the new Netherton and Halesowen lines (opened 1 Mar 1878); new station would almost certainly have had to open slightly earlier in 1878 to accommodate installation of Halesowen line junctionry. [*The Advertiser* (later *County Advertiser & Herald*) 15 Dec 1877 and 2 Mar 1878]	
Feb †	LNW	Delete reference to 1887.	
Jun 1	GW	Add entry*:* Opened Kidderminster to Bewdley [*Worcestershire Chronicle* 25 May 1878]	1970
Jun 3	LNW	Add entry: Through LNW coaches Birmingham New Street to Tenbury Wells via Galton Jn and Bewdley commenced (worked by GW west of Smethwick Jn)..	1917
Jul	LNW	Add entry: Birmingham Exchange Sidings (with Mid., at Grand Jn.) opened; traffic regularly exchanged from Sep 2 1878. [extract from LNW Officers' unspecified minute]	
		1879	
Mar 10	GW	Add reference (for Withymoor Goods):	1921
May 19	Mid	Add reference:	1908
June 2	ER&S	Add provenance: [*Worcestershire Chronicle* 31 May]	
Jul 1	Mid (first entry)	Add reference against Water Orton Jn – Park Lane Jn: Add reference against **Sutton Coldfield**: Amend: Lichfield Road Jn to North Walsall Jn was opened only for G.	1887 1882, 1904
Jul 1	Mid (second entry)	**Delete entry** (see instead 1880 Sep 27).	
Oct 1	GW	Amend to read: Opened **P**…	

	(second entry)	Add reference:	1880
		1880	
Jan 1	GW	Add entry: Opened extension of Stourbridge Town branch to Stourbridge Town goods and Stourbridge Basin goods, replacing original branch and incline as between Engine Shed (Incline top) and Basin Goods (Incline foot), G. [Clinker corrigenda; J Marshall *Railways to Stourbridge* –in *R&CHS Journal no. 138,* Mar 1987]	1965
Jul 19	Mid	**Delete entry** [Midland Jn – Nuneaton LNW was opened Jan 1862 while Abbey Jn – Nuneaton LNW (to which Clinker corrigenda amended this 1880 entry) was opened G Mar 1867 (q.v., above) and remained in use for Mid goods trains to/from Coventry right through to 1880 and beyond. The 1880 change was to remove the junction between the Mid Loop and the LNW Up and Down main lines at Nuneaton Trent Valley Jn (No. 4 box), replacing it by *extending* the Loop to link with LNW siding tracks on the west side of the LNW main line underneath the Mid overbridge, thus giving direct access to the LNW goods yard and avoiding use of the main lines by Mid goods trains for/from Coventry. At the same time, the LNW effected alterations to the layout of their Ashby Jn.; all these alterations approved by the Board of Trade's inspector on 28 Aug 1880 (MT6/258/3). It may well be that 19 July 1880 represented the date the works were effected but (a) no primary source evidence has been traced to support that *specific* date, and (b) the Mid Loop line remained in use before and after the minor layout change at the LNW end, so no opening (or reopening) of it was involved.]	1909
Aug 6	LNW	Add reference:	below
Sep 27	Mid	Add entry*:* **Walsall** goods branch and depot (later suffixed Tasker Street) opened G. [Notice for October 1880 to Mid wtt – cited by Gough]	
Oct 4	Mid	Add entry*:* **Wolverhampton** goods branch and depot (later suffixed Wednesfield Road) opened G. [Notice for October 1880 to Mid wtt – cited by Gough]	
Dec 6	LNW	Add entry: Agreement between LNW and Cannock Chase Colliery Co regarding Littleworth Extension Rly. Colliery guaranteed minimum receipts and worked line to Littleworth Jn as well as working Littleworth Tramway. Subsequently colliery also arranged to work its traffic Rawnsley to Littleworth Jn. [*Railway Magazine* Nov/Dec 1948]	1881
		1881	
Mar 1	LNW (first entry)	Add provenance: [LNW Officers' Meeting min. (RAIL 410/594)]	
Mar 1	LNW (second entry)	Add further sentence: Willenhall Bridge to Portobello Jn reopened P, with introduction of P service between Walsall, Willenhall Bridge, Wolverhampton and Bushbury (in addition to existing Walsall – Wolverhampton service via Ocker Hill /Princes End line). [LNW Officers' Meeting min. (RAIL 410/594)]	
Mar 1	LNW (third entry)	**Delete entry** [Clinker was probably misled by *Bradshaw's* entry for the new Walsall – Wolverhampton – Bushbury service from this date, which showed Bushbury between Willenhall Bridge and Wolverhampton. However, timings make quite clear that trains reached Bushbury **via** Wolverhampton (not via this line) - and the following month's issue showed the stations in the correct order! Unless there were through trains between Birmingham and Stafford that were not booked to call at Wolverhampton (none immediately obvious from e.g. *Bradshaw* 1881 and 1887, LNW public tt 1893), then this section was **not** reopened for regular P use until 1910 Oct 1 (q.v.)]	

Mar 1	LNW	Add entry: **Bushbury** station became terminus of new local service from Walsall ***via Wolverhampton*** (i.e. **not** via Wednesfield Heath), while still retaining minimal service towards Stafford. [*Bradshaw*]	1912
Aug 1	LNW (second entry)	Amend to: Opened Rugby to Northampton, Kingsthorpe Jn *(later No. 5)* **G**. [LNW Officers' Meeting min. (RAIL 410/594)] *The section Northampton – Roade did also open this date for goods***.**	
Aug 1	LNW (third entry)	Amend date to read: **Sep 1**. [LNW Officers' Meeting min. 22445 (RAIL 410/594)]	1924
Dec 1	LNW (first entry)	Amend to read: Opened Rugby to Northampton, Kingsthorpe Jn *(later No. 5)* **P**. [LNW Officers' Meeting mins.22843, 22911 (RAIL 410/594)] *The section Northampton – Roade did not open for **P** until 3 Apr 1882.*	
		1882	
Mar 1	LNW	Add reference:	1990
May †	LNW	Amend date to read: May **1**. [May 1882 amendment leaflet to LNWR public timetable]	1885
May 1	Mid	Add entry: **Sutton Coldfield** renamed **Sutton Coldfield Town**. [Mid timetable]	1904
		1883	
Apr 16	LNW	Add provenance: [LNW Officers' Meeting min. (RAIL 410/595)]	
May 1	LNW	Add entry: **Milverton (for Warwick) -** original L.&B. passenger station closed and traffic transferred to new station a short distance south, on opposite side of road bridge. G not affected. *It is not entirely clear just what was the official name of this station: five variants appeared in May timetable….* [*Coventry Herald,* 4 May 1883; LNW Officers' Meeting mins. for 1883 do not mention this change (RAIL 410/595)]	1884
Jul 16	LNW	Add reference:	1887
Sep 10	Hal.	Add provenance: [*Worcestershire Chronicle* 15 Sep 1883] Add: Line worked by GW & Mid (see Jul 30 1872). Delete reference 1905 and substitute1906.	1906
Oct 13	LNW	**Delete entry** (see May 1 1883 instead).	
		1884	
Jun 2	LNW	Amend service to seven in both directions. [Clinker corrigenda]	
Jul 1	Mid	Add reference for **Brownhills**:	1924
Jul 27	LNW	Add entry: **Birmingham Curzon Street** station in use on this Sunday, and on a number of subsequent Sundays, for diversion of Mid and LNW passenger trains, to facilitate engineering works in connection with the enlargement of **New Street** station.	1893
Jul 28	LNW	Add entry: **Hampton** opened G; work transferred from Mid G depot.	

		[LNW Goods Conference minute12789 of 11 Aug 1884 (RAIL 410/612); *British Railway Journal* no.5, p.149 (no.69 p. 159 was wrong)]	
Sep 1	LNW	Amend to read: **Hampton** …. new station opened **P**. **[**LNW Officers' Meeting min. 26408 (RAIL 410/595)]	
Nov 7	GW	**Delete entry.** Station was recorded still as Oldbury & Langley Green in circular advising station's resiting from 1 May 1885. [GWR Supt of Line Circular 596 of 28 Apr 1885]	1885
Nov 7	Old	Add provenance: [GWR Supt of Line's Notice 491 (RAIL 937/41)]	1885
Dec 15	LNW	Add provenance: [*Lichfield Mercury*19 Dec 1884]	
Dec 15	LNW	Add entry: **Sutton Coldfield** P station expanded by two new through platforms on Lichfield line alignment, with one of the two original 1862 platforms being retained as a Bay platform.	1955, 1958, 1967
		1885	
Feb 8	Mid	Amend company to read LNW (at this stage, they owned the whole station). [*Birmingham Mail* 9 Feb 1885 and LNW Officers' Meeting min. (RAIL 410/596), where the new section was described as "extended portion" of station] Add reference:	1889
Mar 22	E&WJ	Amend date to read: Mar **2**. [*Nuneaton Advertiser* 21 Feb]	
May 1	GW (first entry)	**Langley Green** station was still **Oldbury & Langley Green** immediately prior to this date. [GWR Supt of Line Circular 596 of 28 Apr 1885]	1904
May 1	Old	Add provenance: [GWR Supt of Line Circular 596 of 28 Apr 1885]	1915
May 1	GWR (second entry)	Add provenance: [GWR Supt of Line Circular 596 of 28 Apr 1885]	
Jul 1	Mid (first entry)	Opened only for local trains (because section south of Church Road Jn still single track). Opened for through trains 1 Oct 1885.	
Jul 1	Mid (second entry)	**Granville Street** station and branch from Church Road Jn closed **P**. *It seems some limited mineral activity may have continued until Apr 10 1886 – thereafter part of the branch alignment was given over to the Worcester Wharf Goods branch, q.v.*	1887
Jul 1	Mid/ LNW	**Delete entry.** Banbury Street Ticket Platform remained in use - but only for those LNW trains calling at Adderley Park. *Not clear when finally closed – presumably well before 1893 when major layout changes introduced. After closure, Mid tickets also collected at Camp Hill.* [LNW advert in *Birmingham Daily Post* 27 Jun 1885; cessation of use by Mid and reduced use by LNW confirmed by LNW Officers' Meeting min. (RAIL 410/596)].	
Jul 5	LNW	Add provenance: [LNW Officers' Meeting min. (RAIL 410/596)]	
Sep 26	Mid	Amend date to read: Sep **28**. Move entry to correct chronological position. [Mid public tt (although deviation line shown as opened Sep 27 in Mid weekly notice) cited by Gough]	
Oct 1	Mid	Diversion of Mid 'North & West expresses' via the west Suburban line and New Street station marked the end of most such trains running via Camp Hill, and the end of attaching/ detaching	

		Birmingham portions at both Camp Hill and Saltley. A few such trains remained until finally withdrawn 1 May 1900. [*Birmingham Daily Post*, 2 Sep 1885, p.5]	
ca. Oct	LNW	Add entry: **Leamington (Milverton)** recommended to be **Warwick (Milverton)**. [LNW Officers' Meeting min. of Oct 1885 (RAIL 410/596)]	
Nov 16	LNW	**Soho** P station also moved 13 chains westward at about this period. [note from C R Clinker 9 July 1954]	
		1886	
Jun 6	LNW	Add provenance: [*Nuneaton Advertiser* 5 Jun 1886 explains that the work was done on this Sunday and brought into use on (Mon) 7 Jun. Mid Trains Office diary agrees – but LNW Officers' Meeting min. 28632 (RAIL 410/596) states bays into use from evening of 6 Jun]	
Jul †	LNW	[Timetable changed this date, but alteration apparently not officially recorded until Oct 4 1904 (RAIL 1005/260, citing D.1591)]	
Aug 3	LNW	Add: **Monument Lane** P station also moved 10 chains westward at about this period [note from C R Clinker 9 July 1954]	
		1887	
Mar 15	E&WJ / ER&S	Add: B Taylor, *The Stratford-upon-Avon & Midland Junction Railway Vol. 1* (Lightmoor, 2017), p.116, says the LNW Blisworth – Broom goods service lasted only a year.	
Jul 1	Mid	Amend to read: Opened Church Road Jn to (Birmingham) **Worcester Wharf** (partially on site of former Granville Street line) G. Goods station: **Worcester Wharf** [RCH Goods Managers' Min 6310 of 28 July 1887 (RAIL 1080/186)]	1892
Oct 1	Mid	Add entry*:* P service Water Orton Jn – Park Lane Jn reduced to single one way late evening train.	1907
Oct 3	LNW	Add entry: Opened Perry Barr North Jn to Soho Road, and Soho Pool Wharf branch G (for coal & minerals). [LNW Officers' Meeting min. 29773 of 11 Oct 1887 (RAIL 410/596)]	1889
by Nov	GW	Add entry: Hayes Lane/Cradley Park/Cradley Forge branch extended by ca.12ch, to run independently alongside mainline into headshunt for Lye goods yard; Hayes Lane Jn box abolished. [Board of Trade inspection report 26 Nov1887 (MT6/447/6) approved works].	1965
Nov 1	LNW (second entry)	Refers to station on GJ main line.	
Dec 1	LNW	**Delete entry** (see instead Dec 1876).	
		1888	
Mar 1	LNW	Add entry: Opened Soho Soap Works to Soho Road *and* Handsworth Jn to Perry Barr Station Jn. **G**. [LNW Officers' Meeting min.30089 of 13 Mar 1888 (RAIL 410/597)]	1889
Jul 30	LNW	Add entry: running connection with Nuneaton Curve (Nuneaton Midland Jn (Leicester line) to Chilvers Coton Jn (Coventry line)) at Midland Jn downgraded to siding connection. [LNW Permanent Way Works & Estates Committee min. 28003 of 18 July 1888 (RAIL 410/319) makes clear the junction at Chilvers Coton had already been removed (thus the curve had already ceased to be a through route) and authorised the work by which the	

		trailing connection from the Curve at Midland Jn was taken out and the two tracks on the Curve downgraded to sidings (according to LNW Weekly Notice, work undertaken on 30 Jul 1888). From the 1890 Mid Distance Diagram, the Curve is no longer a through route - merely sidings at the Midland Jn end. Likewise, only that eastern half of the curve is shown in the 1902 OS 6" revision; this section survived as sidings, and also become a second access route to Nuneaton loco shed in 1944.]	
		1889	
year	GW	Add entry: Additional sidings provided at Bordesley Jn (GWR) for 1861 connecting line from Bordesley Jn (Mid). Ultimately became **Bordesley Junction marshalling yard**. [GWR *Particulars of junctions with other railways A-G* (RAIL 253/830, pp.230-231]	
Mar †	LNW	Refers to station on GJ main line. [LNW Officers' Meeting min. of Feb 1889 (RAIL 410/597) recommended the change]	
Apr 1	LNW	Amend to read: Opened Winson Green Jn to Perry Barr Station Jn (used by circle service) and opened P Handsworth Jn to Perry Barr North Jn (for some Walsall ⇔ Birmingham services). New station: **Soho Road** Opened G Winson Green Jn to Soho East Jn. Quadrupling Harborne Jn to Winson Green Jn (whence the slow lines led to Soho East Jn) brought into use. Add references: [LNW Officers' Meeting min. (RAIL 410/597)]	1938, 1939, 1947
Sep 1	GW	Amend to read: ….renamed **Rowley Regis & Blackheath**. [RCH Goods Managers' min.6464 of 24 Oct 1889 (RAIL 1080/187)]	
Sep 2	LNW	Add provenance: [RCH Goods Managers' min.6464 of 24 Oct 1889 (RAIL 1080/187)]	
Oct 1	Mid	Add provenance: [LNW Officers' Meeting min. (RAIL 410/597) finally reported that "all Mid trains have now been transferred from the old to the new side of New Street station."]	
Nov 1	LNW (first entry)	Add note: All trains thereafter became designated *either* passenger *or* goods. [LNW Officers' Meeting min. (RAIL 410/597)]	
Nov 1	LNW (second entry)	Add reference: [LNW Officers' Meeting minutes July 1889 recommended change (RAIL 410/597)]	1891
		1890	
Jul 1	LNW/ NS	Add provenance: [LNW Officers' Meeting min. (RAIL 410/597)]	
by Jul	GW	Add entry: Corngreaves branch extended by ca.23ch to run independently alongside main line to Cradley Heath East box; Corngreaves Sidings box abolished. [work declared ready for Board of Trade inspection 26 Jun 1890, inspection report 18 Jul 1890 (MT6/519/9) approved works].	1965
Nov 1	LNW	P service had run Wednesbury - Wolverhampton (not Tipton).	1895
		1891	
Feb 15	LNW	Add provenance: [LNW Officers' Meeting min. (RAIL 410/598)] As part of the works, **Vauxhall & Duddeston** passenger station was altered from flank platforms north of Duddeston Mill Road bridge to island platforms south thereof. [between 1886 OS and 1902 OS surveys]	

		1892	
Jun 1	Mid	Add entry: **Birmingham Worcester Wharf Goods** renamed **Birmingham Central Goods**. [RCH Order No. 1510 of 16 Nov 1892]	1967
Jun 12	LNW	Add provenance: [LNW Officers' Meeting min. (RAIL 410/598)]	
Jul 1	Mid / E&WJ / ER&S	Add entry: Mid goods trains commenced running over Ravenstone Wood Jn and Broom section. [Mid working timetable Leicester & London & branches Supplementary Notice for July 1891 (RAIL 963/58, p.131)]	
Oct 17	LNW	Add provenance: [LNW Officers' Meeting min. (RAIL 410/598)]	
		1893	
Apr 3	LNW / Mid	Add entry: Up to and including this date Bank holiday Monday excursion trains to and from Sutton Coldfield were dealt with at **Birmingham Curzon Street Excursion Station**. Thereafter Vauxhall & Duddeston and Saltley were used. [LNW Officers' Meeting min. (RAIL 410/598). Last traced use: report of 4,000 (!) excursionists Curzon Street to Sutton Park on Easter Monday, in *Birmingham Daily Post,* 4 Apr 1893, page 5. A news item in *Birmingham Daily Post*, 18 Apr 1893, page 5, warned of the forthcoming closure and LNW advert in *Birmingham Daily Post*, 18 May 1893, page 1, confirmed that Curzon Street excursion station would **not** be used at Whitsun 1893. The "station" had to be taken out of use to accommodate works for the new layout of the Aston line, introduced 7 May 1893. It is possible that Mid use had ceased before this]	
May 7	LNW	Add: Known as "Overhead Deviation Lines" [LNW Officers' Meeting min. (RAIL 410/598)]	
May 22	LNW	**Delete entry** (see Apr 3 1893 instead).	
Jul 27	LNW	Amend references to read:	1894, 1895
		1894	
Aug 25	B&NW	Other Acts (1895 and 1897 – as well as 1899) are listed in the Chronological Tables of Acts [http://www.legislation.gov.uk/changes/chron-tables/local/104]	
		1895	
Jan 15	LNW	Add entry: Coppice Colliery Co engine commenced to work over LNW Five Ways Colliery to Coppice Colliery (Norton branch). [LNW Officers' Meeting min. 35942 of 12 Feb 1895 (RAIL 410/599)]	
Jan 15	LNW	Add entry: LNW commenced to work to/from Haunchwood Colliery Sidings (formerly known as Tunnel Pit sidings) over Mid near Stockingford. [LNW Officers' Meeting min. 35953 of 12 Feb 1895 (RAIL 410/599)]	
Jul 1	LNW	Service ran from/to Dudley Port, via Tipton (i.e. unlike pre-1890).	1916
		1896	
Jan 1	LNW	Add provenance: [LNW Officers' Meeting min. 36535 of 13 Jan 1896 (RAIL 410/599)]	
May 17	Mid	Add: "Derby Jn" ceased to exist - it had been where the Mid 1851 line joined the L&B on the latter's up side. New independent tracks opened for Mid trains all the way from Landor Street Jn to New Street. Also, curve from Garrison Lane Jn (junction of line from Camp Hill and 'Aston curve' to Landor Street Jn – box abolished, replaced by St. Andrew's Jn) to Gloucester Jn (with ex-L&B line)	

		closed and replaced by two “flying junction” curves from St.Andrew’s Jn to Grand Jn. Mid was on running powers from Grand Jn (the Mid Railway System Distance Maps show boundary as "Exchange Sidings Jn. East" (controlled by Grand Jn box) and even show the "flying jn." curves round towards St. Andrew's Jn as being LNW until 22ch short of St. Andrew's Jn.	
		1897	
Jul 1	GW	Add reference:	1939
		1899	
early	LNW/ GW	Add entry*:* **Leamington** new exchange siding brought into use at **north** end of Avenue and GW stations (original 1864 junction was at south end). [*Rugby Advertiser* 26 Nov 1898 reported work actively under way]	
		1900	
May 1	Mid	Add entry*:* Landor St Jn to St. Andrew's Jn ("Aston curve") closed P. [Final use in Mid Feb 1900 working timetable - none in next issue for May 1900] Reopened from at least between the wars for limited local workings (e.g. LMS summer 1938 timetable - page 586/7 - Sat and Sun trains) and through seasonal trains (to avoid Birmingham New Street) on workings to west country or Somerset & Dorset Joint line; services were suspended during the Second World War and resumed from Sat 11 May 1946 (working timetable of 6 Apr 1946).	1939, 1946, 1967, 1969
		1901	
Oct 1	GW	Add provenance: [GWR advert in *Birmingham Mail* 28 Sep 1901]	
		1902	
Sep 10	LNW	**Monmore Green** G was on a short branch line, which opened this date. [LNW Goods Conference minute 19652 of 13 Oct 1902 (RAIL 410/617)] Add reference:	1965
		1903	
Jun 8	GW	Add entry*:* **Langley Green & Rood End** opened G. [GWR Chief Goods Mgr’s circular, 5 June 1903 (RAIL 253/482)]	
		1904	
Jan *	GW	Amend date to read: Jan **1**. [GWR General Manager’s Circular no. 1946, 6 Nov 1903 (RAIL 253/482) - **n.b.** not same date as opening of eponymous goods depot]	1936
Apr †	Mid (all entries)	Amend date to read: Apr **1**. Add to the list: **Sutton Coldfield Town** station renamed **Sutton Coldfield** **Willenhall Market Place** station renamed **Willenhall** [Mid timetable; RCH *Hand-book of Stations* amendment in RCH Goods Manager’s Conference min. 7476b of 28 Apr 1904 (RAIL 1080/188)]	1924 1924
Oct 1	Mid	Add entry*:* **Whitacre Junction** passenger station renamed **Whitacre** (goods depot not renamed). [Mid timetable; this change was never recorded as an alteration to the *Hand-book of Stations* where the station remained Whitacre Junction until the final (1956) edition, despite what the public timetable showed; hence goods depot not changed]	1965,1968
		1905	

Sep *	GW	Amend date to read: **Aug 21**. [*Birmingham* Mail 21 Aug 1905]	
		1906	
Jun 30	Hal.	Amend references (under Mid & GW Joint) to read:	1915, 1917, 1919, 1921
Oct 1	GW	Add provenance: [*Birmingham Daily Gazette* 29 Sep 1906]	
		1907	
Apr 4	Mid	Add entry*:* closed Water Orton Jn to Park Lane Jn P (the single daily one-way P train - since 1887 - was withdrawn). [Mid working timetable]	
Jun	-	Add entry: **Sutton Park Miniature Railway** opened (10¼" gauge) Regauged to 15" gauge May 1908.	1962
Aug 1	GWR	Amend date to read: **July 1**. Public goods depot: **Old Hill Goods** (at Spinners End). [*The Advertiser* 6 Jul 1907] Add reference:	 1964
Dec 9	GWR	Add provenance: [*GWR Magazine* Oct 1908 p.177 gives Dec 8 as opening date, but Supt. of Line notice 506 dated 4 Dec1907 contained Instructions for working North Warwickshire Railway commencing on Monday 9 Dec 1907. RCH Sup786 to GWR Distance Tables (RAIL 1089/55) - opened for through traffic, Merchandise 9 Dec 1907] Add reference:	 1939
		1908	
Jan 1	GW	Add entry*:* **Bilston Canal Basin** and depot opened G (located on spur from Bilston Central). [GWR handbill (RAIL 253/482)]	?1967
Mar	GW	Add entry*:* New alignment Stratford Goods Jn to Stratford-on-Avon station opened, and original alignment converted to became down loop and a carriage siding. *By March – possibly March 2.* [inferred from *GWR Magazine,* Apr 1908, p. 78, 2nd column, 2nd para.]	
Mar 2	GW	Add entry: Goods depots opened – **Hall Green** **Shirley** **Earlswood Lakes** (Henley in Arden continued to use original goods depot until 1962) [GWR General Manager's circular (RAIL 253/482), also Apr 1908 supp to Service timetable (RAIL 937/94)]	1908 1968 1968 1964
Jul 1	GW (second entry)	Amend "converted to" to read "retained as" *(it already had a goods depot).*	
Jul 10	LNW/ GW (first entry)	Amend date to read: Jul **7**. [*GWR Magazine* Oct 1908 p.177 states new "double junction line … opened" (i.e. commissioned) Jul 7] Add reference:	 1961
Jul 10	LNW/ GW	Add provenance: [*South Wales Daily News* 22 June, *Railway Times* 27 June 1908] Add reference:	 1909

	(second entry)		
Oct 6	LNW	Add entry: CC line: Cannock & Rugeley Colliery and LNW agreement for colliery to work unadvertised P trains between Hednesford (near Pool Pits Jn) and Cannock Wood Colliery. *(This does not necessarily denote start date of service).* [*Railway Magazine* Nov/Dec 1948*; Railway Observer* Sep 1964]	1955, 1964
Nov 2	Mid	Add entry: Mid G trains withdrawn between Walsall and Dudley, and from Darlaston Branch between Wednesbury and Roses Siding (Lloyds Foster's); whole of the traffic worked by LNW engines and men. Traffic exchanged or engines changed at Walsall. [LNW Dec Working Book Notice, although Mid wtt said effective date was 1 Jan 1909]	1910
		1909	
Preamble		Third para.: Mid. goods trains with Coventry commenced 21 Mar 1867 (q.v., above)	
Jan 1	Mid (first entry)	**Delete entry** [There is no evidence in Mid public or working tts to support this; perhaps confusion with the new Nottingham – Leamington Spa service (see 1908 Oct 1) which did not use this curve]	
Sep 30	LNW/ GW	Add entry: Final run of seasonal Cardiff ⇔ Yarmouth service via Leamington Spa East Jn. [*last timetabled run on Thursday, because the new tt started following day – were there homeward specials for that weekend?*]	
		1910	
Feb 1	LNW	Add provenance: [LNW Officers' Meeting min. (RAIL 410/602)]	
Jul 1	Mid	Add entry*:* Mid ceased to have its own G establishments at **Wednesbury, Great Bridge**, and **Dudley**. [Mid Traffic & Expenses at Stations return cited by Gough – but another source puts date as **May 1** 1910 on start of pooling arrangement with LNW; Mid G trains had ceased Nov 2 1909 – see above]	
Oct 1	Mid/ LNW	The new Manchester ⇔ Bournemouth (via Bath) round trip ran via Grand Junction line, avoiding Wolverhampton [hence reopening P. of section Bushbury Jn to Portobello Jn., next below]. (*Railway & Travel Monthly* Oct 1910, p.513]	1915, 1921 1939, 1946
Oct 1	LNW	Add entry*:* Bushbury Jn to Portobello Jn. reopened for **through** P (Manchester ⇔ Bournemouth via Bath round trip which ran via Grand Junction line, avoiding Wolverhampton).	1915, 1921, 1939, 1946
		1912	
Oct 1	LNW	Add provenance: [LNW Officers' Meeting min. (RAIL 410/602)]	
Dec 1	LNW	Goods depot was not renamed; it retained name Wyrley & Church Bridge until closure. Add reference:	1961
Dec 9	LNW	Add entry: **Bescot** control office opened. [Clinker corrigenda]	
		1913	
May 19	LNW	Add entry: First slip coach at Coventry (off 8.40 am Euston) started. [Clinker corrigenda]	1914
by mid		Add entry: Surplus Mid sidings at Dudley removed 1913.	

year		[LNW Officers Meeting min. of 29th July 1913 (RAIL 410/602)])	
Jul 9	LNW	Amend date to read: Jul **1** and text to read: **Leamington (Avenue)** station renamed **Leamington Spa (Avenue)**. [*Leamington Spa Courier* 18 July 1913; *Kenilworth Advertiser* 19 Jul 1913; both these press reports – clearly based on LNW press release – indicated dropping the Avenue suffix]	
Jul 26	GW	Entry is out of chronological sequence. Date *appears* to be based on RCH Distance book change but GWR General Manager's Circular 2344 of 6 Aug 1913 (RAIL 253/482) gave addition of suffix SPA as 'forthwith' whereas District Superintendent, Plymouth circular of 1 July 1913 (cited as being in Clinker papers at Brunel University but not found therein) gave operative date as 12 July 1913. However, the GWR's Birmingham District was advertising excursions using the SPA suffix from as early as *Leamington Spa Courier* 27 June 1913.	
Aug 15	GW	Add entry: Act 3/4 Geo V. c.56 – cons. Railway 29.05 chains from jn with the Netherton and Halesowen Branch Railway to jn with Canal Basin Branch (Halesowen Canal Basin branch north curve). Completed following year but never opened because of mining subsidence; Halesowen Basin Jn box taken to Windmill End 1927, track of curve removed 1928 [R A Cooke, *Track Layout Diagrams… Section 31,* p. 53. Project authorised 8 Aug 1912 by GWR Traffic Comm. (RAIL 250/349)]	
Dec 1	LNW	Refers to station on GJ main line. The exchange between the UDC and LNW (*Birmingham Mail* Nov 1913) implies that the name until then was **Darlaston <u>and</u> James Bridge.**	
		1914	
Feb 16	LNW	This was only the start date for the evening slip *(see May 19 1913 for morning slip).* [Clinker corrigenda]	
Jul *	GW	Amend date to read: **Jul 12.** Grimes Hill Platform renamed Grimes Hill & Wythall **Halt**. [Quick, but without provenance]	1925
		1915	
Jan 1	GW	**Delete entry** (see instead Mar 22).	
Feb 28	GW	Add entry: **Bordesley** P. station relocated from north to south side of Coventry Road bridge. [*Birmingham Post* 3 Mar 1915]	
Mar 22	GW	Add entry: Lapworth *(Rowington Junction)* to Henley in Arden branch "temporarily" closed P. [GWR Passenger Train Alterations Committee minutes (RAIL 271/4) [page 27 – since Oct 1914], Notice no. 47 (RAIL937/116), public handbill (RAIL 253/535) and *Warwick & Warwickshire Advertiser* 27 Mar 1915] **Note**: never reopened	1916, 1917
Mar 29	GW	Amend date to read: [Sunday] Mar **28**. [GWR Passenger Train Alterations Committee minutes (RAIL 271/4)]	1919
May 1	GW	Amend date to read: [Monday] **Mar 29**. [GWR Passenger Train Alterations Committee minutes (RAIL 271/4)] **Note**: never reopened	1917
Jul 5	Mid & GW Joint	Add entry*:* **Longbridge** opened P for unadvertised workmen's trains from Birmingham (New Street). Station sited on Halesowen branch 33 chains from junction. [Mid/GW Joint Officers' meeting min. 3176 of 13 Jul 1915 (RAIL 241/20)]	1917, 1919, 1958, 1978
Oct 1	LNW /Mid	Add entry*:* Bushbury Jn to Portobello Jn. closed for **through** P. The Manchester ⇔ Bournemouth via Bath round trip which ran via Wednesfield Heath, avoiding Wolverhampton (*see 1910 Oct 1)*, ceased. [*Railway & Travel Monthly* Oct 1918, p.230]	1921, 1939, 1946

Nov 29	GW	Add provenance: [GWR wtt supp (RAIL 937/117); *Birmingham Daily Gazette* 27 Nov 1915]. **Note** that GWR Passenger Train Alterations Committee minutes (RAIL 271/4) and GWR War Reports of the General Manager (printed privately by GWR) p.128 are in error in giving 1 Jan 1916	
		1916	
Jan 1	GW (first entry)	Despite being shown in GWR War Reports of the General Manager (printed privately by GWR) page 127 as "closed Jan 1 **1916** to recover the permanent way", a G service is still shown in e.g. July 1916 wtt Service withdrawn from (or by) 1 Jan 1917 (1916 is suspected of being a typo in GM's report). [http://www.warwickshirerailways.com/gwr/henleyinarden/gwrha2795th.jpg (accessed 26 Aug 2025))	
		1917	
Jan 1	GW (first entry)	Add reference:	1923
Jan 1	Mid & GW Jt	Add entry: Midland's Halesowen - Northfield service reduced to one round trip (which was – from or by 11 Jun 1918 – replaced by advertising one of the GWR workers' trains, with connection at Longbridge). [Michael Hale & Ned Williams *By Rail to Halesowen* (authors, 1974)]	
Jan 1	LNW (first entry)	Add reference:	1967
Apr 18	Mid & GW Joint	Add entry*:* GWR commenced service of unadvertised workers' trains between Old Hill and Longbridge serving **Halesowen**, **Hunnington** and **Rubery**. These were advertised between Halesowen and Longbridge in lieu of Mid service. [Midland wtt supplement (RAIL 937/120); Michael Hale & Ned Williams *By Rail to Halesowen* (authors, 1974) p.33]	1919, 1958
		1918	
Jul 1	Mid	Add entry: **Halesowen Junction Halt** (sometimes unofficially referred to as Longbridge) opened P. for unadvertised workmen's trains from/to Worcester, located on the main line, 12 chains south of Halesowen Jn. [Quick, citing Mid Weekly Notices at NRM York]	1922
		1919	
Mar 3	GW	Amend date to read: **Feb 3**. [*GWR Magazine* Apr 1919]	
Apr†	Mid & GW Jt.	Amend date to read: **May 5.** Passenger service Halesowen and Northfield ceased to be generally advertised; services for workers at Austin car plant continued to run (a) from Birmingham (New Street) to Longbridge and (b) from Old Hill via Halesowen to Longbridge, serving Hunnington and Rubery. [Michael Hale & Ned Williams *By Rail to Halesowen* (authors, 1974) p.32, are vague about date. While Mid wtts (RAIL 963) contain no amendment for April, RAIL 963/113 is dated **5** May 1919] Add references:	1922, 1934, 1958, 1960

May 1	GW	Amend date to read: **Mar 3**. [Quick, citing GW Circular 2653]	1979
		1921	
Jul 11	Mid/ LNW	Add entry: Bushbury Jn to Portobello Jn. reopened for **through** P. Through Manchester ⇔ Bournemouth (via Bath) round trip via Grand Junction line, avoiding Wolverhampton *(see 1915 Oct 1)*, restored. [Mid timetable]	1939, 1946
Aug 1	GW	Add entry: **Withymoor Goods** renamed **Netherton Goods** **Netherton Goods** renamed **Blowers Green Goods** *Officially from this date - but reportedly had appeared in 1 Jan 1921 working timetable* [GWR GM Circular dated 25 Jul 1921; RAIL 253/482; RCH Goods Mgrs' Conf min 8265 (RAIL 1080/189)]]	1965
		1922	
Feb 27	Mid	Add entry: **Halesowen Jn Halt** (located on the main line) closed P for unadvertised workmen's trains. Last train Friday 25 Feb. [RAIL 491/802, letters 16 Feb 1922 onwards]	1978
Aug	Mid & GW Jt	Add entry: Unadvertised workers' P service Halesowen - Longbridge withdrawn. **Hunnington** and **Rubery** stations closed P. [LMS/GW Joint Officers' Conf min 20936 (RAIL 404/109)]	1923
		1923	
Jul 23	Mid & GW Jt	Add entry*:* Unadvertised workers' P service Halesowen and Longbridge restored. **Hunnington** and **Rubery** stations reopened P. [LMS/GW Joint Officers' Conf min 20936 (RAIL 404/109)]	1934, 1958
		1924	
Jun 2	LMS	**Nuneaton (Mid.)** was the old name in the public timetable but the station had *officially* been **Nuneaton Abbey** since 1 Sep 1873 Add later reference [see entry above, under the 1873 date]	1968
		1925	
Jan 11	GW	Add entry*:* Opened Oxley Branch Jn - Oxley Middle Jn and Oxley North Jn - Baggeridge Jn G. Line Baggeridge Jn - Kingswinford Jcn double tracked. [GWR Notice no. 385]	1965
May 11	GW	Amend to read: Opened Oxley Junctions to Kingswinford Jn via Wombourn P. Add*:* Stations: **Tettenhall** **Compton Halt** **Penn Halt** **Wombourn** **Himley** **Gornal Halt**	1932 1932,1964 1932 1932,1964 1932,1964 1932 1932

		Pensnett Halt **Bromley Halt** **Brockmoor Halt** [GWR Supt of Line and CGM Circ S.O.L. F.4133 of 9 May 1932; *Staffordshire Sentinel* 6 May 1925]	1932 1932 1932
Jun 6	LMS	Add entry: Nuneaton Midland Jn – Nuneaton Abbey Jn clo for rebuilding of bridge no. 40 over Trent Valley line; reopened 12 July 1925 [LMS wtt RAIL 957/7]	1968
Oct 13	GW	Add entry: Grimes Hill & Wythall Halt renamed Grimes Hill & Wythall **Platform**. [RCH amendment leaflet no. 57 to *Hand-book of Stations*]	1934
		1927	
Dec 5	GW (first entry)	Amend: Workers' trains continued to use Old Hill – Halesowen section (to/from Longbridge) until Aug 1958.	1958
		1928	
Sep 24	LMS / GW	Add entry: Bordesley Jn (LMS) to Bordesley Exchange Sidings (GW) method of working by pilot guard (weekdays)/train staff (Sundays) replaced by Electric Key Token. [LMS weekly operating notice] Add reference:	 1941
		1930	
Mar 31	LMS	Add: Walsall Wood to colliery connection at Chasewater also closed.	
Apr 24	LMS	Add: Section Hampton to Maxstoke retained for wagon storage (access from north end). [R Carpenter *The Hampton Branch* in *British Railway Journal* no. 5 (1984), p.138]	1935
May 25	LMS	Add entry: Northfield to Barnt Green Main Line Jn four tracking brought into use. [LMS weekly operating notice]	
		1931	
Jan 5	LMS	Arguably, stations should be in reverse order, reading **from** Walsall. [LMS Passenger Train Service Alterations Notice for Jan 1931 (NRM York ALS4/135/G/8)]	
		1932	
Oct 31	GW	Add: …and all intermediate passenger stations and halts *(see 1925)* closed.	
		1933	
May 6	GW	Add entry*:* **Stratford on Avon Racecourse Platform** [between Stratford and Milcote] first used for excursion traffic. [A Baker, *An Illustrated History of the Stratford on Avon to Cheltenham Railway* (Irwell Press, 1994, pp. 46,47]	1966
		1934	
by Apr 30	LMS & GW Jt	Add entry*:* **Rubery** ceased to be served by unadvertised workers' trains. [last in wtt dated 11 Sep 1933]	
Jul 9	GW	Add entry: **Grimes Hill & Wythall Platform** renamed **Grimes Hill & Wythall**. [C R Clinker, *GWR A Register of its Halts and Platforms* (AvonAnglia, 1979) apparently based on public timetable]	1974
		1935	

Jan 12	LMS	Add entry: Bridge 16 over River Blythe collapsed, severing line between Maxstoke and Hampton (thereafter used for wagon storage either side of breach). [R Carpenter *The Hampton Branch* in *British Railway Journal* no. 5 (1984)]	1939, 1940, 1943, 1951
Jan 13	LMS/ GW	Add entry: **Dudley:** No. 2 signal box (LMS, ex-LNW) closed and controls passed to Dudley South signal box (GW). LMS No. 1 signal box renamed Dudley East signal box This was part of move to quasi-joint management of Dudley station. [LMS W2 fortnightly notice dated 12 Jan 1935]	
Jun 3	GW	Add provenance: [*Birmingham Gazette*, 4 June 1935]	
		1937	
May 26	LMS	Add entry: Birmingham Lawley Street main shed and warehouse destroyed by fire. [*Birmingham (Evening) Gazette* 26 May 1937; Cheshire Lines Committee Circular CG./TR.58 of 28 May 1937]	
		1938	
May 2	LMS	Add entry: Opened Soho East Jn to Soho Soap Works P Used by new Rugeley TV ⇔ Smethwick service (round trip § , weekdays) via Soho Road line. § = existing 0643 Rugeley TV - Walsall speeded up and extended to Smethwick, returning 1259 SO, 1747 SX Previously only used by occasional scheduled train avoiding New Street on summer Saturdays e.g. 1930/1/2 [LMS public tt 2 May 1938 (RAIL 956/35) and various working timetables]	1947
Jun 6	-	Add entry: **Dudley Zoo Miniature Railway** opened (10¼" gauge). [*Birmingham Gazette* 25 May 1938 / Peter Scott archive] Regauged to 15" gauge Whitsun 1947.	1992
		1939	
May 1	LMS (first entry)	Add references:	1940, 1943, 1951
Jul 2	GW	Add*:* "... on double tracking of Hatton – Bearley line." Possibly also from this time, Hatton Branch Jn box renamed Hatton West box. [*Railway Magazine* Nov 1939]	
Sep	various	Add entry: Railway Executive Committee preliminary wartime service reductions were introduced from **Sep 11 1939** – the LMS, in particular, adhered – there is no reason to think that the West Midland services were different so the date of 25 Sep should be treated with caution. The GWR, however, were different – through services with SR withdrawn from 11 Sep, local services reduced 18 Sep, further changes 25 Sep. [*Birmingham Mail,* 9 Sep 1939]	
Sep 11	GW	Add entry: Through GWR – SR services to south and Kent coasts withdrawn for the duration. [*Birmingham Mail*, 9 Sep 1939]	
Sep 11	LMS	Add entry*:* Bushbury Jn to Portobello Jn. closed for through P via Wednesfield Heath, when through Manchester ⇔ Bournemouth (via Bath) round trip via Grand Junction line, avoiding Wolverhampton, ceased.	1946

Sep 25	GW (first entry)	Delete final sentence (reference to workers' trains from Birmingham – see instead Jul or Aug 1941) and substitute: Limited P service continued over section Bearley station to Bearley North Jn. Add references: It appears from RCH *Hand-book of Stations* leaflet L10 of Jan 1940 that G *(perhaps beyond Great Alne?)* also "temporarily suspended". [GWR General Instructions Circular R.1534/537 of 13 Nov 1939 said: "The train service over the Alcester Branch has been discontinued as from 25th September"; *Birmingham Post,* 23 Sep 1939]	1941, 1943, 1944
Sep 25	LMS	Amend date to read: **Sep 11**. LMS Circle service (using Perry Barr south curve and Soho south curve to Winson Green Jn) withdrawn with initial LMS emergency service reductions.	
Dec 3	LNE	Amend date to read: Dec **4** (Monday). [Mark Higginson, *The Friargate line* (Golden Pingle, 1992); RCHS Railway Chronology SIG newsletter no. *3 (first series)*]	
		1940	
year	LMS	Add entry: Former B&DJ line Hampton to Little Packington loading platform (at Bridge 17, MP4), 2½ miles, reopened G to serve sandpits at Bannerley Common. Usage ceased before 1945 and line reverted to wagon storage. [R Carpenter *The Hampton Branch* in *British Railway Journal* no. 5 (1984), p.138]	1943,1951
Sep 30	LMS (second entry)	**Lifford** first appears with notation "closed for duration of War" with 28 Oct 1940 edition of public tt (RAIL 956/43). [no contemporary press reference traced]	
		1941	
Jan 27	LMS	Add provenance: [LMS Circular No. NW5.10934.R. (23 Jan 1941], so date of 6 Jan 1941 given in LNW Record (RAIL 1005/289) should be discounted]	
May 5	LMS (first entry)	The 'true' circular service had been withdrawn Sep 11 1939 (see above), hence no service round Perry Barr south curve. Other services via the Soho Road line were **not** affected, either in 1939 or at this 1941 date. See, instead, Feb 17 1947 for trains via Soho Soap Works. Service Winson Green Jn – Perry Barr North Jn remained open throughout. **Soho Road** and **Handsworth Wood** stations **were** "temporarily" closed this date; never reopened and formally closed 1947.	1946/7
Jul (or Aug)	GW & LMS	Add entry: Unadvertised Maudslay's workers' service inaugurated (certainly by early Sep) between Coventry and Great Alne, initially operated by LMS railmotor calling at Kenilworth and running via LMS/GW exchange sidings, reversing, and calling at Leamington Spa GW and Warwick. This quickly (by 6 Oct 1941 working timetable) gave way to separate LMS and GW trains, requiring passengers to change between Avenue and General stations at Leamington Spa. The GW service was worked by GW railmotor ("Auto Engine").	1944
Jul 13	LMS	Add entry*:* Bordesley Jcn (LMS) to Bordesley South (GW) double tracked. [*Railway Magazine* Apr 1946]	1967
		1943	

May 3	GW	Add entry*:* Last remaining *advertised* P service Bearley station ⇔ Bearley North Jn withdrawn. [public timetable]	1959
Sep 7	LMS	Add entry: Use of line beyond Maxstoke station level crossing towards Hampton for wagon storage ceased following a further River Blythe bridge collapse. [LMS weekly notice]	1951
		1944	
Jul 3	GW	Add entry*:* Unadvertised workmen's service from Leamington Spa to Great Alne withdrawn (last ran Jul 1 1944). [Working timetable (RAIL 937/182)]	1951
		1946	
May 11	LMS	Add entry: Bushbury Jn to Portobello Jn. reopened for through P via Wednesfield Heath, when through Manchester ⇔ Bournemouth (via Bath) round trip via Grand Junction line, avoiding Wolverhampton, resumed – but summer Saturdays only.	
		1947	
Feb 17	LMS	Add entry: Rugeley ⇔ Smethwick service withdrawn; Soho East Jn - Soho Soap Works closed P (apart from occasional post-War scheduled trains avoiding New Street; Walsall semi-fasts (and some through trains via Bescot) continued to use Soho Road line between Perry Barr North Jn and Winson Green Jn.). [LMS Western Division Pass WTT Notice 5 Apr – 15 Jun 1947 (RAIL 957/178)]	
Jun 16	LMS	Add provenance: [LMS summer timetable (fuel shortage service cuts – not resumed)]	
		1948	
Apr	BR(LMR)	Add entry: Demolition of Birmingham (New Street) LNW side overall roof and replacement by "temporary" awnings completed.	1964
		1950	
Mar 1	BR(LMR)	Add entry: **Perry Barr** closed G. [ScR Commercial Circular FK6 of 12 May 1950]	1951
Jul 1		All these renaming entries applied **only** to the respective G depots. Passenger station renaming dates applied later. [*Clinker's Register*]	below, 1953, 1960
Jul 19	BR(WR) (first entry)	Add provenance: [BR District PR & Publicity Rep letter of 26 Mar 1954 in Clinker papers]	
Jul 19	BR(WR) (third entry)	Renaming of **Dudley** station to **Dudley Castle** applied only to G. Passenger stations not renamed as they were adjoining and treated as single entity. [BR District PR & Publicity Rep letter of 26 Mar 1954 in Clinker papers]	1966
Jul 19	BR(LMR)	Renaming of **Dudley** station to **Dudley Town** applied only to G. Applied both to ex-SS (later Mid) and ex-LNW depots. Ownership ***by*** this date was BR(WR). Passenger stations not renamed. [1950 date: BR District PR & Publicity Rep letter of 26 Mar 1954 in Clinker papers. Tickets have been seen bearing the Town suffix]	1966

Jul 19	BR(WR)	Add entry: **Great Bridge** passenger station renamed **Great Bridge South**. [*Clinker's Register*]	1964
Jul 19	BR(WR)	Add entry: **Tipton** passenger station renamed **Tipton Five Ways**. [*Clinker's Register*]	1962
Nov 1	BR *to read* BR(LMR)	Amend to read: Former LNW boatage service Wolverhampton ⇔ Kidderminster and Stourport-on-Severn discontinued; traffic diverted to WR goods depots at Kidderminster and Stourport instead. [BR ScR circular FK.33/13, 17 Nov 1950]	1954
		1951	
Mar 5	BR(LMR)	Add reference:	1959
Jun 27	BR(LMR)	Add provenance: [BR District PR & Publicity Rep letter of 26 Mar 1954 in Clinker papers]	
by Jul	BR(LMR)	Add entry: lifting of Whitacre to Hampton line commenced. [*Birmingham Mail* 6 Jul 1951]	
Oct 8	BR(LMR)	**Perry Barr Wharf** opening was as private siding only, under lease from NCB – not a public goods depot. [date from BR District PR & Publicity Rep letter of 26 Mar 1954 in Clinker papers. In Jan 1951 NCB leased site to E.L. Pitt & Co., Iron & Steel Metal & Machinery Merchants who used the private siding (NCB WM Board Meeting 16th Jan 1951)]	
		1952	
Feb	BR(LMR)	Add provenance: [BR District PR & Publicity Rep letter of 26 Mar 1954 in Clinker papers]	
Apr 7	BR(LMR)	Add provenance: [*Coventry Evening Telegraph* 7 Apr; LMR Traffic Circular 212 item 7]	
Apr 7	BR(WR)	Add provenance: [BR District PR & Publicity Rep letter of 26 Mar 1954 in Clinker papers]	
		1953	
Jun 18	BR(LMR)	Add entry: **Tipton** passenger station renamed **Tipton Owen Street**. [*Clinker's Register*]	1968
		1954	
Sep 20	BR(WR)	Add entry: Regular interval local services introduced on the following suburban lines: 1. Wolverhampton - Knowle & Dorridge 2. Leamington Spa - Birmingham (Moor St.) 3. Dudley - Birmingham (Snow Hill) 4. Stourbridge Jn - Birmingham (Snow Hill) 5. Henley in Arden - Birmingham (Moor St.) 6. Leamington Spa - Stratford-upon-Avon 7. Leamington Spa - Wolverhampton (additional fast trains) 8. Stratford-upon-Avon - Birmingham (Snow Hill) (semi-fast trains) [(Birmingham) *Evening Despatch* 9 Sep 1954]	1957
Sep 20	BR(WR)	Add entry: Sleeping Car service Paddington ⇔ Birmingham (Snow Hill) ⇔ Birkenhead (Woodside) via Oxford introduced. [*Birmingham Post* 9 Sep 1954]	1967