






STOURBRIDGE LINE TIMELINE

1852	The Oxford, Worcester and Wolverhampton Railway opens between Dudley and Evesham via Stourbridge and Worcester. Stations are opened north of Worcester at Fernhill Heath, Droitwich Spa, Hartlebury, Kidderminster, Blakedown, Hagley, Stourbridge, Brettell Lane, Round Oak, Netherton and Dudley. The station at Stourbridge is situated just south of the current junction between the Dudley and Cradley lines, close to Junction Road.																		
1853	The line from Evesham to Wolvercot Junction opens on 4 June.																		
1858	Brierley Hill station is opened on 1 December.																		
1861	The line from Woofferton to Tenbury Wells opens on 1 August.																		
1862	Severn Valley Railway line from Hartlebury to Shrewsbury opens on 1 March.																		
1863	The line from Stourbridge to Cradley opens on 4 June with an intermediate station at Lye.																		
1864	The line from Tenbury Wells to Bewdley opens.																		
1865	The Stourbridge to Cradley line is extended to Old Hill.																		
1867	The Stourbridge to Old Hill line is extended to Smethwick Junction on 1 April and connected to the LNWR line to New Street at Galton Junction and the Snow Hill to Wolverhampton Low Level line at Handsworth Junction. Initially, there are 7 trains each way from Stourbridge and Snow Hill - from Stourbridge at 0810, 1010, 1225, 1346, 1505, 1824 and 1915 and from Snow Hill at 0755, 0930, 1110, 1215, 1525, 1625 and 1930. Journeys take over 40 minutes.																		
1870	The first engine shed at Stourbridge opens.																		
1878	The "Bumble Hole" line from Old Hill to Dudley opens on 1 March. Netherton station is closed and a new station called Dudley South and Netherton opened 300 yards closer to Dudley to serve both the Stourbridge to Dudley main line and the branch to Old Hill. There is one intermediate station at Windmill End.																		
1878	The branch from Old Hill to Halesowen opens on 1 March.																		
1878	The line from Kidderminster to Bewdley opens.																		
1879	The branch line from Stourbridge to Stourbridge Town is opened on 1 October, and Stourbridge station is renamed to Stourbridge Junction.																		
1887	Through services from Birmingham Snow Hill to Cardiff General are introduced.																		
1901	The old station at Stourbridge Junction is closed and a new station about 300 yards south of it is opened on 1 October. The Stourbridge Town branch is diverted to serve the new station.																		
1902	The number of services on the Stourbridge Town branch is increased from 18 each way to 28 each way on 1 January.																		
1902	Through trains to London Paddington via Oxford are operating as follows :- 7 services from Paddington (5 to Wolverhampton Low Level, 2 to Stourbridge Junction) and 8 services to Paddington (5 from Wolverhampton, 3 from Stourbridge Junction).																		
1905	Coombes Holloway Halt opens on the Halesowen branch on 1 July.																		
1905	The halts on the Bumble Hole line are opened in August.																		
1905	A new express service is introduced between Wolverhampton Low Level and London Paddington. The down journey leaves Wolverhampton Low Level at 0750, calling at Dudley (0802), Stourbridge Junction (0814), Kidderminster (0826), Droitwich Spa (0839), Worcester Shrub Hill (0855) and Paddington (1110). The return journey leaves Paddington at 1645 and arrives at Wolverhampton Low Level at 2004.																		
1910	The joint GW/GC direct line via Bicester is opened, thus reducing the importance of the Stourbridge route as a through route from Wolverhampton to London Paddington.																		
1915	The Oldbury branch is closed to passengers as a wartime economy on 3 March and never reopens. The timetable in the years prior to closure was as follows :- <table border="1" style="margin: 10px auto; width: 80%; text-align: center;"> <thead> <tr> <th colspan="2">LANGLEY GREEN AND OLDBURY.—G.W.R.</th> </tr> <tr> <th>UP TRAINS.</th> <th>WEEK DAYS.</th> </tr> </thead> <tbody> <tr> <td>Oldburydep</td> <td>a m a m a m a m a m p p p m p m p m p m p m p m p m p m p m</td> </tr> <tr> <td>Langley Greenarr</td> <td>6 40 7 20 8 7 9 8 10 22 12 3 1 13 2 0 3 13 4 25 5 23 6 7 6 40 8 10 .. 9 30 10 10</td> </tr> <tr> <td>Langley Greenarr</td> <td>6 45 7 25 8 12 9 13 10 27 12 8 1 18 2 5 3 15 4 30 5 28 6 12 6 45 8 15 9 35 10 14</td> </tr> <tr> <th>DOWN TRAINS.</th> <th>WEEK DAYS.</th> </tr> <tr> <td>Langley Green ..dep</td> <td>a m a m a m a m a m a m p p p m p m p m p m p m p m p m p m p m</td> </tr> <tr> <td>Oldburyarr</td> <td>6 5 7 5 7 40 8 38 9 35 10 55 12 30 14 48 3 0 3 51 4 53 5 48 6 30 7 32 8 28 9 50</td> </tr> <tr> <td colspan="2">Saturdays only, Train leaves Langley Green at 1 45, arriving at Oldbury 1 50 † Sats. excepted</td> </tr> </tbody> </table>	LANGLEY GREEN AND OLDBURY.—G.W.R.		UP TRAINS.	WEEK DAYS.	Oldburydep	a m a m a m a m a m p p p m p m p m p m p m p m p m p m p m	Langley Greenarr	6 40 7 20 8 7 9 8 10 22 12 3 1 13 2 0 3 13 4 25 5 23 6 7 6 40 8 10 .. 9 30 10 10	Langley Greenarr	6 45 7 25 8 12 9 13 10 27 12 8 1 18 2 5 3 15 4 30 5 28 6 12 6 45 8 15 9 35 10 14	DOWN TRAINS.	WEEK DAYS.	Langley Green ..dep	a m a m a m a m a m a m p p p m p m p m p m p m p m p m p m p m	Oldburyarr	6 5 7 5 7 40 8 38 9 35 10 55 12 30 14 48 3 0 3 51 4 53 5 48 6 30 7 32 8 28 9 50	Saturdays only, Train leaves Langley Green at 1 45, arriving at Oldbury 1 50 † Sats. excepted	
LANGLEY GREEN AND OLDBURY.—G.W.R.																			
UP TRAINS.	WEEK DAYS.																		
Oldburydep	a m a m a m a m a m p p p m p m p m p m p m p m p m p m p m																		
Langley Greenarr	6 40 7 20 8 7 9 8 10 22 12 3 1 13 2 0 3 13 4 25 5 23 6 7 6 40 8 10 .. 9 30 10 10																		
Langley Greenarr	6 45 7 25 8 12 9 13 10 27 12 8 1 18 2 5 3 15 4 30 5 28 6 12 6 45 8 15 9 35 10 14																		
DOWN TRAINS.	WEEK DAYS.																		
Langley Green ..dep	a m a m a m a m a m a m p p p m p m p m p m p m p m p m p m p m																		
Oldburyarr	6 5 7 5 7 40 8 38 9 35 10 55 12 30 14 48 3 0 3 51 4 53 5 48 6 30 7 32 8 28 9 50																		
Saturdays only, Train leaves Langley Green at 1 45, arriving at Oldbury 1 50 † Sats. excepted																			
1915	The Stourbridge Town branch is closed to passengers as a wartime economy on 29 March.																		
1917	Through services from New Street onto the Stourbridge line are withdrawn and the link between Smethwick Junction and Galton Junction closed.																		
1919	The Stourbridge Town branch is reopened on 28 February.																		
1921	Dudley South and Netherton station is renamed to Blowers Green.																		
1921	Through trains to London Paddington have been reduced and now operate as follows :- 4 services from Paddington (2 to Wolverhampton Low Level, 2 to Stourbridge Junction) and 3 services to Paddington (all from Wolverhampton).																		

1922		A full timetable for 1922 is available by clicking the photo on the Timetables page of the website.
1925	The line from Kingswinford Junction to Oxley via Wombourne opens to goods on 11 January and to passengers on 11 May.	
1926	A new, larger engine shed opens at Stourbridge on 8 February.	
1927	The Halesowen branch closes on 5 December.	
1928	Cutnall Green Halt is opened.	
1932		A full timetable for 1932 is available by clicking the photo on the Timetables page of the website.
1932	The passenger service from Brettell Lane to Wolverhampton Low Level via Wombourne is withdrawn from 31 October.	
1936	Astwood Halt is opened between Worcester and Fernhill Heath. It is closed in 1939.	
1942		A full timetable for 1942 is available by clicking the photo on the Timetables page of the website.
1950		A full timetable for 1950 is available clicking the photo on the Timetables page of the website.
1954	Regular interval services from Snow Hill to Stourbridge Junction are introduced, running hourly from Snow Hill from 0545 to 2245 and from Stourbridge Junction at 0515 to 0815 and 0910 to 2210.	
1955		A full timetable for 1955 is available by clicking the photo on the Timetables page of the website.
1957	Local services from Snow Hill are dieselised.	
1957	The Cathedrals Express is introduced, operating from Kidderminster to Paddington.	

1961		<p>A full timetable for 1961 is available by clicking the photo on the Timetables page of the website.</p>
1961	<p>Services from Woofferton to Tenbury Wells are withdrawn from 31 July, exactly 100 years after they started. Woofferton and Easton Court stations are closed.</p>	
1962	<p>The passenger service from Stourbridge Junction to Wolverhampton Low Level is withdrawn on 30 July. All intermediate stations except Dudley, Priestfield and Wolverhampton Low Level are closed - including Blowers Green, even though the Bumble Hole services are still operating.</p>	
1962	<p>Services from Bewdley to Tenbury Wells are withdrawn from 1 August and all stations north of Bewdley closed.</p>	
1963	<p>Services from Bewdley to Shrewsbury are withdrawn from 9 September and all intermediate stations closed.</p>	
1964	<p>The Bumble Hole line is closed on 15 June along with all services from Dudley to Birmingham Snow Hill via Great Bridge South. Dudley station remains open for the remaining services to Walsall.</p>	
1964	<p>Services from Dudley to Walsall are withdrawn from 6 July and Dudley station and all intermediate stations closed</p>	
1965	<p>Fernhill Heath and Cutnall Green Halt stations are closed on 5 April.</p>	
1965	<p>The goods yard at Amblecote is closed on 5 July.</p>	
1965	<p>All through trains to London Paddington are withdrawn.</p>	
1966	<p>Dudley station is demolished and replaced by the Freightliner terminal.</p>	
1966	<p>Stourbridge shed closes to steam on 1 July.</p>	
1966		<p>A full timetable for 1966 is available by clicking the photo on the Timetables page of the website.</p>
1967	<p>All main line services from Birmingham Snow Hill station are withdrawn on 6 March. The links between Smethwick Junction and Galton Junction is reopened and all trains from Stourbridge Junction to Birmingham are diverted into New Street. A skeleton rush-hour service is maintained between Snow Hill and Langley Green using the Oldbury branch platform at Langley Green.</p>	
1968	<p>Through services from Birmingham New Street to Cardiff General are withdrawn.</p>	
1969	<p>Stourbridge engine shed is demolished.</p>	
1970	<p>Services from Kidderminster to Hartlebury via Bewdley and Stourport-on-Severn are withdrawn from 5 January and intermediate stations are closed.</p>	
1971		<p>A full timetable for 1971 is available by clicking the photo on the Timetables page of the website.</p>

Birmingham Snow Hill and Wolverhampton Low Level are closed to all passenger traffic on 4 March, together with all intermediate stations.

1972



1976



A full timetable for 1976 is available by clicking the photo on the Timetables page of the website.

1977



The Stourbridge Town station building is demolished and the line is cut back by about 70 yards.






1979















1981



A full timetable for 1981 is available by clicking the photo on the Timetables page of the website.

1984	<p>Cradley Heath station is rebuilt with the Birmingham bound platform moved west of the level crossing.</p> 
1986	<p>The Dudley Freightliner terminal is closed in September.</p>
1987	<p>Through services from Birmingham to Gloucester to Cardiff Central are introduced, running every 2 hours via Stourbridge Junction.</p>
1987	<p>Birmingham Snow Hill station reopened on 27 September. On the same day, Snow Hill Tunnel was reopened. Birmingham Moor Street terminus was closed and a through station opened alongside it.</p> 
1987	 <p data-bbox="644 801 1560 1093">A full timetable for 1987 is available by clicking the photo on the Timetables page of the website.</p>
1988	<p>The main station building at Stourbridge Junction is demolished and replaced by the current modern booking hall.</p> 
1989	<p>The Stourbridge Town branch train fails to stop at Stourbridge Town, and demolishes the buffer stop. The guard receives a suspected broken neck.</p>
1990	<p>The Birmingham to Cardiff Central trains are diverted away from the Stourbridge line to run via Bromsgrove instead.</p>
1990	<p>Class 121 railcar No. 55034 crashes through the retaining wall at Stourbridge Town station on 1 March. The buffer stop that had been demolished in the 1989 accident had not been replaced.</p>
1993	<p>The line north of Round Oak is closed to all traffic on 22 March.</p>
1993	<p>A new London Paddington service is introduced in October. The down service is withdrawn after 12 months, while the up service lasts 18 months.</p>  <p data-bbox="644 1684 1560 1971">A full timetable for 1993 is available by clicking the photo on the Timetables page of the website.</p>

1994	The new Stourbridge Town station is opened and the line cut back 30 yards.		
1994	The remains of the Kingswinford branch to Pensnett Trading Estate is mothballed.		
1995	The Jewellery Line opens on 24 September, with new stations at Smethwick Galton Bridge, The Hawthorns and Jewellery Quarter. Cross City services are introduced from the Stourbridge line to Leamington Spa and Stratford-upon-Avon.		
			
1997	Central Trains take over the franchise to operate Stourbridge Line services on 2 March.		
1997		A full timetable for 1997 is available by clicking the photo on the Timetables page of the website.	
1998	Birmingham Snow Hill station opens on Sundays. Previously, trains passed straight through without stopping to get to Moor Street station.		
1999	Midland Metro opens on 31 July from Birmingham Snow Hill to Wolverhampton St George's.		
			
2000	A half hourly Sunday service is introduced from Stourbridge Junction to Birmingham from May, with Lye, Old Hill, Langley Green, Acocks Green and Olton stations opened on Sundays.		
2001	Chiltern Railways introduce a through Monday to Friday service from Stourbridge Junction to London Marylebone from May. There are four trains each way - from Stourbridge at 0602, 0634, 0703 and 0825, and from Marylebone at 1700, 1800, 1900 and 2000.		
2002	Birmingham Moor Street terminus renovated and reopened. At the same time, the through platforms were rebuilt in 1930's GWR style.		
			

2002	Chiltern Railways extend their through Monday to Friday service to Kidderminster from September. There are 5 southbound journeys - at 0539, 0621, 0728 and 0828 from Kidderminster and 0615 from Stourbridge Junction. There are 6 northbound journeys - at 1657, 1755, 1850 and 1950 to Kidderminster, and 1549 and 2050 to Stourbridge Junction.
2003	Chiltern Railways introduce Saturday through journeys between Kidderminster and London Marylebone from May. There are 5 southbound journeys at 0538, 0630, 0710, 0813 and 0910, and 4 northbound journeys at 1640, 1740, 1817 and 2040, the final journey terminating at Stourbridge Junction. The northbound journeys were cut back to terminate in Birmingham later in the decade, and SLUG are campaigning to get at least one of these reinstated.
2004	Through trains to Birmingham New Street are withdrawn in May as the number of trains from Stourbridge Junction to Snow Hill and beyond is increased from 4 to 6 per hour. The Kidderminster service is increased to 3 trains per hour.
2006	Experimental Sunday service operated during 2006 using the prototype PPM50 railcar 999 000. 
2007	London Midland takes over the franchise to operate Stourbridge Line services in November.
2009	Class 139 railcars 139 001 and 139 002 are introduced on the Stourbridge Town branch and Sunday services are introduced.
2010	The following positive changes happen in the “noughties” :- <ul style="list-style-type: none"> • Blakedown station is reopened on Sundays. • The number of services to Kidderminster is increased to 4 per hour. • Arriva Trains Wales and London Midland add Smethwick Galton Bridge to the calling points of their trains to Holyhead, Aberystwyth, Birmingham International and Liverpool Lime Street. However, there were some negative changes :- <ul style="list-style-type: none"> • Most through services to Leamington Spa are cut back to terminate at Dorridge. In addition, the number of trains operating beyond Worcester to Great Malvern is slashed, with only one journey per week starting at Hereford. • Chiltern Railways withdraws all services from Marylebone to Stourbridge and Kidderminster on a Saturday evening.
2011	Class 172 DMU's are introduced onto Stourbridge line services from 1 September.
2013	Chiltern introduce Silver Train services from Kidderminster to London Marylebone.
2013	Hartlebury station gets its first off-peak services for 50 years in December.
2014	Hartlebury station gets an evening service on Mondays to Saturdays in May.
2017	From 10 December, Chiltern Railways introduce through services from London Marylebone to Kidderminster on Saturday and Sunday evenings, and from Kidderminster to London Marylebone on Sunday mornings.
2017	West Midlands Railway takes over the franchise to operate Stourbridge line services in December.
2019	Monday to Saturday evening services are improved with the number of West Midlands Railway services between Birmingham and Stourbridge Junction increased from 2 to 3, and between Birmingham and Kidderminster from 1 to 3. Unfortunately, the new services are not regularly spaced. The other negative change is the removal of the final through service between Hereford and the Stourbridge line.